

**Naval Documents
related to the
Quasi-War between the
United States and France**

**Volume II
Part 1 of 3**

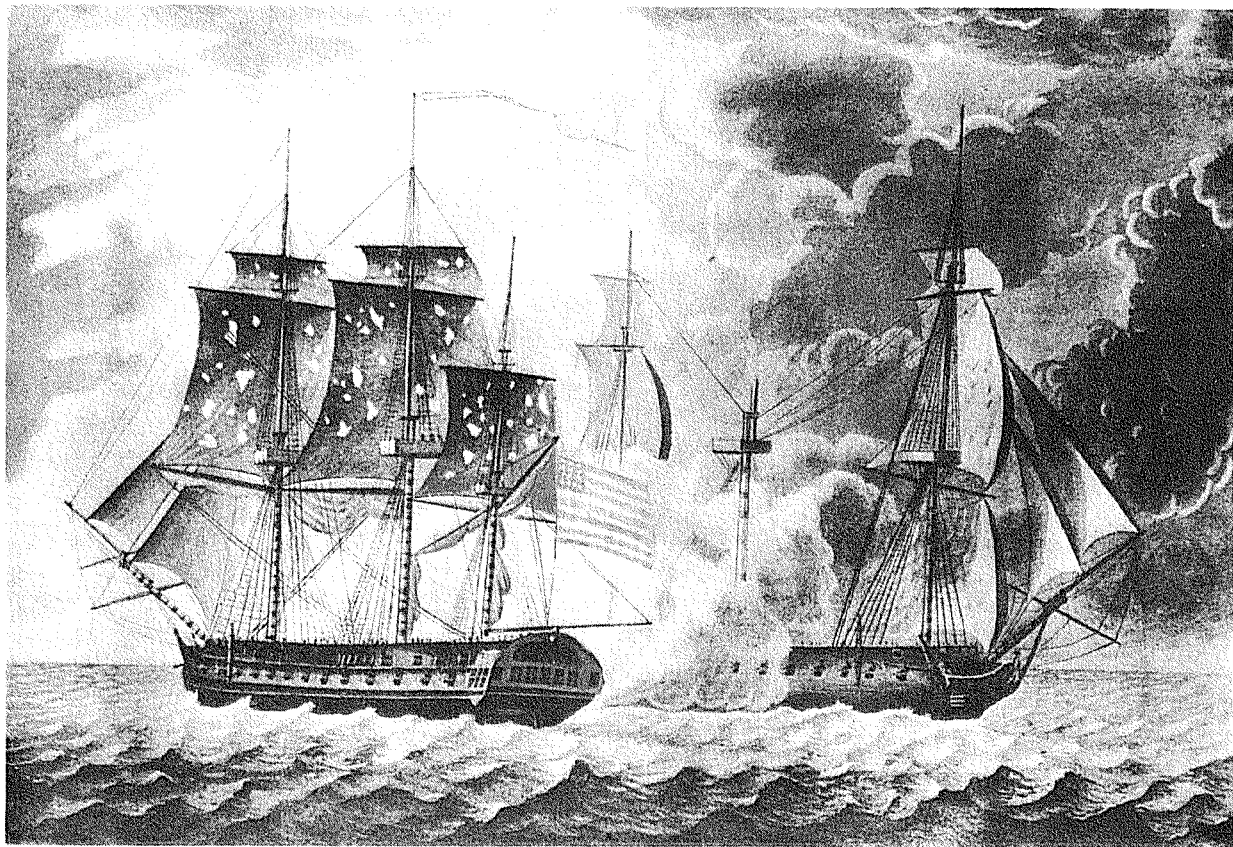
**Naval Operations
from November 1798 to March 1799**

**United States
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Washington, 1935**

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NAVAL OPERATIONS
FROM NOVEMBER 1798 TO MARCH 1799
QUASI-WAR WITH FRANCE



ACTION BETWEEN THE CONSTELLATION AND L'INSURGENTE, FEBRUARY 9, 1799.

NAVAL DOCUMENTS

RELATED TO THE

QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE



NAVAL OPERATIONS

FROM NOVEMBER 1798 TO MARCH 1799



PUBLISHED UNDER DIRECTION OF
The Honorable CLAUDE A. SWANSON
Secretary of the Navy



PREPARED BY THE OFFICE OF NAVAL RECORDS AND LIBRARY
NAVY DEPARTMENT, UNDER THE SUPERVISION OF
CAPTAIN DUDLEY W. KNOX, U. S. NAVY (RET.)

*By Authority of Acts of Congress
Approved March 15, 1934, and June 24, 1935*



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1935

PREFACE

This volume is the second of a projected series of early documentary material dealing with American naval history. It covers naval operations from 1 November, 1798 to 31 March 1799, inclusive, during the Quasi-War with France (1798-1801).

Among the events included herein are the capture of the *Retaliation* by the *Insurgente* and the *Volontaire*; the engagement with and capture of the French Frigate *Insurgente* by the Frigate *Constellation*; the sinking of the Schooner *L'Amour de La Patrie* by the Frigate *United States*; the capture of the Privateer *Marsouin* by the *Delaware*; the capture of the Schooner *Porpoise* by the Revenue Cutter *General Greene*; the engagement between the Ship *Mary* and three French privateers off the southern coast of Spain; besides other engagements between armed American merchantmen and French privateers.

The volume also contains data concerning over three hundred American armed merchant vessels which participated in the war during the year 1798, taken from such sources as are available, the accuracy of which cannot be vouched for in all cases. The Government issued commissions to many of these vessels as "Private Armed Ships", authorizing them to attack French privateers.

Throughout the work it has been the endeavor to make the text of the printed document identical with the original source. Spelling, punctuation, abbreviation, etc., are reproduced as they are found in the originals or in the copies on file. It should be noted, however, that the spelling of proper names is sometimes inconsistent and that capitalization and punctuation found in the copies may not always be identical with the originals, the errors having been made at the time of copying into the records.

Sincere thanks are due to the following individuals and activities not mentioned in the preceding volume, who have very kindly cooperated in this work: Mr. Ernest L. Averill; Mr. M. V. Brewington; Mr. Truxtun Broadhead; Mr. Lewis D. Cook; Mr. R. P. Daily; Mr. F. E. Dayton; Mr. John T. Du Val; Commander Arthur Bainbridge Hoff, U. S. N. (Retired); Mr. L. W. Jenkins, Peabody Museum; Mr. John F. Marshall; Lieut. Comdr. R. H. Maury, U. S. N.; Mr. E. Armitage McCann, Ship Model Makers' Club; the Misses Macomb, Washington, D. C.; Mr. William Muir, Ship Model Society; Rear Admiral Yates Stirling, U. S. N.; U. S. Navy Recruiting Office, Baltimore, Md.; Otis Library, Norwich, Conn.; Virginia Historical Society; U. S. Naval Institute; Long Island Historical Society; American Antiquarian Society, Worcester, Mass.; Public Record Office, London.

A large part of the preparation of this volume has had the immediate supervision of Commander Lucius C. Dunn, U. S. N., who has been assisted by Mr. H. F. Lunenburg, Miss L. I. MacCrimble, Miss C. M. MacDonnell, Mrs. C. R. Collins and Mrs. A. R. Lawrence.

The publication of these documents was made possible by the Acts of Congress approved March 15, 1934, and June 24, 1935, quoted below:

“Provided, That in addition to the appropriation herein made for the Office of Naval Records and Library, there is hereby appropriated \$10,000 to begin printing historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, except that the ‘usual number’ for congressional distribution, depository libraries, and international exchanges shall not be printed, and no copies shall be available for free issue: Provided further, That the Superintendent of Documents is hereby authorized to sell copies at the prorated cost, including composition, clerical work of copying in the Navy Department and other work preparatory to printing without reference to the provisions of section 307 of the Act approved June 30, 1932 (U. S. C., Supp. VI, title 44, sec. 72a).”

“Printing Historical and Naval Documents. For continuing the printing of historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, in accordance with the provisions of the appropriation made for the commencement of this work as contained in the Naval Appropriation Act for the fiscal year 1935, \$20,000, together with the unexpended balance for this purpose for the fiscal year 1935: Provided, That nothing in such Act shall preclude the Public Printer from furnishing one hundred and fifty copies of each volume published to the Library of Congress.”

DUDLEY W. KNOX,
*Captain, U. S. Navy (Retired),
Officer in Charge of Office of Naval Records and Library,
Navy Department.*

ILLUSTRATIONS

Facing page

Action between the <i>Constellation</i> and <i>L'Insurgente</i> , February 9, 1799	Frontispiece
<p>Painted and engraved by E. Savage and published by him at Philadelphia, May 20, 1799. Inscribed: "Action between the <i>Constellation</i> and <i>L'Insurgent</i>. Off the Island of St. Christophers, when after an hard fought battle of one hour and a quarter the Frigate of the Directory yielded to superior skill and bravery. Killed on board <i>L'Insurgent</i> 29. Wounded 46. <i>Constellation</i> 1 killed, 3 wounded. Force of the <i>Constellation</i>: Guns 36, Men 310. Force of the <i>Insurgent</i>: 40 Guns, 18 Brass Swivels, 409 Men." Reproduced by courtesy of Mr. Charles H. Taylor from an original engraving in his collection.</p>	
Captain Thomas Truxtun, U. S. Navy	28
<p>Reproduced by courtesy of the Long Island Historical Society, from a portrait in their possession, by Bass Otis, 1817.</p>	
Map of Lesser Antilles Area	70
Ship <i>Perseverance</i> of Salem	142
<p>From a painting by Murdoch Macpherson, reconstructed from the original painting in the Peabody Museum, depicting the wreck of the ship in 1805. Reproduced by courtesy of the Peabody Museum.</p>	
U. S. Frigate <i>Constitution</i>	234
<p>From a model in the Navy Department constructed in 1908 at the Washington Navy Yard, and based upon original plans of the frigate. This model however carries the "Jackson" figurehead instead of the original one of Hercules.</p>	
The <i>Constellation</i> chasing <i>L'Insurgente</i> off the island of Nevis, February 9, 1799	326
<p>Painted and engraved by E. Savage and published by him at Philadelphia, May 20, 1799. Inscribed: "<i>Constellation</i> & <i>L'Insurgent</i> — the Chace." Reproduced by courtesy of Mr. Charles H. Taylor from a very rare original engraving in his collection.</p> <p>It will be noted in this illustration and also in the Frontispiece that the artist represents the American flag as composed of thirteen stars and thirteen stripes, whereas fifteen stars and fifteen stripes were legally prescribed and commonly used by the Navy at that time.</p>	
Commodore John Rodgers, U. S. Navy	392
<p>Reproduced by courtesy of the Misses Maccomb, Washington, D. C., from a miniature in their possession, by Coltollini, painted in about 1804.</p>	
Ship <i>Mary</i> , of Boston, engaging three French Privateers off Malaga, March 8, 1799	436
<p>Reproduced by courtesy of Messrs. Gershom and Edward W. Bradford, from an original water color by M. F. Corné in their possession.</p>	
Map of West Indies Area	478
Lieutenant William Bainbridge, U. S. Navy	530
<p>Reproduced by courtesy of Mrs. Lucy Frothingham, a great-grand-daughter of William Bainbridge, from a miniature in her possession, said to have been painted by Trott.</p>	

ABBREVIATIONS INDEX TO SOURCES

Acct	Accountant.
Am. Antiq. Soc.	American Antiquarian Society, Worcester, Mass.
Am. State Papers	American State Papers.
Appts.	Appointments.
Bk	Book.
CHR	Custom House Records.
CL	Consular Letters, State Department.
Col. or Coll	Collector or Collection.
Con. LB	Congress, Letter Book.
Conn. HS	Connecticut Historical Society, Hartford, Conn.
Ct. of Cl	Court of Claims.
Dip. Cor	Diplomatic Correspondence, State Department.
Disp	Dispatches, State Department.
Dom. L	Domestic Letters, State Department.
EPP	Edward Preble Papers, Library of Congress.
GLB	General Letter Book, Navy Department Archives.
HS	Historical Society.
HS of Pa	Historical Society of Pennsylvania.
Inst. to Min	Instructions to U. S. Ministers, State Department.
Inv	Invalid Pension Claims, Veterans' Administration.
LB	Letter Book.
LC	Library of Congress.
LR	Letters received, U. S. Marine Corps.
LS	Letters sent, U. S. Marine Corps.
Mass. HS	Massachusetts Historical Society, Boston, Mass.
MC	Major Commandant or Marine Corps.
MCA	Marine Corps Archives.
Mss	Manuscripts.
NA	Naval Academy, Annapolis, Md.
NDA	Navy Department Archives.
Newport HS	Newport, R. I., Historical Society.
NHSC, NYHS	Naval Historical Society Collection, New York Historical Society.
NHSMss	Naval Historical Society Manuscripts.
Nom	Nominations.
NYHS	New York Historical Society, New York, N. Y.
NYPL	New York Public Library, New York, N. Y.
OSW	Letters to Officers of Ships of War, Navy Department Archives.
PRO	Public Record Office, London.
Req. on UST	Requisitions on U. S. Treasury.
SC	Spanish Claims, State Department Archives.
SDA	State Department Archives.
Spol. Cl.	Spoilation Claims, State Department Archives.
T. D. A.	Treasury Department Archives.
USN	United States Navy.
VA	Veterans' Administration.

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QUASI-WAR WITH FRANCE

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*
Hampton Roads 1st November 1798 —

SIR, Before this can reach you, my Letters or Copies of them, under Date of 9th and 27th of October, must be at Hand. Yesterday the *Virginia* Revenue Cutter, Captain Bright, arrived from a Cruise to the Southward, and called on me for Orders, but I had none to deliver him. Our Navy wants Organizing, and some of our Officers are wanting of Common Propriety in their Actions. Captain Bright handed me a Letter from Captain Phillips dated 23 Ultimo, a Copy of which I here enclose you. By this Letter you will see that Nicholson of the *Constitution* has undertaken to convoy a Fleet to the Havannah, and to take with him the *Baltimore*, which had been put under my Command, and sent by me on a particular Service, and to return, after performing it, to receive my further Orders in these Roads.

At the same Time, that I consider Nicholson's Conduct as highly reprehensible, I do not censure Captain Phillips in the least. In the British Navy, which we are best accustomed to, a Superior Officer not in Squadron with a particular inferior one, and meeting him at Sea on a Cruise &c may undertake to countermand his former Orders, and place him on a different Service, to which he was sent, but while he does this at his Peril, the inferior Officer must generally be considered as acting with Propriety in obeying his Orders how far you will consider Nicholson as having gone too far in all this Business, I know not, but my Opinion is taken up from old Precedents, and is Conclusive.

When I was cruising off Charleston last Summer, I had every Attention shewn me by the Merchants of that Place, very many of which have been my Old Friends, and Mercantile Correspondents; they delicately hinted to me a Wish, that I would go to the Havannah, and convoy their Vessels Home, that were detained by french Privateers cruising off that Place, and altho' I suppose by my Instructions, I had as much Latitude, as has been given to Nicholson, and with a sincere Wish to serve them in Addition, I wrote the Gentlemen, that I could not feel myself at Liberty, but soon after placed my self in

the Way of receiving Instructions, that would enable me to serve them, tho' the State of the Ship, her Seams all being in Want of Caulking & rendered the hasty Expedition very inconvenient, But, Sir, every Plan of Government may be frustrated by such Proceedings, as those of Nicholson's, and the Ships sent the Lord knows where at the mere Whim of an Officer, I shall however say but little more on the Subject, but leave you to consider Nicholson's Conduct, as you think proper. I must notwithstanding confess myself to be much displeas'd, as he had no Business certainly with any Vessel put in Squadron with me, without Directions from the Navy Department, or in some Case of urgent Necessity; besides the Force with which he has gone with that Convoy from Charlston is too great for any French Cruizers in the Route to Havannah, unless the three or four French Frigates from the Cape should be met with, and then it is too little; hence it follows that a Couple of small Vessels, such as I before recommended to you, will be superior to the Enemies Privateers in that Quarter, and from heavy Ships of War, they may run on the Bahama Bank, when to Windward, or close in Shore into Shoal Water, when on the Coast of Cuba to Leeward, or otherwise.

I am informed since my Arrival here, that a 44 Gun Frigate from Gaudaloupe has joined three Others at the Cape destined for Havannah.

I know of no Employment for Captⁿ Bright at this Season of the Year, better than attending to the Revenue Business, as his Vessel is badly calculated for the Winter; unless you should send him off the Islands in the West Indies, where she may be of some Service, and I should think it well to attach her to the *Constellation* if she goes off Gaudaloupe, and among the Antilles. I have the Honor to be, Sir, with great Respect

Your very Obedient Servant

T. T.

Hon^{ble} BENJAMIN STODDERT
Secretary of Navy.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Presumably to Secretary of the Navy from
Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP, *Constellation*,
Hampton Roads 1st November 1798.

SIR, You being informed of the State of our Rigging, and Sails, owing to bad Canvass, and the unseasonable Weather, in which many Vessels have been totally dismantled, I must now remind you of our Situation in Respect to Anchors, as advised long ago. I have under all the Circumstances of our Outfit in Patuxent, and the many Omissions in sending what I required, made as few Complaints as possible; but to this Day we have never had any Grape Shot on Board, tho' have been supplied with Cannister. Fox of your Office knows well how often I wrote, and verbally mentioned, the Necessity of having Grape Shot on Iron Stools. I however make Allowance for the then State of Things. I have made every Inquiry for an Anchor, but can hear of none, that will suit, and the Ring of one of my other Anchors is not to be trusted to, as I have before wrote you.

If a Cruize among the Antilles is the Object, an Anchor may be had in all Probability at Martinica, and other Articles that cannot be got here.

Three or four Months' full Allowance of Provisions and Water, is as much as this Ship will carry, and then she will be very much down in the Water for sailing fast.

I have put the Ship in the best State that is possible, and spare my Rigging and Sails, by postponing my Visit to New York for the present; at which Place there is a Plenty of Water, to pass the Bar you mention, and for any English 74 Gun Ship, and at Spring Tides for larger Ships; tho' we found at Neap Tides, too little Water for Count D'Estang's heavy Ships.

I enclose you herewith a List of the principal Articles wanted at present for this Ship, for a Southern Expedition, which I have supposed, you contemplate.

I have the Honor to be &c &c.

T. T.

P. [S.] As there are a Number of the public Vessels gone to cruize among the Islands, would it not be well to send a Store Ship, as is common on such Occasions. Say a Sloop or Schooner with Bread, Beef, Pork, &c. to Martinica consigned to some Merchant; John Gay, Esquire at that Place is a respectable Man. I hope you will excuse the Liberty I have taken, and impute my Advice to my Zeal for the Public Good.

T. T[RUXTUN]

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To William Pennock, Navy Agent, Norfolk, Va., from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP, *Constellation*
HAMPTON ROADS November 1st 1798

DEAR SIR: I have received the Pig Iron, you sent, and will take the Water as fast as possible. I examined my Ground Tier of Water, as preparatory to the Outfits, before my Arrival here, and found it would do very well. I shall send you more empty Casks, as I have a Number to fill up. I cannot receive Pork of Carolina Feeding, but if your Pork is really good, and Beef also, and upon an Avarage, it will not cost more, than at New York, have the Quantity contained in my last Letter, well coopered and sent on Board as soon as you can.

The Injury the Ship may sustain (by her Sails being so exceedingly thin) at this Season of the Year, in a Passage to New York, has induced me to postpone my Visit there, in Order to return to that Place from my next Cruize, which I expect will be to the Windward Islands, as I have written, the Secretary of the Navy, that in that Quarter, only are french Privateers at present (European Seas excepted) and that to go thither, this Frigate should have new Sails, and in fact much new Rigging owing to the terrible wrecking Weather we have had on the Coast during our last Expedition.

Send Garrettsen on Board immediately, I want to serve out Slops, he can return by next Boat after. M^r Shirley must also return, as Cowper is to go up, and ship the Men. Mean Time, Carson must

engage me sixteen good Seamen, encourage him to be expeditious. I am in great Haste.

Your Obed^t humble Servant,

THOMAS TRUXTUN.

W^m PENNOCK Esq^r
Naval Agent Norfolk.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
 1 November 1798, Thursday

First part this 24 hours the Gale Increasing from the W. N. W. with a Dangerous Sea Ship Labouring much hauld down our Mizzen Stay Sail and bore up in Order to Scud before it but find^s her so uneasy hove too again under Ballance Mizzen & Reefd Mizzen Stay Sail and Main Stay Sail Set our Fore Top Sail close Reef'd the Main Top Sail being Split our Rigging being very Slack Set it up fore and aft. @ 3 P. M. James Johnson Od^r Seaman was lost overboard by Accident but it was Impossible to give him any assistance and poor fellow he found a watry grave.

@ 8 P. M. the Gale Seem'd to abate and at 11 P. M. Made more sail to keep the Ship Steady during the Course of the Gale the ship took in much Water upon the Gun Deck.

[Latitude observed 38°.00^m N^o]

[NDA.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Garrett Cottringer for Secretary of the Navy

[TRENTON]

Navy Departm^t Nov^r 2nd 1798.

Major W. W. BURROWS

SIR There being no probability that the Ship building in Connecticut will be launched until the spring, the Marines which Lieut^t Caldwell has recruited, should be sent either to Newport or Providence, to go on board one of the Vessels; & he should be directed not to recruit any more in Connecticut for the present. Be pleased to give him directions to this effect. —

I have the honor &c^t

G[ARRETT] C[OTTRINGER] for Sec^r of N.

[NDA. GLB, Vol. 1.]

To Captain Thomas Tingey, U. S. Navy, from Charles W. Goldsborough for Secretary of the Navy

[TRENTON]

Navy Department 2nd Nov^r 1798

Cap^t THO^s TINGEY

SIR Herewith, I send you, agreeably to your request, the private Signals to be used by our Ships of War; and the private Signals, to be used between the Ships of War of the United States and those of his

Britannick Majesty. All of which you will be pleased to acknowledge the receipt of.

I have the honor to be,

Sir,

Y^r obed^t Serv

CH[ARLES] W. G[OLDSBOROUGH]
for Sec^y of Navy.

[NDA. OWS, Vol. 1.]

To Captain Thomas Truxton, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department G. Town Nov^r 3rd 1798.

Cap^t THO^s TRUXTON

SIR, I am honored with your Letter of the 27th Ultimo, with its enclosures. I received two days ago your Letter of the 9th from M^r Yellott.

I congratulate you on your safe return. The manner in which you have executed the service you have been engaged in, will afford satisfaction to the President and the Country.

In directing your Ship to New York or Rhode Island I had in view your own convenience and satisfaction. I supposed it would be agreeable to spend the little time your Ship would necessarily remain in Port among your Friends & your own affairs. I can say to you in Confidence, that it is contemplated to employ the greatest part or the whole of our Force in the West Indies this Winter, and our force has increased considerably since you left Baltimore.

If you should determine not to go Eastward, but to Sail at the proper time from Norfolk to the West Indies, I will make my arrangements accordingly; and this is a point I leave to yourself; Tho' I shall be glad to see you at the Seat of Government, and to benefit by your advice, in the manner of employing our force, and other things. —

Should you go to New York or Rhode Island, as I presume you wish to do, it would be well to take all the bread you can at Norfolk. Meat will be furnished of a better quality by the Eastern States. I shall leave this for Phil^a before I can receive your reply. Still please to direct for me at this place. Your Letters will follow me if I should be gone. I have only a moment to say this much to you.

I have the honor &c^t

B. S[TODDERT]

[NDA. OSW, Vol. 1.]

To James Jackson, Governor of Georgia, from Timothy Pickering, acting for Secretary of the Navy

[TRENTON]

Navy Department Nov^r 3rd 1798.

JA^s JACKSON Esq^t }
Gov^r of Georgia }

SIR The Secretary of the Navy having gone to Maryland, to remove his Family thence to Philadelphia, I am charged in his absence with the duties of this department. I have therefore to acknowledge the receipt of your Letter of the 14th Ult^o to the Secretary of the Navy,

Stating your opinion of the number of Galleys & Gunboats requisite for the protection of the Coast of Georgia. As the arrangement for the Naval defence of your State has been fixed by the Navy Department with the Presidents approbation, and both the President, & the Secretary of the Navy are absent; but will be at Philadelphia, in the present month, I deem it impossible 'till then to deviate from that Arrangement. But you may expect to learn the President's determination thro' this department, in time to lay the same before the Legislature of Georgia in January next. —

I have the honor &c^e

[NDA. GLB No. 1.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 4 November 1798

This 24 hours first part moderate gales and variable and Rain at 4 Sent 8 men on Bord the *Commerce* To assist in Setting up the Rigan and getting her Ready for Sea

Middle part fresh gales and thick Rainey weather at 10 a m gott under Weigh and Came To Sea in Company with Brig *Pickring* and *Commerce* at 11 Came past Road Island Light house

Latter part moderate gales and Clear at mrdns Light Bore N W 3 Leagues Distns all hans Employd in Lashing anchors

Lattd Obbrs 41° 23' North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mullaney, U. S. Navy U. S. Frigate *United States* 4 November 1798

Got under way at 2 P. M. came to off New Castle and moored at 5 clear weather —

[NA.]

[4 November, 1798]

Capture of the armed Schooner *Highlander*, Thomas M'Connell

ALEXANDRIA, Dec. 29, 1798.

“Came passenger with Captain Willis, Thomas M'Connell, who was captured in the schooner *Highlander*, of Baltimore, mounting 12 guns, and carrying 22 men. T. M'Connell informed Captain Willis that, on the 4th of November, in lat. 19, 10, long. 59,00, he fell in with a French privateer, from Guadaloupe, mounting 12 guns, 9 and 6 pounders, with 96 men and 80 muskets, whom he engaged for three glasses. In the beginning of the action M'Connell's first mate was shot thro the right shoulder, and his second killed; and, owing to the superior number of men and musquetry, on board the enemy, was obliged to strike. M'Connell had three seamen and one officer killed, first officer and one seaman wounded — The enemy had 8 killed, and 3 wounded, and received much damage in the hull and rigging, which obliged them to put into Bassaterre to repair, where they carried M'Connell and crew whom they immediately put into jail. The

crew were loaded with irons, and obliged to subsist on 4 ounces of salt beef and bread for every 24 hours. The sixth day after imprisonment a cartel was sent in by the *Solbay* frigate, when they were liberated. The first lieut. and one seaman were left behind, in the hospital, sick of their wounds. Capt. M'Connell received the worst of treatment and bad language from the French during his confinement. The only name they called him and the rest of the prisoners was "John Adams's Jack Asses." — There were about 100 Americans in Bassaterre jail, when Capt. M'Connell left that place.

[LC, Conn. "Connecticut Courant", 14 January 1799.]

To Lieutenant Archibald McElroy, U. S. Navy, from Captain Thomas Tingey,
U. S. Navy

PHILAD^a 5th November 1798

SIR Having appointed you to recruit a Crew for the United States Ship of War *Ganges* under my command. You will forthwith engage the house of Lewis Albertus, or other public house suitable for the occasion, and endeavor to procure able seamen, not exceeding at present, the number of forty, at seventeen dollars per month: and engaged agreeably to the articles to serve twelve months: having for your guidance the following instructions (namely).

1st — You must be careful to recruit none but sound and healthy persons (for which purpose the Doctor will be sent to attend You) and observe that no indirect or forcible means be used to induce them to enter into the service.

2^d — No Negroes or Mulattoes are to be admitted, and as far as You can judge; You will exclude all of a suspicious character. Be careful also to give a decided preference to all native Americans.

3^d — You are to avoid an advance of money if possible until the men are got on board; but should you find it impracticable to procure them on this condition You may pay them two months advance— In this case you will take care to obtain sufficient security to resort to in the event of desertion, before the time of the advance is worked out.

4th — Take a regular account of the name & station of each recruit: together with a description of his person — and his usual place of residence, so that he may be identified at any future period.

5th — Every man you ship, must take an oath agreeably to the form given you — You have also the shipping Articles, wherein the Name, Station, & pay of each man must be enter'd — It will be necessary to have this business done with exactness to avoid confusion — The form of the Bond to be sign'd by the sureties is already deliver'd to You, take therefore particular care that these sureties, are persons of good & responsible characters, before you accept them and do not let one person be security for too many of your people.

6th — I shall furnish you with money for this business, and you are to observe, that you will be allowed besides your pay and rations — *Two Dollars for each recruit*, in full of every expense of attesting, furnishing ribbon, punch &c. &c. in short of every expense, but that of their conveyance to the Ship. — In this latter You must observe

the strictest economy, as extravagant charges will not be allowed, and no one will be allowed without a proper voucher for the payment.

7th — Forty Eight hours will be allowed each person after signing to prepare necessaries &c — and every one who fails to render himself on board in that time You must have immediate recourse to his security for the return of his advance.

As I wish much to bring the Ship up immediately should 15 or 20 good men present direct, that would proceed down for the purpose of bringing her up, receive them with assurance that they shall be paid their advance, immediately on the Ship anchoring before the town, and be allow'd two days to make their arrangements

I am

Sir

&c. &c.

T. T. [THOMAS TINGEY]

To Lieut^t ARCH^d M^oELROY
1st of the *Ganges*

[NDA. Tingey LB, 1798-1800.]

To Secretary of the Navy from William Bartlet, agent for building Ship
at Newburyport, Mass.

NEWBURY PORT Nov^r 6th 1798

Honble BENJAMIN STODDERT Esquire

SIR, At foot are the names of the 3 remaining officers to compleat the list you were pleased to forward some time since — The *Merrimack* is in a good State of forwardness. & by the Spring Tides on the approaching full Moon she will be ready & can pass our Bar. and at which time we have no doubt she will be manned.

We have the honor to be with

sincere respect

Y^r Obd Ser^t

W^m BARTLET

Officers for the *Merrimack*

THOMAS PLATT. *Boatswain*

BENJⁿ SHURTLIFF *Doct^r Mate*

THOMAS BURK *Sailmaker*

[NDA. Area 7, November 6, 1798.]

To Allen McLane, Collector of the Port of Wilmington, Del., from Timothy Pickering, acting for Secretary of the Navy

[TRENTON]

Navy Department November 6th 1798

ALLEN M^oLANE Esq^t

Collector of the Port of Wilmington }

Having undertaken to attend to the Current Business of this Department during the absence of the Secretary, M^r Stoddert, I trouble you with the enclosed copies of Letters, which were written by him to Robert Hamilton Esquire, Marshal of Delaware, to which no answer

has ever been received. And by late information from the French Prisoners, it appears that they have not been attended to; for they write that one of their number has actually died with Cold, and that others are likely to experience the same fate. —

I request that you will on receipt of this Letter apply to M^r Hamilton, and inquire if M^r Stoddert's Letters have been received, and whether he has complied with the Instructions they contain. If not, and from any cause whatever, he should not immediately attend to this object, you will please to repair to the prison where the French men are confined, examine into their situation, and supply each of them with a Blanket & Straw; The expense of which will be paid on your transmitting to this department, an account accompanied by Vouchers. —

Should M^r Hamilton have acted in the business, you will be saved any further trouble.

I am aware that this business is out of your line of duty; but what concerns humanity is the duty of every man; And my knowledge of your zeal and attention to every thing interesting to the honor & character of your Country, leaves me no room to doubt of your ready attention to the object of this Letter. — I am the more disposed to address you on the occasion, because M^r Hamilton was your deputy, and on your recommendation, succeeded to the Office of Marshal of Delaware. Should he have made the provision of Blankets & Straw for the Prisoners I shall be glad; but I wish you not to rest satisfied without the most evident proofs. If sick prisoners require medical aid, let it be furnished. If you could visit the prison with M^r Hamilton, and report the Actual State of things, you would render a very Acceptable service. —

I am &C^s

T[IMOTHY] PICKERING.

[NDA. GLB, Vol. 1.]

Extract from journal of Lieutenant John Mulloyny, U. S. Navy, U. S. Frigate *United States*, 7 November 1798

The *Delaware* arrived from a cruise
[Between Newcastle and Chester]

[NA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy commanding, 7 November 1798

This 24 hours first part Strong gales and Cloudy weather under singal Reef Topsails, at 2 p m saw 2 sail in the Eastern quarter at 8 p m Sounded in 90 fathoms watter.

Midle part moderate gales and flying Clouds Sounded in 55 fathoms, at 2 a m in 56 fathoms at 4 in 75 fath

Latter part moderate gales and Clear weather Saw a Schooner in the N W Standing To N E the Brig *Pickring* and Brig *Commerce* in Company

Lattd Obbrs 43° 09' North

[NDA. Journal kept by Joseph Strout, 1798.]

To Messrs. Touin & Renne from Secretary of State

DEPARTMENT OF STATE,
Trenton Nov. 8. 1798.

To Messieurs TOUIN & JOSEPH RENNE, }
late captains of the French privateers }
Sans-Pareil & Jaloux. }

I received your letter of the 8th of October, and on the 9th wrote to M^r Létombe, late Consul General of the French Republic at Philadelphia, to inform him of your situation and your wants, that he, who with the consent of the American government still remained charged with the care of French citizens within the United States, might provide what was necessary for your comfort. On the 16th of October M^r Létombe sent me an answer, that he could not know you as prisoners, that he was not your commissary, and that he had no funds by which he could supply your wants.

Here I must inform you, that many American citizens (to say nothing of their cruel sufferings under the orders of Victor Hugues, the special agent of the French Directory) have been imprisoned in France, that they were furnished with nothing but very bad bread and a few ounces of worse meat: that many hundreds of American citizens belonging to vessels which have been captured and condemned by the French, have been thrown ashore destitute of any means of subsistence, and that not contented with their vessels, cargoes & money, the French privateersmen have even robbed them of the cloaths on their backs. Under such distressed circumstances, American Consuls have relieved them: and notwithstanding M^r Létombe's answer to me, I think he ought to have relieved you and your crews in respect to all necessary cloathing. The bread, meat & vegetables supplied to you by the U. States I presume are good and sufficient.

I have further to inform you, that besides writing to M^r Létombe, I represented your situation to the Secretary of the Navy, who thereupon directed the Marshal of Delaware, who had charge of you, to provide blankets for all such as needed them. And upon receiving (on the third of November) your second letter, describing your people as suffering from the cold, I enquired at the Navy Office, and found the orders of the Secretary to the Marshall, M^r Hamilton, to provide blankets. I have now, in the absence of the Secretary, renewed that order; and moreover written to a gentleman of my acquaintance at Wilmington or Newcastle, personally to examine and report the situation of the officers and crews of the two privateers above mentioned, that if not duly supplied, adequate provision might be made.

You affect to be ignorant of the causes of your capture and detention as prisoners, seeing there has been no declaration of war between the United States and France. But you know very well that for several years past the French have carried on an unjust war against the commerce of the United States, in violation of treaties and the law of nations; by which American citizens have been plundered of more than twenty millions of dollars; and it was because you were yourselves engaged in this piratical warfare, that your privateers have been taken, and that you and your crews are detained as prisoners, in pursuance of the acts of the Congress of the United States, which

authorize such captures of French privateers, not only when found hovering on our coasts, but any where on the high seas; for in all parts of the high seas those privateers have been and are committing unjust depredations on the Commerce of the United States.

TIMOTHY PICKERING.

[Conn. HS. Mss. No. 22.]

To J. Davis, Merchant, New York, from Jacob Wagner for Secretary of State

DEPARTMENT OF STATE
Trenton Nov^r 8, 1798.

M^r J. DAVIS Merchant *New York*

SIR In consequence of your letter of the 6th of this month the Secretary of State has this day forwarded to the Collector of New York a permission to clear the Brig^s *Russel* for Cape Francois and Port au Prince, who on your applying for the same will make known to you the terms on which it will be granted to you.

I am, Sir, &c.

JACOB WAGNER

[SDA. Dom. L., Vol. 11.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
8 November 1798, Thursday

Light Airs inclinable to Calm. At 4 P. M. Punish'd Robert Sharkey with 12 Lashes for being the Means of James Bates falling out of the Main Rigging whereby his Life was dispair'd of.

Middle part Light airs Sounded 60. f^m No bottom

At 5 A. M. James Bates died occassion'd by the above mention'd fall @ 7 Saw 3 Sail to the West^t Made Sail to Speak the largest call'd all hands to Quarters Prov'd the Ship *Mariha* from Boston bound to Demarara Read prayers over the Body of James Bates & committed his body to the Deep. Cape Ann bore W. N. W. Dist 35 Leagues

[Latitude 42. 21 N^o]

[NDA.]

To Joshua Humphrey, Naval Constructor, from Timothy Pickering, acting for the Secretary of the Navy

[TRENTON]

Navy Department November 9th 1798.

M^r JOSHUA HUMPHREYS *Philadelphia*

SIR The Frigate *United States* having put into the Delaware in consequence of damage she has sustained on her late cruise, will require some repairs, which it will be important to have completed, with all possible expedition.—

You will please therefore immediately to attend to this object. —

I am &c^s

T[IMOTHY] PICKERING.

[NDA. GLB, Vol. 1.]

To Nevison & Granbury, agents for U. S. Brig *Richmond*, from Secretary of the Navy

NAVY DEPARTMENT *Geo Town 9th Nov^r 1798.*

Mess^{rs} NIVISON & GRANBURY *Norfolk*

Gent^s I have delayed till this moment that I am about setting off to Philadelphia to acknowledge receipt of your favour of the 27th Ultimo. Should Cap^t Barron be ready before he receives orders from me at Phil^a for his cruise, he may make a short cruise as far as the Latitude of Bermuda, and then return again to Norfolk by the 1st December, by which time other Vessels will be ready to sail in Company. —

I must trust to your communicating this to Cap^t Barron, as I have not time to write. Please to take his receipt for the Vessel, & Expenditures on account of the United States —

I have the honor &C^s

[NDA. GLB, Vol. 1.]

To Captain William Maley of the Schooner *Lelah Eisha* from Secretary of State

TRENTON *Nov^r 9, 1798.*

Captain WILLIAM MALEY

Commander of the armed Schooner *Lelah Eisha*. — — —

SIR By tomorrow's post I shall send you orders for sailing for Algiers: and I give you this notice that you may hold yourself in readiness. I am &c

TIMOTHY PICKERING

[SDA. Dom. L. Vol., 11.]

To Tench Francis, Purveyor, from Secretary of State

TRENTON *Nov^r 9, 1798.*

TENCH FRANCIS Esq^r

SIR, To-morrow I shall forward a commission and orders for Captain Maley, of the Schooner *Lelah Eisha*, to proceed on his voyage to Algiers. If the ship *Hero* is not gone, he will take her under his convoy. I suppose you have the invoice of the cargo of the Schooner made out. Maley should also have a complete inventory of the guns, ammunition and equipments of his schooner.

If the Schooner is (as I imagine) at Chester or Marcus Hook, and she and the *Hero* are ready for sea, I shall be glad to have the orders which I shall send you to-morrow, forwarded by express to Captain Maley — Unless M^r Humphreys or some other agent can carry them, and thus obviate any unexpected difficulties as to her sailing.

I write to Maley by this post to advise him of the above that he may hold himself in readiness. I shall send my letter for him to Chester post office.

I am respectfully &c.

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11.]

To Captain John Barry, U. S. Navy, from Garrett Cottringer for Secretary
of the Navy

[TRENTON]

N Department Nov^r 9th 1798

Cap^t JOHN BARRY

SIR I have received your favor of the 8th Instant.

Your arrival in Delaware being totally unexpected, no Steps were taken here to procure the Articles included in your several Indents, it having been intended to provide them at New port, to which place you know you were directed to repair at the End of your Cruise, and I am sorry for the Accident which has prevented you from Accomplishing it. What under present circumstances is to be done, is, to repair your damage as expeditiously as possible; to which effect Col^o Pickering has written by this Post to M^r Joshua Humphreys, and your several Indents will be transmitted to M^r Tench Francis, who will provide the Articles therein contained. Cap^t Barron has not received the appointment you mention. M^r Stoddert will be at Philadelphia by the middle of next week. —

I am &c.

G[ARRETT] C[OTTRINGER] &c^s

[NDA. OSW, Vol. 1.]

To Captain John Barry, U. S. Navy, from Timothy Pickering, acting for the
Secretary of the Navy

[TRENTON]

Navy Department November 9th 1798

Cap^t JOHN BARRY

SIR I have received your Letter dated yesterday, and have written to M^r Humphreys to attend immediately to the necessary repairs of your Frigate.

The Marshal of Delaware had early orders to furnish Blankets to the prisoners at New Castle; and as soon as I heard from them I wrote (Oct^r 9) to M^r Letombe late French Consul; but he refused to give them any relief, — Saying he had neither orders nor funds. —

I am &c^s

T. PICKERING &c^s

[NDA. OSW, Vol. 1.]

To the Secretary of State from David Humphreys, U. S. Minister to Spain

(N^o. 172)

MADRID Nov^r 9th 1798

SIR, I have had occasion to address an office to the first Sec^r of State, since my last to you, respecting the embargo of our vessels at Cadiz; and permission has been given for such of them as were ready for Sea, to proceed on their voyages accordingly. But I have rec^d no answer to my Note on the Subject of allowing our vessels to arm in the Ports of Spain; and I have reason to believe that private orders have been sent to the Commanders in the different Ports to prevent them from arming.

The English expedition, which was reported to have gone into the Atlantic, has proceeded up the Mediterranean. From whence nothing of moment has been rec^d since my last.

Intelligence arrived this day from France of the total defeat of the second expedition destined from Brest against Ireland. It consisted, according to former Gazettes, of one Ship of the Line & eight Frigates. No particulars are related, except that after having been at Sea for twenty three days they encountered a superior English fleet on the Coast of Ireland, that the Combat lasted from Six in the Morning until five at Night, & that only one frigate had returned to Brest, when the account came from thence.

The day after the Gala of St Charles I returned from the Escorial, & shall go thither for that of the 12 instant. M de Saavedra was so well as to be able to preside at table; but he has not yet began to dispatch the public buisness of his office.

The Prince of Peace was present at the last Gala, & extremely well received by the King & Queen.

With Sentiments of perfect respect & esteem, I have the honor to be Sir,

Your Mo. Ob & Mo. h^ble Ser^t

D. HUMPHREYS

The SECRETARY OF STATE
&^t &^t &^t

[SDA. Disp. Spain, Bk. 4, Humphreys.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 9 November 1798

This 24 hours first part Calm at 6 p m Sprung a Small Breeze from Southward

Midle part fresh gales and Cloudy at 1 p m Tact Ship 1 Reef in Each Topsail at 3 Tact Ship To Southward Duple Reef Top-sails at 4 a m Close Reef Top-sails at 6 a m handed main Sail Strong gales and thick Rany weather

Latter part Strong gales and thick weather at 10 wore Ship To Northward Brig *Commerce* had Lost hur F. T. mast Sint on Bord 7 men To assist in getting up New one

No Obbrs To Day

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, U. S. Frigate *United States*, 9 November 1798

Got under way. at ½ past 4 came to anchor off Chester. at 7 Cap^t Barry & M^t Humphreys Naval constructor came on board. at ½ past 7 General Washington arrived at Chester, where the Troops of Horse from Philad^a were to receive him —

[NA.]

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*
Hampton Roads 10th November 1798.

SIR, I have been honored with your Letter of the 3^d Instant and thank you for the very friendly Sentiments, contained therein.

Having lost one of the heavy Anchors in these Roads in June last, owing to the Badness of the Ring, and the Ring of another Complaining, as I before wrote you; and no Anchors of Size, suitable for such a Ship as this, to be procured. I have not felt myself at Liberty to go out of the Ship, since I returned from Havannah, and much as I wish to be at New York, and in it's Neighborhood, I have not been able to get my own Consent, to run into a Northern Port at this Season, where from a heavy Gale of Wind, or from Ice making unexpectedly, an important Ship, drawing a heavy Draught of Water, would probably be drove on Shore, lost, or so injured, that it might cost, (as we have no Docks) as much as would build a Sloop of War to repair her: Under these Considerations, I shall take the first favourable Oppertunity, and run the Ship into St. Mary's in the Potowmac, or in Patuxent, and place her in Safety, untill I pay you a Visit at the Seat of Government, and at the same Time see my Family.

In a few Days we shall have every Thing on Board for a four Months' Expedition, including the old Stores that remained when we last arrived.

The Ship is also fully manned, and the Crew very healthy; a few that became consumptive in Port owing to the bad Weather we have experienced, I discharged, and Pennock has provided them with Quarters, untill they are able to shift for themselves. When I observed we should have every Thing on Board in a few Days, I must except the Beef and Butter, which may be sent from Baltimore; what Beef M^r Pennock sent alongside, I was obliged to return, as it was extremely bad indeed.

As I expect to see you towards the End of the Month, I shall conclude with observing that the Water I shall direct to be kept filled up, and as the Ship is in perfect Order, and will only want the Beef and Butter above mentioned, to enable her to go to Sea at a Single Day's Notice, defer other Matters, untill we meet.

I have the Honor to be, Sir, (in great Haste) most respectfully,
Your very Obedient humble Servant

T. T.

Honorable BENJ^s STODDERT
Secretary of Navy.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Robert Purviance, Collector of Customs, Baltimore, Md., from Jacob Wagner
for Secretary of State

DEPARTMENT OF STATE *Trenton. Nov^r 10th 1798.*

ROBERT PURVIANCE Esq^r
Collector of Customs Baltimore

SIR, By the Secretary of State's direction, I have the honor to send you annexed, an extract from a letter this day received by him from M^r Peter de Clamouse Browne acting for the American Consular Agent at Oporto, dated 29th Sept^r 1798, which you will be pleased to communicate to the owners of the vessel therein mentioned, if they are known to you. Some time since Gen^l Smith was the owner of

a vessel of the same name, and very probably he may be the owner of the one referred to. I am, Sir, &c.

JACOB WAGNER.

EXTRACT

"I take the liberty of doing myself the honor of informing your Excellency that by the last Spanish post, news has been received here from Corunna, that the French Consul in that Port has set at liberty the American Brigantine *Fells Point*, John Brown, Commander, belonging to Baltimore, who having sailed from this port on the 28th of last month, bound to said Port of Baltimore was soon after taken and carried into Vigo by a French privateer.

[SDA. Dom. L., Vol. 11.]

To TENCH FRANCIS, Purveyor, from Secretary of State

DEPARTMENT OF STATE

Trenton Nov^r 10, 1798.

TENCH FRANCIS Esq^r. Purveyor.

SIR, The Schooner *Lelah Eisha* being Armed, and Captain Maley being ordered to defend her and whatever she has under her convoy, I thought it prudent that he should be furnished with a Commission as a Naval officer in the service of the United States. I have accordingly made out one for him as a lieutenant in the Navy, and now inclose it. You will have the goodness to get the War-Office seal affixed to it, before you send it to Maley. At the same time he should be informed that the Commission is designed only for the present voyage, and not to ground any claim for permanent employment. Altho' his good conduct in his present undertaking will recommend him to the further attention of the Government. All the papers now transmitted herewith for him are noted below. I presume he will have obtained a sea letter, Mediterranean passport, clearances and other customary papers (Register excepted) from the Custom House. I wish you to ascertain this, and see it done, if not already accomplished. You will write of course to Capt. O'Brien, and send him invoices of all the articles on board, and copies of the invoice of the cargo of the ship *Hero*, for which I inclose a passport, leaving a blank for you to insert the master's name, which I have forgotten. If as I have suggested to M^r Humphreys, the Captain of the *Hero* puts guns on board her, he will consider whether he had not better take out a commission, at the Custom House, to secure him against being treated as a pirate, in case he fights and should be taken. It will cost him but some trifling fee; and I suppose he knows people enough in Philadelphia who will be his bondsmen for observing his instructions as commanding a private armed vessel.

I am respectfully &c.

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11.]

ENCLOSURES IN LETTER OF SECRETARY OF STATE TO TENCH FRANCIS, DATED NOVEMBER 10, 1798

1. A Commission of lieutenant for Capt. Maley.
2. A passport from the Secretary of State.

3. A Passport in the Turkish Language from the Dey of Algiers.
4. Instructions to Captain Maley to fight &c.
5. Private Instructions to ditto.
6. A letter to Captain O'Brien, Consul General at Algiers.
7. A letter to James Simpson Esq^r Consul of the U. States for Morrocco, at Tangier.
8. A letter for John Gavino Esq^r Consul of the U. States at Gibraltar.

[Enclosure No. 2]

PASSPORT FOR THE ARMED SCHOONER *Lelah Eisha*

To all who shall see these presents Greeting.

I Timothy Pickering, Secretary of State of the United States of America, do hereby certify and make known That the armed Schooner *Lelah Eisha* whereof lieutenant William Maley is Commander, has been built in the United States for the Dey of Algiers, pursuant to a Stipulation of Richard O'Brien Esq^r now the American Consul General at Algiers; and that the Stores on board of her are also destined for the Dey of Algiers, in pursuance of existing Stipulations with that power. The whole to confirm and secure the peace entered into between the said United States and the Dey and Regency of Algiers. Wherefore in the name of the President of the United States, I request all who may meet with the said Schooner *Lelah Eisha* either at sea or in port, to allow her to pass not only unmolested, but with every necessary aid, to enable her to reach her destined port, the City of Algiers, in safety.

Given under my hand and the Seal of my Office at Philadelphia, the tenth day of November 1798;

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11.]

[Enclosure No. 4]

INSTRUCTIONS TO LIEUTENANT WILLIAM MALEY, COMMANDER OF THE ARMED SCHOONER CALLED THE *Lelah Eisha*

You being appointed to the command of the armed Schooner above named, are to proceed forthwith to the City of Algiers, and there deliver her with her guns, tackle apparel and Stores to the Dey of Algiers, for whom she has been built, armed and equipped, according to the directions you shall receive from Richard O'Brien Esquire, the Consul General of the United States of America, at that City to whom as soon as possible you will make known your arrival.

As you have a crew competent to the defence of the *Lelah Eisha* against ordinary cruisers, so you are to defend her accordingly against all attacks but those of superior force. You are therefore to prepare your officers and crew for such defence, and maintain the necessary order and discipline among them, for this object as well as for the safe navigating of the Schooner to her destined port.

The Ship *Hero*, laden with timber and Stores on account of the United States, to be delivered at Algiers pursuant to the Stipulations between that Regency and the United States, I presume has not yet sailed, if so, you are to take her under your convoy.

Besides the warlike and other equipments properly belonging to the *Lelah Eisha*, there are certain Stores by way of Cargo, which are

also for the Dey of Algiers in pursuance of the stipulations above mentioned. The invoice of these articles, as well as an inventory of every thing properly belonging to the Schooner, you will take with you and deliver to Captain O'Brien our Consul at Algiers, whose orders respecting the delivery of the whole you will strictly observe; or in his absence, the orders of the person left there in charge of the officers of the United States.

The orders for using your arms, you will observe point only to the defence of the Schooner under your command, and the protection of the Ship *Hero*, under your convoy. You are therefore not to give chase to or attempt to take any vessel you may meet with. Nevertheless, should you meet at sea with any vessels of the United States, in the hands of French captors, you may retake them. And you will understand that it is against the French Cruisers, that the orders for defence are mainly intended. The Government of that nation having laid aside all regard to the law of nations, and the most plain and acknowledged principles of justice in the arrears and regulations it has made in regard to the capture and condemnation of neutral vessels, and especially those of the United States. But you will consider well the strength of such captured American Vessel, and attempt nothing at the risque of the *Lelah Eisha* or of the Ship *Hero*. So likewise you may take under your protection any American vessels holding the same course with you. In case of a recapture you are not materially to deviate from your proper course, nor essentially diminish the force of your crew.

It is expected that the other armed vessels and the Brig *Sophia* will reach Algiers nearly as soon as the *Lelah Eisha*, and that the crews of the whole will come home in the *Sophia*.

Relying on your vigilance, bravery and prudence, I have only to wish you a prosperous voyage to your destined port, and a safe return to your Country.

Given under my hand and the Seal of the Department of State at Philadelphia, the Tenth day of November, 1798;

TIMOTHY PICKERING,
Secretary of State.

L.S.

[SDA: Dom: L., Vol. 11.]

[Enclosure No. 5]

PRIVATE INSTRUCTIONS TO LIEUTENANT WILLIAM MALEY,
COMMANDER OF THE ARMED SCHOONER *Lelah Eisha*

If visited by a European vessel of War of Superior force, and your papers are demanded, you will exhibit your sea-letter and the Special passport or certificate under my hand and seal: If by any cruiser of the Barbary powers, you will exhibit your Mediterranean passport, and the passport of the Dey of Algiers in the Turkish language and under the Dey's Seal. These ought to satisfy any vessel of war which may visit you. If however other papers shall be required, you may exhibit the inventory of the Schooner and her equipments, the invoice of goods and stores on board her, your clearance and any other customary papers. If you should have an engagement with any other armed vessel, and your right of fighting should be questioned, you will show your Commission, and your instructions to fight and defend your vessel and convoy.

If not inconvenient to touch at Gibraltar, you may do it and make known your destination to our Consul, John Gavino Esq^r. If any unexpected change should have taken place to render your going to Algiers improper or unsafe, he can inform you: and in this case you will secure your vessel until you can get advice from Captain Richard O'Brien our Consul at Algiers, how to proceed; contriving to let him know as soon as possible your situation. In such case also you will get M^r Gavino to write an account of it to Col^o Humphreys our Minister at Madrid, and to William Smith Esq^r our Minister at Lisbon. What they or either of them shall finally advise, you are to do. But this caution is suggested only because it is possible (for it is not probable) that there may be reasons to forbid you to proceed to Algiers.

If you should fall in on the coast of Morrocco, off Tangier, you will there find James Simpson Esq^r American Consul, with whom you may in like manner advise and Consult.

But the chance of there being any objection to your proceeding directly to Algiers is so very small, and the danger so great of meeting with French privateers near the Streights mouth, seeing they frequent the Spanish ports of Algerias on one hand and Ceuta on the other — if the wind should be favourable it will be best for you to push forward and go directly to Algiers.

The letters and packets addressed to M^r Simpson and M^r Gavino you will contrive to convey to one or the other of those gentlemen, either going or returning: but do not go out of your way to deliver them to either, if you bring the letters and packets home again.

Given at Philadelphia the tenth day of November 1798.

TIMOTHY PICKERING,
Secretary of State.

LS.

Extract from journal of James Pity, U. S. Frigate *Constitution*,
10 November 1798, Saturday

Steady Breezes and clear W^t tacking to Windw^d at 5 P. M. Thatchers Island bore N. N. E. 4 Leag^s Distance fired a gun & hoisted our Ensign the Brewsters bear^s S. W. b. W. 6 Leagues Distance Shorten'd Sail fired a gun and hoisted a Light at the Mizen Peak @ 8 P. M. Boston Light bore W. b. N. 3½ Leagues dist Tack'd Ship Occassionally At 7 P. M. fired a gun and hoisted our Ensign likewise a Jack at the Fore top Mast head Got all clear for Anchoring At ½ past 11 A. M. the Pilot came on B^d Made Sail & Stood for Nantasket Roads at 12 came too with the Small Bower in 6 f^m Soft Bottom Light bear^s N. E. b. E. Hospital Island W. b. S. Georges Island North hoisted out the Barge at 3 Cap^t Nicholson and 3 officers went to Town.

[NDA.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate,
United States, 10 November 1798

General Washington left Chester at 7 A. M. when we saluted him with 15 Guns.

[NA.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
11 November 1798, Sunday

Steady Breezes & Clear Weather at Anchor in Nantasket Roads @ $\frac{1}{2}$ past 12 M^r Knox the Pilot came on Board and took charge of the Ship at 3 P. M. the Barge Return'd from Town hoisted her in & Moord Ship. The Wind Increasing & every appearance of a gale.

[NDA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 11 November 1798, Sunday

This 24 hours first part fresh gales and Dry Cloudy weather at 7 p m the hald To the Northward handed Top g Sails and Duble Reef T Sails Still plying To windard of Cap Sambro

Midle part fresh gales and Clear weather at 6 out Reefs and Sett T g Sails at 8 p m pilot Came on Bord

Latter part modarate and Clear Came To anchor abrest of Halifax Townd and fired a Salute of 15 guns and Recd in Return the Same Number from the garison

[NDA. Journal kept by Joseph Strout, 1798.]

[12 November 1798]

To Isaac Garretson, Purser, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

SIR, Hurry on Board every Thing. I am told M^r Reese our old Pilot is at Baltimore; hunt him up without the delay of a single Moment, and send him down to me, I want him for a particular Service. Bring me down a fat Sheep, one Dozen of Fowls fat, one Pound Hyson Tea, and one Loaf of Sugar, with a Bushel of Potatoes. It will answer my present Purpose.

You are not to receive the Beef, nor the Butter from the Agent. I am in great Haste Yours

T. T. [RUXTUN]

Eight Boards of Pine $1\frac{1}{2}$ Inch }
Eight D^o of D^o — 1 Inch }
to be sent off immediately — }
12th November 1798.

M^r ISAAC GARRETSON —

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from the log book of the Brig *Jerusha*, Captain Josiah Richards, from Jamaica, boarded by French privateer *Coffee Mill*, 12 November 1798

"Sailed from Jamaica the third day of November, with part of the Jamaica fleet, bound through the windward passage, but was obliged to bear away, and come through the gulph.

"On the 12th of the said month, was boarded by the French privateer called the *Coffee Mill*, which formerly belonged to Capt. Alexander, fitted out for Charleston; they overhauled my papers and let me pass, after taking one barrel of sugar and a barrel of bread.

“On the 21st of the said month, was boarded by the *Montezuma* sloop of war, off the Havanna. Captain Phillips, in the *Baltimore* sloop of war, was cruising off said port, and had captured a small privateer, mounting 4 guns; he had her still with him. He informed me, that the *Constitution*, Capt. Nicholson, had sprung her bowsprit, which obliged her to bear away, where, he could not tell.”

The *Jerusha* was also boarded by the *Coffee Mill*, on her passage out, off the east end of Jamaica.

[LC, New York. “Argus, or Greenleaf’s Daily Advertiser”, 31 Dec. 1798.]

To Captain Silas Talbot, U. S. Navy, from Secretary Timothy Pickering, acting for Secretary of the Navy

Navy Department November 14th 1798

SILAS TALBOT Esq^r
Providence, R. I.,

SIR Yesterday as I was preparing to leave Trenton I received your Letter of the 7th, stating further disappointments on account of the bursting & deficiencies of the nine pounders cast by M^r Brown for the Ship *George Washington*. You will have by this time received my Letter of about the 7th enclosing one from M^r Brown to Gov^r Bowen, or others his partners in Hope Furnace desiring them to make up the complement of nine pounders for the *George Washington* out of the nines cast for the ship at Newburyport or Portsmouth, I presume therefore that your embarrassments about Guns are at an end, but if not, and the full complement shall not be furnished before you hear again from this office, I presume M^r Stoddert (who will come to Town this day) will procure the Guns at New York or Philadelphia, where a considerable supply has been imported from England. I was on the point of giving peremptory orders for your receiving the complement of Nines from the parcel cast for the Newburyport or Portsmouth Ships, but enquiring now whether cruising orders had been sent to Cap^t Fletcher, and finding that they had not, and as it will be proper that these should come from M^r Stoddert, I defer giving any further orders about the Cannon. You may expect to hear from him without delay.

M^r Brown who is here says the Sixes have been all proved. But if Cap^t Fletcher desires it, he has no objection to his proving them over again; The public finding the powder &C^s This second proof I think will be expedient. If you should be finally disappointed as to Guns at Providence (I mean the nines) It may be expedient to get the Sixes and all other War like equipments on board ready for the Ships Sailing to New York to receive nine pounders, if this should be thought preferable to the transporting them to her at Newport. — The quality of the Guns at New York in the mean time will be ascertained.

I am &C^s

T[IMOTHY] P[ICKERING].

To James & Ebenezer Watson, Navy Agents, New York, from Secretary Timothy Pickering, acting for Secretary of the Navy

Navy Department,
November 14th 1798

Mess^{rs} J. & E. WATSON

GENT^l John Brown Esquire of Providence engaged to furnish 24 nine pounders, & 8 Six pounders for the Ship *George Washington* purchased of him by the Secretary of the Navy. He cast the nines, as well as the Sixes, but most of the former have burst in the proving, and such as did not burst, the Captain (Fletcher) hesitates to receive on account of the general bad quality of the metal. Lest there should be a final disappointment and the ship being by this time ready for sea, I have thought it adviseable to enquire what are the weights & lengths of the nine pound Cannon imported into New York, particularly those belonging to Hugh Pollock & C^o, who say they are beautiful, bored from the solid & well finished. — And they have offered them to Gibbs & Channing of Newport, Rhode Island for the public service “at the same price at which they could procure Country made Iron Guns”. —

I request therefore, that you will see them and inform that department of the weight and length of the nines, & of any other qualities which you think useful to communicate. If it be convenient at the same time to inspect their Sixes and the shot they have for both of them & the nines, it may be well to do it, and to Note the prices & qualities of the whole.

M^r Stoddert will probably arrive today, and to him your answer may be addressed. I believe I have in a former letter mentioned that we give M^r Foxall the founder near this City, and who is a complete Master of his business, £55. Pens^d Currency p^r Ton for his Cannon, while another Contract has been made at £50 — p^r Ton — Their Cannon are to Weigh only 200^{lb} Gross for every pound of the Shot's weight. —

I have the honor & C^s

T[IMOTHY] P[ICKERING.]

[NDA. GLB, Vol. 1.]

[14 November, 1798]

Information given by George Clark, passenger on board the Ship *Polly*

The ship *Polly*, Stinson, from Barbadoes, for Boston, has arrived at the Vineyard. Mr. George Clark, a passenger, has arrived in town, and obligingly communicated to us the following: List of American vessels sailed under convoy of the ship *Atlantic*, Capt. Nuns, mounting 18 guns, and the brigantine *Venice*, of 16, both bound to Lancaster. We took our departure from Barbadoes the 14th Nov. and came to windward of all the Islands, viz. ship *Mariah*, Thomas for Newbern, N. C.; brigs *North Carolina*, West for do; *Susan* and *Polly*, Taylor, for Baltimore; *Marcus* Miles, of Darby, for New-Haven; the *Marcus* was captured by the French, and recaptured by the ship *Cornwallis*, of Liverpool and sent to Barbadoes, where 16 salvage was taken) — *Swallow*, Stoddard, for New-York; schs. *John Stenson*, for

do.; *Eliza*, Skimmer, for Boston; *Cyntha*, Goodwin, for Sea Brook. — Left at Barbadoes, brig. *Hope*, Shipman, of Hartford, with horses; —, Capt. Brown, of Rhode Island with provisions and horses; sloop, *Industry*, Fitch, of Nantucket. — Parted with Capt. Skimmer, in lat. 26, 20 long. 66, 59, her sails and rigging much shattered. Nov. 30, lat. 20, 20, long. 66, 59, saw a sail upon the weather bow, standing athwart us, which proved to be a bark, steering S by E with a great number of men on board — we immediately hauled our wind and made off — she then hoisted an American Jack at the main top gallant mast head; and from several circumstances, appeared to be a vessel captured by the French. — Dec. 1, lat. 27 8, long. 68, 18, saw a sail standing S. — and after approaching near, took her to be a French privateer — we immediately gave chase, in order to appear as a ship of some force — and the privateer finding they could out wind us, bore away and chased after us — we immediately mustered all hands, and by the aid and assistance of a number of old hats, caps and old cloths, such as shirts, jackets, trowsers, &c. rigged all our handspikes, and made the appearance of as many men as possible, and with ourselves, numbered fifty — we then erected stern posts out of the companion doors, and by painted kegs two guns on each side. The moment she discovered the men, hauled her wind, and by her actions, we supposed she put chief of her men and two guns, on board the barque to serve as stern chasers — she being a deep loaded vessel, and as we suppose a valuable prize. The privateer, after closely examining us on both sides, from the distance she was at, bore away and *sneaked off* — steering S. S E. — Dec. 7, lat. 19, 49 long. 58, 45, spoke the armed sch. *Abolina*, Pitican, 18 days from Baltimore, bound to Tortola — The British frigate *Amphritite*, had captured and sent into Barbadoes, three French privateers, and sunk one — Provisions low. — Mr. Clark left the Vineyard on Tuesday, where there was about 20 sail of vessels, among them Capt. Sherman, in a brig from La Guira, bound to Salem; and brig. *Cyrus Daggett* from Philadelphia, bound to Boston, who arrived at the Vineyard, on Sunday last, in only 36 hours from Delaware Capes.

The 9th inst. a coasting vessel was driven ashore on Portland head, and stove to pieces. By the severity of the weather, the sails were so frozen that the vessel was unmanageable, and consequently got upon the rocks. The captain's son, a brave youth, seized a rope, plunged himself into the sea, swam to the shore, and with the help of the rope saved the lives of the crew.

The ship *Randolph*, Hilton, from Martinico, for Portsmouth, put into Salem, on Wednesday last — 47 days passage, 22 of which have spent on the coast. Mrs. Baylis and family of this town are passengers.

The *Caroline* —, in 53 days from London, arrived at Savannah, Nov. 30. She was armed, and on her passage was met by a French privateer which fired one gun — but sheered off instantly on its being returned.

[LC, Boston, Mass. "Columbian Centinel", 22 Dec. 1798.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy,
commanding, 14 November 1798

This 24 hours first part fresh gales and Clear weather
Midle part fresh gales and very Cold Sent on Shore 30 men To
hall Down the guns
Latter part the people Employd in geeting up the Cabbles Ready
to Teake on Bord Shott
Brig *Pickring* in Companey
[NDA. Journal kept by Joseph Strout, 1798.]

To Secretary of the Treasury from Secretary of the Navy

Navy Department
November 15th 1798

SEC^y OF THE TREASURY

SIR, By the best Estimates I am able at this time to make, 2,029,-
225 80/100 Dollars will be required for the Pay & Subsistence, Wear
& Tear, and contingencies of the present Navy Establishment, in-
cluding the revenue Cutters for one year to commence the first day
of January next. There appears to be the Sum of 1,220,214 87/100
Dollars of former appropriations for the Navy unexpended; but of this
Sum there will be required for the Pay & Subsistence, provisions, &
contingencies to the end of the present year, that is to the 31st De-
cember 1798, to finish the Vessels building by the public, and to arm
and equip the Vessels building by the Citizens 848,903 Dollars, which
will leave a balance of 371,311 87/100 Dollars to be applied in exten-
uation of the Sum of 2,029,225 80/100 Dollars.

In this view of the Subject, an appropriation of 1,657,913 93/100
Dollars in addition to existing appropriations will be requisite for the
whole expences of the Navy from this time to the end of the year 1799.
This will occasion a demand on the Treasury from this time, to the
end of the year 1799 for the Sum of 2,878,128 80/100 Dollars on ac-
count of the Navy. You can Judge as well as I can, whether Congress
will direct an increase of the Navy. My own opinion is, that the
Safety & Independence of the Southern States, no less than the Com-
merce of the Middle & Eastern States require that the Navy Should
be increased as quickly as practicable, to at least 12 Ships of 74 Guns,
12 Frigates, and 20 Ships from 8 to 24 Guns: But if Congress Should
also be of this opinion, it is not, I think, probable, that more than
750,000 or 1,000,000 Dollars could be expended to advantage in the
ensuing year. —

I am &c^t

[NDA. Req. on US T, 1798-1803.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 15 November 1798

This 24 hours first part modarate gales and Clear weather wind
 To North Employd in Breaking up the ground Tiere
 midle part modarate Breezes and fair weather
 Latter part modarate and pleasant weather
 Brig *Pickring* in Company

[NDA. Journal kept by Joseph Strout, 1798.]

To Midshipman States Rutledge, U. S. Navy, from Secretary of the Navy

Navy Department
Phil^a Nov^r 16th 1798

M^r STATES RUTLEDGE
Newport (R. I.)

SIR I have received you Letter of the 2nd Instant, but did not find therein the Oath which you mention to have enclosed.

The Frigate *United States* having met with severe weather on her late cruise, & sustained some damage, her Commander Cap^t Barry, thought it adviseable to put into the Delaware, instead of proceeding to Newport as was intended. The ship is now repairing, and will be ready for a cruise by the 10th of December; so that you may attend here as soon as convenient. —

I have the honor &c^t

B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 1.]

Signals issued by Captain Thomas Truxtun, U. S. Navy

About 16 November 1798

Signals to be observed by the Merchantmen under Convoy of the *Constellation* Frigate, under my Command

B *By Night*

To tack, or ware.....	Five Lights in a Range one over the Other
To make Sail.....	Three D ^o ditto
To shorten Sail.....	Two D ^o ditto
To heave to on Starboard Tack	Four D ^o ditto
To heave to on Larboard Tack	One Light, and one false Fire.
To speak.....	You must show two Lights horizontal thus $\overline{88}$
In Distress.....	{ You must show two Lights in a Range one over the Other at six Feet [?] under thus. }
On seeing a Strange Sail or One Light and then speak Commodore Sails.	
On seeing Land or Danger...	Three Lights horizontal this HHH

The above Signals by Night are sufficient for so few Ships * * *
 The masters of Vessels will however pay the greatest Attention to them. All Signals will be hoisted, where they can be best seen by Day or Night — If you are to Make the best of your way — I shall fire one Gun. —

T T[RUXTUN]

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 16 November 1798, Friday

Wind at W. N. W. At 10 A. M. Sent an Officer with 16 Marines to exercize on Shore at their Guns boats employ'd getting Water At 11 A. M. hoisted out the Bowsprit and Tow'd it on Shore at Georges Island to get the Cap off. Unbent the Main & Mz. Top M. Stay Sails.

[NDA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 16 November 1798

This 24 hours first part modarate flattering weather at 8 a m hove up our Small Bower and Dropt in Nigher To the Townd mord Ship with Stream anchor

Midle and Latter part modarate Sent the Cutter on Shore after the Lanch To Bring on Board Shott

Latter part modarate and Cloudy Brig *Pickering* in Company

[NDA. Journal kept by Joseph Strout, 1798.]

[16 November 1798]

To Secretary of State from Acting Consul George C. Morton, Havana, Cuba

Extract of a letter, from George C. Morton, Esq. acting Consul of the United States at the Havanna, to the Secretary of State, dated Havanna, 18th November, 1798

"By the delegation of Daniel Hawley, Esq, I am at present acting as consul of the United States in this district. It imposes upon me the mortifying task, sir, of informing you of the partial capture of an American fleet, under the convoy of the *Baltimore* sloop of war, Isaac Phillips, Esq. commander, by a British squadron, off this harbor, accompanied with circumstances rather grating to the feelings of Americans, and by no means analogous to that good harmony, which seems to subsist between the two governments.

"The answer of Messrs. Trezevant and Timmons, to my note of the 7th instant, requesting an exact relation of the occurrence, will, I presume, be deemed as impartial a narrative as can be given, of the whole transaction, they having been passengers on board one of the captured vessels, and removed to the *Baltimore*."

LEWIS TREZEVANT AND WILLIAM TIMMONS, ESQS. TO
G. C. MORTON, ESQ.

"HAVANA, Nov. 18, 1798.

"SIR — Agreeably to your request, we now commit to writing, the best account we are able to give you, of the conduct of captain Loring, commodore of the British squadron, which was lately off the Moro, towards the United States' ship the *Baltimore*. We must observe, however, that all we can say of it, is from the information of captain Phillips, as we were not on board of the *Baltimore* when she was visited by captain Loring's officers.

"In the morning of the 16th inst. we discovered this squadron, when we were in sight of the Moro, and afterwards found it was composed of captain Loring's ship, the *Carnatick*, of seventy-four guns; captain [space] 's ship, the *Thunder*, of the same force; captain Dobson's ship, the *Queen*, of ninety-eight guns, captain Donolly's frigate, the *Maidstone*, of 32 Guns, and captain Hardy's frigate, the *Grey Hound*, of the same force. We were passengers in the brig *Norfolk* captain Butler, which, together with the ship *Eliza*, captain Baas, and the brig *Friendship*, captain Fuller, were cut off from their entrance into port, and were all made prizes within gun-shot of the Moro. We obtained leave to go on board the *Baltimore* with our baggage, and did so. When captain Phillips discovered that they were English ships, which was before we were taken, he stood towards them, and spoke the commodore. After we got on board the *Baltimore*, the captain informed us, that he had been on board the *Carnatick*, and that the commodore had told him, that he should take out of the *Baltimore* all such men as had not American protections; that he had remonstrated with him against showing such an indignity to our flag; that to do so, would leave his ship in a very defenceless state, and would deprive him of nearly all his men, as not even those who were really Americans, or at least very few of them, could show protections, because it was always thought that our flag, on board of a government ship, was a sufficient protection. All this, however, was urged in vain. captain Phillips returned to his ship, and the commodore sent an officer on board the *Baltimore*, who carried away fifty-five of her men to the *Carnatick*. Captain Phillips remained in expectation that nearly all the rest would be taken from him; but whether the commodore, upon reflection, thought better of it, or whatever else might have been his motive, he sent back fifty, and kept five, among whom was the ship's boatswain.

"Captain Loring proposed to give up a number of American seamen, who, he said, were in his fleet, if captain Phillips would give him English subjects for them. Captain Phillips refused this offer, and the American seamen were not delivered to him. Before any of the men were returned, he sent a message to captain Phillips, to let him know, if he, or one of his officers, would go on board of him, and point out who were Americans and who were not, he would return all the Americans; but this was declined also. After we got on board of the *Baltimore*, he sent a letter to captain Phillips, which he showed to us, in which the commodore 'demanded' that he would give up all the British subjects on board the *Baltimore*. To this, captain Phillips replied, that he could not know any of his men as British subjects, nor could he, as commander of a ship in the service of the United States, voluntarily give up any of his men; but if he thought fit to send an officer on board, with orders to take any number of his men, he should not oppose it. In this answer, captain Phillips mentioned, he should lay before the Executive of the United States, a full account of the occurrences of the day. Shortly after sending this reply, the squadron set sail, and left the *Baltimore*. Commodore Loring was very polite to us, and was so to captain Phillips, when he went on board; but captain Phillips complained of indecent behaviour from the inferior officers."

[16 November 1798]

To Secretary of the Navy from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*,
Hampton Roads 27th Dec^r 1798 —

DEAR SIR, I transmit you herewith, a Copy of a Letter and Report made to me by Cap^{tn} Phillips of the *Baltimore*, arrived this Day from Havannah as also Copy of my letter in answer to him, you will no Doubt receive further Information from this Officer, respecting the Conduct of Commodore Loring, commanding a Squadron from Jamaica on a Cruize, under the Orders of Sir Hyde Parker.

It is unnecessary for me to make any Observations on the Subject of this very unpleasant Business, as you will have the History of it before you, as related by Captain Phillips.

We are only waiting a fair Wind to proceed to Sea, I hope we shall be favoured to Morrow, the *Richmond* will proceed with me, and several Merchant Vessels, among the Number is a Schooner, called the *Thetis*, having on board the young Lady you mentioned, and who I sincerely hope may arrive to her Port of Destination uninjured by her Countrymen &c. I find she is in Charge of a young Gentleman of Georgetown, who I understand, is a Supercargo of the *Thetis*. I told her a Ship of War was a very uncomfortable Vessel for a Lady in Time of War, and at the same Time mentioned the Risk she run of falling in with Pirates of her Nation, in Case of the Schooner parting with us, and then left it with her to decide, whether she would remain where she was, or embark in the Frigate. She after a Day's Consideration chose the former. I hope however to see the Vessel with her safe into Martinica.

I shall write you by the Pilot more fully, mean Time I present the Compliments of the Season, and am Sir with great Respect,

Your most Obed^t humble Serv^t

T. T.[RUXTUN]

HON^{ble} BENJAMIN STODDERT
Secretary of Navy —

[NOTE: See "United States Naval Chronicle" volume I, pp. 117-119 for Captain Phillips' account.]

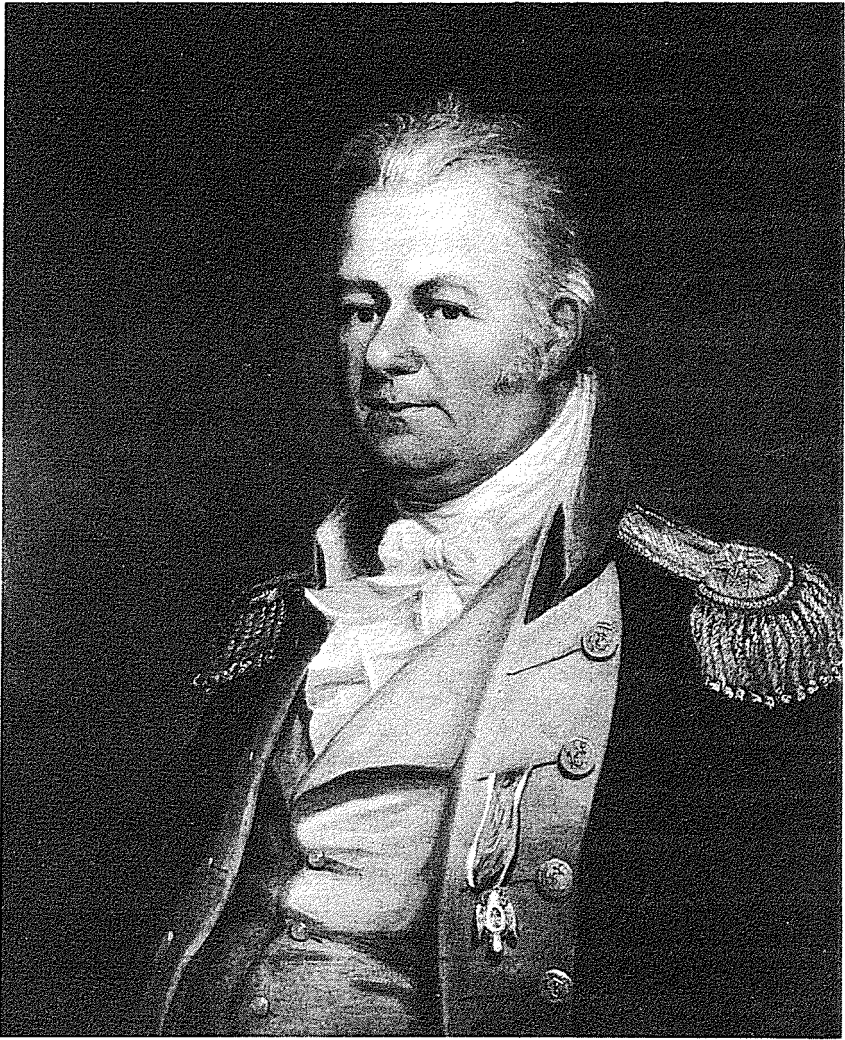
[HS of Pa. NDA Photostat, Truxtun's LB, 1798-9.]

[16 November 1798]

To Captain Isaac Phillips, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP *Constellation*
Hampton Roads 27th Dec^r 1798.

DEAR SIR, I have received your Letter of this Date by Lieutenant Speake with the Enclosures. I saw in a Baltimore Paper an Account given by the Master of the Schooner *Beauty*, who was under your Convoy, and had arrived there after a Passage of eleven Days, the Treatment you had experienced from the British Squadron off the Havannah, but I was in great hopes, untill your Report to me came to Hand, that it was not well founded. To be sure the Conduct of Commodore Loring is a Trespass, that could not have been calculated



CAPTAIN THOMAS TRUXTUN, U. S. NAVY.

on; and if superior force is to govern the Actions of Men engaged even against one common Enemy, there can be no saying what a Scene will shortly be opened. I shall transmit your Documents to the Secretary of the Navy, in Order that the Executive may take such Measures, as he may think most adviseable, in so glaring an Insult to our Flag. I shall be glad to see you to Morrow, mean Time I congratulate you on your safe Arrival, and am with Sentiments of Esteem, and Regard

Your very Obed^t and h^{bl} Serv^t

T. T. [RUXTUN]

Captⁿ ISAAC PHILLIPS
U. States Ship *Baltimore*.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9]

[16 November 1798]

To Robert Liston, British Minister & Envoy Extraordinary etc. to United States,
from Secretary of State

His Excellency Robert Liston Esq^r Envoy Extraordinary &c.

DEPARTMENT OF STATE PHILADELPHIA Dec^r 31. 1798

SIR, A few days since I mentioned to you the insult committed on the flag of the United States, by Captain Loring of his Britannic majesty's ship the *Carnatic*. Altho' the Government have not received a report from Captain Phillips, who commanded the United States sloop of war *Baltimore*, on which the outrage was committed, yet the information obtained is deemed sufficiently authentic to authorize a representation of the matter to you.

The principal facts stated are these. Captain Phillips having under his convoy several American Merchant vessels bound to the Havanna, saw, not far from that port, a fleet of three ships of the line and two frigates, which, as soon as he discovered them to be British, he approached, and spoke the Commodore, the above named Captain Loring. This officer told Captain Phillips that he should take from him all the Seamen who had not protections as citizen of the United States. Captain Phillips remonstrated against it; — observing among other things, that the public flag of the United States was their protection; and that if he carried his declaration into effect, the *Baltimore* would not have men enough left for her defence. His remonstrances were fruitless. Captain Loring took from the *Baltimore* fifty five of her crew, afterwards, finding Captain Phillips indisposed to comply with some other propositions and demands, Captain Loring thought proper to return fifty of the men retaining five, among whom was the *Baltimore's* boatswain.

It is impossible, Sir, for the American Government to imagine that this outrage can be the consequence of any orders from His Britannic Majesty; and equally impossible for the United States quietly to bear the repetition of insults and injuries of this kind: the President of the United States has therefore directed that all attempts to commit them be resisted. A copy of the orders issued to the naval officers of the United States on this point I have the honor to inclose. Another copy will be transmitted to the minister of the United States in London, who will make a representation of the affair to the British Gov-

ernment. In the mean time, and until the orders of His Britannic Majesty can reach his naval Commanders in the West Indies and on the American Coast it will be desirable to prevent the mischiefs which a renewal of the conduct complained of cannot fail to produce. Your endeavours for this end I am sure will not be wanting.

I have the honour to be &c.

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11.]

[16 November 1798]

To Captain Isaac Phillips, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 10th January 1799

Cap^t ISAAC PHILLIPS
Baltimore

Your Narrative of the transaction with the British Captain, near the Havanna, has been attentively considered, — and with every disposition to make great allowance, for the unprecedented Situation to which you were exposed, it is impossible to find an excuse for some parts of your Conduct, — among these, it will be sufficient to mention your tame submission to the orders of the British Lieutenant, on board of your own Ship.

If you could not have resisted the assumption of the Command of your Ship by that Officer a point not to be admitted, surely you might have contented yourself — with passive submission — but you descended further, and actually obeyed his orders, to have all hands called, and to give him a list of their names. Under circumstances so degrading, it is improper that you should hold a commission in the Navy Service of the United States — and I am commanded by the President, to inform you, that your Services are no longer required. —

I am Sir your &c

[NDA. OSW, Vol. 1.]

[16 November 1798]

To Secretary of the Navy from Isaac Phillips, formerly Captain, U. S. Navy

BALTIMORE 11th February 1799

BENJAMIN STODDERT Esq.

SIR, At the suggestion of my friends, I have concluded to lay before you a vindication of my conduct in the affair which occurred between Commodore Loring & myself. In the consciousness of having done my duty I had promised myself the approbation of the Government; but how great was my surprise, when I received in lieu of approbation, a^dDismissal, in terms which behaviour the most ignominious only deserved; — Condemned unheard, my own relation misconstrued, and my character exposed in a questionable shape, I now come forward to vindicate that character, and seek from Government that justice which I feel and you I hope will acknowledge is my due. — — When I entered the service of the United States it was no pecuniary motive

that induced me; no want of employ that urged my acceptance; It was at once the gratification arising from a command in the service of the public, which I thought I could discharge honorably to myself, and usefully to my Country. — On receiving Instructions to proceed to sea with all possible dispatch & without a commission, I was left exposed to circumstances which from the first moment I dreaded, and afterwards experienced.

To meet with events for which no precedent was established, was an unpleasant task for a young Officer; but rendered much more so, from the doubtful situation in which I stood; having no commission to authorize a conduct of offence or even of defense, should circumstances require it. My falling in with Commodore Loring brought all these difficulties into view, and from them have arisen those Occurrences, which Government has been pleased to attribute to the errors of my mind, rather than to their own Omission. — When Commodore Loring requested my going on board his Ship, I was struck with the impropriety of the request, Knowing it to be contrary to duty — — But reflection suggested that circumstanced as I was, by going I might obviate many questions which might arise, if our intercourse were left to the medium of his and my Lieutenants. — — The supposition of his making such inquiries, as would give him a knowledge of the command I held, was confirmed by the first conversation that took place. My commission was called for; I had none — and with surprise he heard the observation. I then shewed him the orders received under your signature; — his question was “who is Ben Stoddert?” I replied that you were the Secretary of the Navy Department; he said the name was new to him. — and observing a doubt on his mind, I then asked him if he had Admiral Vandeput’s signals with the United States — he answered me the question by asking me if I had them; I replied in the affirmative. He then proposed examining them with his, to which I consented, as I considered them the only evidence I had. Those Signals he examined very minutely; and I believe was by them convinced that I commanded an United States ship — — I presume it is not necessary to inform you, that these private signals are known only to the Commanders; I therefore could not communicate them to Commodore Loring’s Lieutenant, nor could I to mine; hence the necessity of bearing this evidence myself, the only one that I had to prove the authority under which I acted.

My correspondence with Commodore Loring is a plain statement of facts, it contains the mere occurrences, that took place between us, but was not intended as an evidence of my feelings which as a man, much less as one of acute feeling, could not have been so tame as you have represented to me they were. —

I can suppose that it would have been more fortunate had I described my actions as well as my words: — the narrative would have worn a different appearance. — I hope Sir I do not infringe the rules of decorum when I make these observations; if I do, you must pardon the transgression in the recollection of the Injury I feel from the exercise of a conduct, which I thought proper.

It was with astonishment that I understood the letter I wrote to Commodore Loring desiring him to send my keys, as I wished to have a glass of wine “*if it pleased him,*” has been contrued into an humble request — Commodore Loring felt it differently, he felt it, as it was

intended, a tacit demand, and called it an insult; and immediately upon which sent back the Keys and fifty of the men he had taken from the *Baltimore*, the circumstances of the Keys it is true is trifling, but it is one among many, which has laid me open to misconception and consequent injury. The whole tenor of my conduct in the affair, was regulated by what I thought — my duty — The impulse of indignation, every man could but feel at such a crisis, but feeling and duty were in my mind at the most opposite extremes. — In the exercise of my duty *myself* was made obedient to the impressions I had of the good of my Country; those impressions arose from the Ideas I had gathered from your and Cap^t Truxton's letters — those letters direct me to attempt no recapture if made by any of the Powers with which we were at peace; even if made before my Eyes, and to keep on good terms with the British by every act of conciliation:— directions of this import were points that could not fail, if I were disposed to support the sentiments of the Government, to command a conduct from me congenial with their views; but more especially when placed in a situation where a hostile conduct, might have involved me in a predicament of questionable piracy.

Thus Sir, I have submitted to you a few of the leading reasons which governed my conduct — As I did not go to Philadelphia to appear as an offender, they were not till now committed by me to paper — nor perhaps should I have troubled you with the statement, but at the suggestion of some Gentlemen of this place — to their advice, and in some degree to relieve my own feelings, I have undertaken the task; — I hope Sir you will acknowledge the receipt of this letter, and do me the favour of saying, if your sentiments on a view of the subject, as now related, merit the contempt I have received from Government through your hands.

I have the honor to be
with respect your most hum^l serv^t

ISAAC PHILLIPS

[SDA. Misc. L, Jan–Jun. 1799.]

[16 November 1798]

To Isaac Phillips formerly Captain, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th February 1799.

Cap^t ISAAC PHILLIPS

SIR I have received your letter of the 11th which I will lay before the President, in a few days when he will have leisure to attend to the subject of it. —

In the mean time, I think it necessary to observe, that you never received any Letter, or instruction from me, as you state "*to keep on good terms with the British by every Act of conciliation*" — A friend of yours, in Letters to Col^o Howard, has gone still further with this mistake, and calls such letters from me, private letters. — It is indifferent to me, for what use such things are intended. — You were instructed, not to molest the Vessels of any Nation, with whom we were at Peace — not even to enterpose to prevent the capture of our own Merchant Vessels, by the Armed Ships of any Nation, except

the French. — Such were, and such still are our Laws. — We aim only against the armed Vessels of France. — Against the armed Vessels of other powers, ours have no right to Act, except to repel insult, or injury offered to themselves. — It was your duty therefore, not to attempt to defend against the British Ships of War, the Vessels under your convoy — But it was not your duty to obey the order of the British Officer, to hoist your signal to stop your convoy, and by so doing, assist to throw these Vessels into the power of the British Ships — But for this undue obedience on your part, the Vessels might have got into the Havanna — Though you had no right to protect them, except against the French, it did not follow that it would be proper to aid their Capture by the British. — The Congress have not deemed it the Interest of the United States, to prohibit the Public Ships from convoying for the purpose of protection against the French Vessels with contraband Goods — Our Flag then, is not evidence of the fairness of the Trade, of the Vessels convoyed — Nor can we lawfully protect such Vessels from the operation of the Law of Nations — I make this explanation, as well for the Gentleman with whom you communicate as yourself — As to your Men, it would have been most satisfactory, if you had not parted with them, without striking your Flag, and giving up your Vessel also — But if you had been only passive, the unprecedented situation to which you were exposed, would have been considered a sufficient excuse — but unfortunately you suffered yourself to be made instrumental in assisting the Outrage on the American Flag, by obeying the order of the British Officer *to call all hands* — and in furnishing a list of their names. — This it was conceived you never should have done, whatever might have been the consequences of your refusal. — I have thus stated the only two points, which I confess, I could not, in forming my opinion to lay before the President get over — As to your correspondence with Loring, that had no weight in influencing the measure of which you complain. —

On the subject of the principal point of your defence — Having no Commission — I can neither confirm nor contradict the fact. — It appears by a record in the hand writing of the Clerk whose duty it was to transmit Commissions, that yours was sent the 9th of July — this Clerk M^r Josiah Fox, left the Office in October, and has not been in it Since: his place of residence is Norfolk. — I must confess however, that it appears not a little extraordinary that with the impressions stated in your letter, on your mind, you should have gone to sea without a Commission, and without once complaining in any Letter to me, of the want of one — and it is difficult to conceive what service with such impressions you expected to perform. — It is extraordinary too, that in your narrative of the transaction with Loring, this circumstance, which you now think so important, not only as it affected your conduct, but his also, should be so totally omitted: — especially too, as you must have supposed, that however little your own conduct stood in need of vindication, that of Loring would probably lead to serious discussion between his Country and your own — and under that supposition it seems natural to conclude, that you would have felt it a sacred duty, as it certainly was, to represent his conduct justly to your Government, and to conceal no circumstance which might tend to mitigate its enormity. —

It affords me no pleasure to have it in my power to make these very obvious remarks. —

I am Sir &c

[NDA. OSW, Vol. 1.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department November 17th 1798

Cap^t THO^s TRUXTON }
of the Frigate *Constellation* }

SIR On my arrival two days ago, I found your Letter of the 1st Instant. I hope it will be in your power to obtain at Norfolk all the supplies you want, several Ships of 20 & 24 Guns, will quickly be ready for Sea, and I contemplate that they shall be immediately employed under your command in the service suggested in your Letter. I say I contemplate this, but the President will be here in a very few days, and different arrangements may be made. But I wish you to consider it as, at least, highly probable that you will be employed in the Service Suggested, and quickly, and make your preparations accordingly. Should Philips come into Port, be pleased to order him to proceed no higher up the Bay, but to get his Supplies at Norfolk also — And if practicable in time, to attend you. The Brig^d Commanded by Cap^t Barron, if she should be prepared for Sea before the 1st of December, was ordered to cruise about the Capes, and to return into port about that time. These vessels, and the *Virginia* Cutter Cap^t Bright (if you think she would be useful) it will be desirable to have in readiness to proceed with your Frigate, & the Vessels which may Join you from the Eastward. —

I expect to have it in my power to be more explicit in a very little time. —

I have the honor &c^s

[NDA, OSW, Vol. 1.]

To Lieutenant Bartholomew Clinch, U. S. Marine Corps, from Captain Thomas Truxtun, U. S. Navy

UNITED STATES SHIP, *Constellation*,
Hampton Roads 17th November 1798.

Lieutenant BAT CLINCH
of Marines—

Sir The Stores and other Matters in the Department of Marines, you will open an Account for in a Book to be provided for the Purpose, and make out the Expenditures from the Beginning of their Entrance, in Order that their Account be distinct, and separated from all Others.

The Marines are to be paraded at Sun Down, and at Sun Rise, and at same Time exercised.

The Revelry is to be beat at Day Dawn always, and the Tattoo at eight (under the Winter Regulations) in the Evening, and the Retreat at Sun Down after Exercise, agreeable to the established Order &c. &c.

The Purser will aid you in making out the Acc^t of Marine Expenditure. Cleanliness, Order, and Neatness in this Corps is expected, the Marines do no Duty that cause any Excuse for their not being kept so, as they only pull, and hawl immediately in addition to the Functions allotted to them.

When all Hands are at Quarters, they also parade and are exercised after the Cannon.

A minute Attention to this Order is expected, for the Soul of Naval Service is Regularity, and Attention to it will always insure the Esteem of Sir,

Your Obedient humble Serv^t

T. T.[RUXTUN]

Captain Truxtun does himself the Pleasure to transmit to Lieutenant Clinch various Copies of Letters delivered M^r Triplett; Lieutenant Clinch will be pleased to take Notice of their Contents, and with the Letter of the 17. Instant written to himself be governed. It will be necessary that Lieutenant Clinch be present always when the Marines are paraded and exercised, and that he after two or three Weeks, exercise them himself occasionally.

T. T.[RUXTUN]

UNITED STATES SHIP *Constellation*
18th November 1798 —

[HS of Pa. NDA photostat. Truxtun's LB. 1798-9.]

To Captain Samuel Nicholson, U. S. Navy, from Gibbs & Channing, Navy Agents, Newport, E. I.

NEWPORT Nov^r 17th 1798

SAMUEL NICHOLSON Esq^r

SIR The following sailors being fit for duty we have sent on to Boston to go on board your frigate viz

John Maisden

Joseph Trevell

John Gundall

Hugh H Brick well except a callous Elbow joint

The following are unfit for duty—

Matthew Wake

Phillip Suttan

which the Doctor thinks it would be best should be dismissed, as they will never be fit for seamen, and are at a heavy expence.

The advances to the sailors we send on, for cloathing &c^t we enclose to you that it may be deducted out of their wages

We are Sir

Your obed^t Serv^t

[Newport H.S. N. War C. Gibbs & Channing LB.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 17 November 1798

This 24 hours first part moderate gales and thick Drizely Rain Sent twenty men on Shore To put the Shot in the Lanch at 6 p m Recd on Bord 975 twenty four pound Shott

Midle part a heavy gale from the North Lett goo Best Bower Latter part Strong gales from the N W with Snow Squales Brig *Pickering* in Company

[NDA. Journal kept by Joseph Strout, 1798]

[19 November 1798]

Sale of the prize *Le Jalouse*

In the District Court of the United States in and for the Pennsylvania District —

The United States v ^t The Armed French Vessel the <i>Le Jalouse</i> —	}	Per Libel filed by Dist. Atty. 19 th Nov ^r 1798.
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The Gross amount of Sales of the said armed French vessel called *Le Jalouse* as appears by the Marshal's return amounts to eight hundred and twenty five Dollars — The costs and incidental expenses attending the prosecution condemnation and sale of the said vessel as taxed by me this day amounts to One hundred and forty two dollars and seventy cents leaving a balance to be divided between the United States and the captors of six hundred and eighty two dollars and thirty cents — I do therefore Adjudge, Order and decree that the Clerk draw on the Bank of the United States in which the monies arising from the sale of the said armed French vessel called *Le Jalouse* with her Apparel Guns and Appurtenances are deposited for the sum of One hundred and forty two dollars and seventy cents being the costs and incidental expences aforesaid — and that he pay the same to the persons respectively entitled thereto — And I do further Adjudge order and decree that the said Clerk draw on the Bank aforesaid for the further sum of Three hundred and forty one Dollars and fifteen Cents (being the moiety accruing to the United States in the Premises) and that he pay the same into the Treasury of the United States according to law — As to the Moiety accruing to the captors I hereby direct that the same be and remain in this court subject to the further order and decree thereof —

RICHARD PETERS —

PHILADELPHIA
 February 1st 1799

UNITED STATES
 Pennsylvania District }^{ss} —

I David Caldwell Clerk of the District Courts of the United States in and for the Pennsylvania District do hereby certify (for the use of the United States) that the foregoing is a true and faithful copy of the original filed

[SEAL] and now remaining amongst the records of the said Court in my office —

Witness my hand and the seal of the said court at Philadelphia this twenty ninth day of April A. D. 1799 and in the twenty third year of the independence of the United States. —

D. CALDWELL — *Clk. Dist. Ct*

[GAO. No. 10, 616.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department Nov^r 19th 1798

Cap^t S^t NICHOLSON

SIR, I am honored with your Letter of the 11th Instant, and tho I lament the misfortune of your Ship; yet it places her where I wished her to be, about this time.

The Pay of one half the monthly pay of such of your men as left families & powers of attorney behind, would have been made to such families, if you had sent me a List of the men giving such powers, & their monthly pay, which you omitted to do. —

I hope you have, in consequence of my Letter of the 15th October (which you have I presume received through the hands of S. Higginson Esq^r) caused to be made out, and delivered to that Gentleman, an exact indent of Provisions, Stores &c^s necessary with what you have on hand, for a Six months cruise — And that these articles will be provided without delay.

M^r Higginson will also furnish money for the pay of your Officers & Men, to the time you think it prudent the latter should be paid. — Cap^t Barry pays his to the 31st August. —

I shall write you again in a few days, & immediately after the arrival of the President here, shall send you Instructions for a cruise of several months — And hope you will have every thing prepared, & in order, to sail at the shortest notice. —

I have the honor &c^s

[NDA. OSW, Vol. 1.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19th Nov^r 1798

S. HIGGINSON Esq^r

SIR Accident has placed Cap^t Nicholson's Frigate, where it was designed she should be about this time.

I have a Letter from him of the 11th Instant; in which he does not acknowledge the receipt of mine to him, enclosed in my Letter to you of the 13th October. I presume he has since received it; And has in consequence made returns to you of the supplies wanted for a six months cruise; — and that he will not be delayed for want of them. —

I direct a remittance of 12,000 Dollars to be made you this day — which is all the money at this moment at my command, in two days more I will direct a further remittance. — Nicholson mentions in his Letter to me, that he expected to get money from M^r Jackson

& M^r D. Green, to stop the mouths of the most clamorous of his crew. And those who had left families behind, to receive one half, their monthly pay. That this engagement was not complied with, they have to thank Nicholson himself, who never transmitted to me a List of the men who had executed powers of attorney for this purpose. — It will be proper to pay the whole crew up to some particular time. Barry pays his to the 31st August.

The more pay the men have due to them, the greater will be the Security that they do not desert the service.

The President is expected every day; and immediately after his arrival I shall send Nicholson orders for a Cruise, and shall hope he will be prepared to execute them.

I have the honor to be &C^s

[NDA. GLB, Vol. 1.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department Nov^r 19th 1798

SEC^y OF THE TREASURY

Cap^t Nicholson having Sprung his Bowsprit, has returned to Boston. His Crew must receive Some pay, and he must be fitted out for a cruise of 6 months. It will be necessary for me to remit to S. Higginson of Boston, (who is also Agent for the Ship at Portsmouth, at least 40,000 D^s Of this demand, it was impossible for me to give you information before this day. —

I must also remit to J. Sheaffe of Portsmouth without delay 20,000 Dollars — To J. Yellott Baltimore, 8000 D^s — And to William Pennock, Norfolk, very quickly 20,000 Dollars. —

The three Ships in this port require daily Supplies of money — and my demands on the Treasury for the present week, will not be less than 100,000 Dollars in the whole. — I have the honor therefore to request that you will be pleased to direct the Treasurer of the United States to pay into the hands of Sam^l Meredith Esq^t Treasurer of the Navy, 100,000 Dollars; for the use of the Navy department: Fifty thousand to be charged on the appropriation of 950,000 Dollars — and a like Sum on the appropriation of 600,000 Dollars. —

I hope in a few days to be able to give you a view of the wants of my department for a much longer period than a week.

I have the honor to be &c^s

[NDA. Req. on US T, 1798–1803.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 19 November 1798

This 24 hours first part Strong gales from the N E and Snow
midle part Dry Cloudy weather at 6 a m Sent Twenty men To
assist in geeting Down the guns the men on Bord Employd in
geeting Snow of Deck Lusd the sails To Dry

Latter part more modarate Dark Cloudy weather So Ends this
24 hours

[NDA. Journal kept by Joseph Strout, 1798.]

To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

PHILADELPHIA 20th Nov^r 1798

SIR I am duly honor'd with your orders of this date; and will for your information, endeavor to detail an account of the state of the Ship *Ganges* under my command, so far as relates to circumstances which are operative in preventing her proceeding immediately to Sea.

The Guns are all yet to be proved and taken on board — The first of this business is confided I understand to a Captain Elliott. I visited the lodging of this Gentleman, but have not seen him — however I understand he is preparing for the operation, as soon as a fit and convenient place shall be fix'd on for the purpose — no doubt with me remains, but we shall fully accomplish this, and the Guns be all on board, in the 1st of the ensuing week — The carriages for them are not quite complete — the business with which has been extremely tardy, although I have not fail'd to visit the workmen twice or thrice daily: the state of forwardness they are now in, leaves me little doubt but they also will be ready. — The Joiners, Plumbers, and Ship Carpenters work on board appears to have been from unavoidable circumstances extremely backward — The two latter are now nearly complete — the former goes on yet excessively slow — though every urgent argument in my power has been made use of to cause dispatch. — The general equipment of the Ship in these and some other particulars, has been under the superintendance of M^r Joshua Humphreys whose attention & diligence gives the utmost satisfaction — nevertheless a line from You, on the urgency of this business for *my ship*, may have a desirable effect.

The provisions and stores (except the water which is compleat) of all kinds are yet to be received — of these the greatest prospect for delay, appears to be with the bread — I wrote on this subject from Marcus Hook, the beginning of this month, requesting 30,000 lb^s might be in a state of preparation — and the Ship has from that period been ready for its reception. — I know not particularly why any delay took place, but no positive agreement was made for a supply of this article, till last friday evening, on saturday we rec^d 3300 lb^s the weather has retarded farther progress.

The Beef & Park I have little doubt will be ready agreeably to your contract with M^r Hunt at Trenton and all the other articles of the provisions, are procurable in one day, but of these particulars I shall have the honor to confer with you verbally.

Indents for the Ammunition, and all the stores have been completed and furnish'd except for the Ship's Carpenter — how far all the former are prepar'd I shall inform myself without delay, the latter can be obtain'd at an instant.

The business of recruiting is nearly complete, a few able seamen and boys only are wanted, except some few vacancies in the petty officers *off* the Quarter deck — from present appearances I fear no delay on this head — and the sails and rigging are so far complete that, the Ship can proceed on the instant. Considering on the aggregate I am of opinion it may require 14 or 16 days to have every article quite complete — it cannot more if weather permits, without delinquency somewhere should that be experienc'd, I shall exert

myself to investigate where it is chargeable, and not fail to give you full information

I have the honor to be
&c. &c. &c.

T. T. [THOMAS TINGEY]

Hon^{ble} BENJ^s STODDERT }
Sec^y of the Navy }

[NDA. Tingey LB, 1798—1800.]

To Captain Thomas Tingey, U. S. Navy, and Captain Stephen Decatur (senior),
U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Depart^t Nov^r 20th 1798

Cap^t THO^s TINGEY &
" STEPHEN DECATUR
(severally)

SIR The season is approaching when we may expect the River to be blocked up by Ice, before which event, it is of the utmost importance that the Ship under your Command should be at sea.

Be pleased therefore, to let me know as early as possible, the present state of your Ship & Crew; what you still want — and when you will be ready to proceed to sea.

I have the honor to be &c^s

[NDA. OSW, Vol. 1.]

[20 NOVEMBER 1798]

Letter of Captain Alexander Murray, U. S. Navy, of 23 November, 1798, to Secretary of the Navy, mention being made of the capture of the *Retaliation*, Lieutenant William Bainbridge, U. S. Navy

ON BOARD THE UNITED STATES SHIP OF WAR *Montezuma*,
off *Antigua*, November 23, 1798.

As this is the first opportunity I have had of conveying to you any direct intelligence, since our departure from America, I am truly sorry it does not contain more pleasing information.

On the 17th day after our departure, we weathered the Virgin islands. Off St. Thomas, fell in with a sloop of war, of 22 guns, — she not answering our private signals, we prepared for action, the *Norfolk* and *Retaliation* being at a considerable distance. On hailing her, she proved to be the British sloop of war *Scourge*. Her lieutenant, who came on board, informed that these seas were much infested by privateers, and that the *Scourge* was then in pursuit of four, that had left St. Thomas the evening before for Guadaloupe. Made sail with the *Norfolk* and *Retaliation* for this island; off Antigua, again fell in with the *Scourge*, and a king's brig of 16 guns. — After cruising several days to windward of Antigua and Guadaloupe, and every day meeting British frigates, we concluded no other vessels were in these seas, and we were uniformly assured that the French had nothing larger than schooner privateers, except one ship of 18 guns.

We kept, however, constantly upon the look-out, and once run in full view of their forts, without meeting with any vessel, but British

frigates, till yesterday at 10 o'clock at night, when we descried a brig close to us, which we gave chase to, and soon came up with. She was the brig *Fair American*, of Philadelphia, then in possession of the enemy, taken five days previous from Surinam. We took the prisoners out, seven in number, and was informed by the captain and supercargo, who were left on board her, that there were two privateers and a prize brig standing after them. We kept a sharp look-out, at 2 P. M. by the light of the moon, saw two vessels, which we gave chase to, and left the prize brig with the *Retaliation* to follow us; but being too near the land, they kept so close in, and no dependance to be placed in moonlight, we were obliged to give up the chase, and stood off shore till day light, keeping the men at their quarters the whole night; as daylight, appeared, we found we were meeting two very large frigates — one three masted lugger, the *Retaliation*, and the prize, a little ahead of them, were standing for us.

We bore up for the *Retaliation* and hailed her, and was informed by captain Bainbridge, that they were the English frigates we had seen the day before. Fortunately, we saw, at that instant, the two sail we had chased a little before, to leeward, and we put about to pursue them; the frigates standing after us, and nearly within gun shot. We crowded a press of sail after the chase, and not knowing what to make of the frigates, we hoisted their private signals, which were not noticed; we then hoisted the American flag — still saw no colours — but crowding sail after us, and, we presumed, chasing the same vessels which we were. The *Retaliation* then drop'd, unsuspecting, with her prize, (or rather could not avoid them) close under their guns, when the headmost frigate fired into her, and we saw her haul down her penant, while the prize was suffered to keep up her ensign. — This led me to suspect, that the British expected the compliment of lowering the pendant to them, as I was still persuaded they were English ships.

We pursued the chase, which we at last came up to, and took the sternmost, which proved to be a captured large schooner from Kennebeck, bound to Antigua, taken the day before, and had got up nearly in reach of one of her forts, at the north end of Guadaloupe. The *Norfolk* being rather the headmost vessel, got her boat out, after firing several shot to bring her to, and with great expedition we manned her and brought her safe off, almost from under the guns of the frigates, and made sail for this island.

After we got off, the prisoners told us they were two large French frigates, from Cayenne, bound then into Guadaloupe, and to cruise on that station, which at once marred our hopes of ever being joined by consort, and much valued officer Bainbridge, who, as well as our prize brig, fell into their hands, with Mr. Griswold, one of my midshipmen, and three of our seamen. The schooner we have got safe in, which is loaded with lumber and fish.

Now, Sir, you will no doubt condole with me on this unhappy catastrophe; but I flatter myself no blame can append to me; for it is next to wonder how we saved our other vessels.

Nothing but the good appearance which we put upon our situation, by inducing them to think they should decoy us, saved us; for they were seldom out of gun shot from the first of our falling in with them, and I believe had we attempted to run at first, we must have all been taken, as there were besides the ships and lugger, three schooner privateers in sight, but they did not seem rightly to understand each other;

else how they came to suffer us to take off the prize schooner, is incomprehensible, unless they were satisfied with their first booty.

This moment the prize brig has come to anchor along side of us, and from our midshipman we learn, that the ships which took them were from Cayenne, one the *Volunteer*, of 50 guns, and 600 men, the other the *Insurgent*, of 40 guns, and 500 men. They only put a midshipman and five seamen on board, without taking any of our people out, who, at 7 o'clock at night, losing sight of the ships, retook the prize, and brought her in here.

I have met with very polite civilities from all the British officers that I have met with, particularly from Captain Mattson, of the *Cyenne* sloop of war, of 26 guns, lying here; by whom I have written to Admiral Harvey, whose nephew he is, requesting an exchange of signals, a copy of which I herewith enclose you, which I hope will meet your approbation.

ALEXANDER MURRAY.

[LC, Phila. "Claypoole's American Daily Advertiser", 8 January 1799.]

[NOTE. Diligent search has failed to reveal Bainbridge's report on the loss of the *Retaliation*, which in subsequent correspondence he refers to as having been made to the Secretary of the Navy on 25 November, 1798. This report was doubtless accessible to Mr. Charles W. Goldsborough, a clerk to the Secretary of the Navy from 1798 to April 1, 1802 when he was appointed Chief Clerk of the Navy Department, holding this title until 1813, and author of "The United States Naval Chronicle", which Mr. Goldsborough states was confined to facts based on authentic documents in this period. The following quotation from the "Naval Chronicle" published in 1824 concerning the capture of the *Retaliation* receives further corroboration from "The Life of William Bainbridge, Esq. of the United States Navy" by Major General H. A. S. Dearborn, U. S. Army, the manuscript of which was completed in 1816, although not published until 1931. Dearborn was a close and intimate friend of Bainbridge and doubtless had full access to the personal files of the latter. The closely similar form and language of his account of the loss of the *Retaliation* with that of Goldsborough, quoted below, leads to the belief that both were taken from Bainbridge's report, perhaps from the original and a file copy duplicate.]

Extracts from *The United States Naval Chronicle*, pp. 127-129: "While cruising off Guadaloupe, on the 20th November, 1798, at 6, A. M. lieutenant commandant Bainbridge, commanding the schooner *Retaliation*, discovered three sail in the E. S. E. distant two leagues, and at the same time the ship *Montezuma*, captain Murray, and brig *Norfolk*, captain Williams, were seen in the west, standing for the *Retaliation*. At half-past 6, captain Murray hailed the *Retaliation*, and asked if the ships to windward had been spoken. He was answered in the negative, with an intimation that they were probably British. Two other ships, appearing in the west, captain Murray tacked and gave chase. At 7, lieutenant Bainbridge threw out the signal for the ships to windward, but his signal was not answered. He then made the signal for American ships, and was answered by a flag at the mizen-peak, which could not be so clearly distinguished as to enable him to decide as to the character of the ships. From a variety of manoeuvres, however, he was induced to consider them British frigates. The British ship *Scourge* had, the day before, been seen to join two vessels of similar appearance; and when the *Montezuma* and *Norfolk*, stood for them, they tacked, which induced the belief that the *Scourge* had given them information of these two American vessels. When the American cruisers tacked to the westward, they tacked also, from which it was presumed, that they had discovered the two sail to which captain Murray had given chase.

"At 8 o'clock, the *Insurgente* fired into the *Retaliation*, hoisted the French flag, and ordered her to strike. Immediately after, the flag ship, the *Voluntier*, hailed and directed lieutenant Bainbridge to come on board. Yielding to over-whelming force, he was constrained to strike his flag, and repair on board the *Voluntier*. These two frigates, under the command of commodore St. Lawrence, were from France, via Cayenne. The *Voluntier* carried forty-four, the *Insurgente* forty guns. The *Retaliation* was carried into Guadaloupe, where the frigates were bound, with general Desferneaux on board, who had been sent out to supersede the notorious Victor Hughes, as governor of that island.

"The officers of the *Retaliation* were held as prisoners, on board the frigates, but the crew were confined, in a loathsome prison, in Bassatterre, whither the officers were ordered in the first instance; but the kind intercession of commodore St. Lawrence, changed their destination."

* * * * *

"It was probably owing to the address of lieutenant Bainbridge, that the *Montezuma*, and *Norfolk* were not captured. The *Insurgente* having, as before stated, fired upon the *Retaliation*, and ordered her to strike, continued her chase in pursuit of the *Montezuma* and *Norfolk*, and was fast gaining upon them, when, in the language of captain Murray, 'she gave up the chase, in a very unaccountable manner.'

"Soon after lieutenant Bainbridge went on board the *Voluntier*, commodore St. Lawrence, with several lieutenants were spying the chase, expecting every moment that the *Insurgente*, whose superior sailing had brought her nearly up to the *Montezuma* and *Norfolk*, would open upon them. Lieutenant Bainbridge asked lieutenant Pleasants, to allow him to look through his spy-glass, which was politely accorded. He saw, with the most painful feelings, that the *Insurgente* was gaining on them so fast, as to leave scarcely a doubt of their being captured. At that moment, commodore St. Lawrence said to him, 'Pray, sir, what is the force of those vessels?' To which he, with perfect self-possession, and all the sang froid he could assume, replied, 'The ship carries twenty-eight twelve pounders, and the brig, twenty nine pounders.' The commodore instantly directed his signal officer, lieutenant Pleasants, to make a signal of recall to the *Insurgente*. The order was instantly obeyed. The *Insurgente* gave up the chase, and the *Montezuma* and *Norfolk* escaped."

[See correspondence between General Desfourneaux and Lieutenant Bainbridge regarding prisoners, dated 25 December, 1798, 6 and 7 January, and 24 February, 1799.]

[Nav. Chron. Vol. 1.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 20 November 1798

This 24 hours first part modarate gales from the N E with thick weather Sent the Same Number on Shore To assist in geeting Down the guns

Midle part thick Raney weather at 8 p m gott all the guns on Bord the *Commerce* and hald him in the Stream at 12 a m the verd [veered] To S E heavy gale the ship struck a Drift Lett goo Best Bower anchor at 10 a m hove up Bower anchor and Stream anchor and Lay at Singal anchor

Latter part more modarate

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, 20 November 1798 Tuesday

Wind Shifted from East to E. N. E. & increas'd to a gale with hail and Snow at 8 A. M. the gale Increasing let go the Sheet Anchor under foot at 9 the Pinnacle went a Drift Sent the Yawl after her but was not able to Save her without endangering the lives of the people at 10 the Launch Sunk at her Moorings At Midnight the Storm Increasing with great Violence Struck the Mizen Top Mast & prepar'd to Veer away on the Sheet Cable at 3 A. M. the Winds Veer* to the S. E. the gale abated.

[NDA.]

To Gurney & Smith, concerning *La Crovable*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21st Nov. 1798

Mess^{rs} GURNEY & SMITH

GEN^l In the distribution of the Prize money to the Officers & men of Cap^t Decatur's Ship, you will please to govern yourselves by the Acts of Congress of December the 4th 1781, & 10th July 1782; except in the instance of the one twentieth part reserved by those Acts for the United States, — which may be considered as belonging to the Officers & Men. —

I have the honor to be &C^s

[NDA. GLB, Vol. 1.]

To William Nicholls, Marshal of Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department November 21st 1798

W^m NICHOLLS Esq^r

Marshal of Pens^a

SIR I have the honor to request you will take measures to have the prisoners both at New Castle & Lancaster supplied with such Articles of coarse cheap clothing as will be sufficient to protect them from the inclemency of the Weather; and for removing those at New Castle for Lancaster. M^r Hamilton can inform you what those prisoners have already been supplied with. — The guard of Marines now at New Castle will, I presume, be sufficient to conduct them to Lancaster. —

I have the honor to be &C^s

[NDA. GLB, Vol. 1.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department Nov^r 22nd 1798

SEC^y AT WAR

SIR, It will require to complete the building & Equipment of the Ships now building by the public, Exclusive of arms & military Stores the sum of.....	630, 000
Dollars — And to provide Arms & military Stores for those vessels, as well as for those building by the Citizens for the public—the sum of.....	233, 000

In the whole..... 863, 000

There are building by the Citizens for government, and which will complete the Navy to the Establishment by Law

Two Frigates of 44 Guns

one ditto -- of 32 --

Three ships of 24 --

Two do of -- 18 --

and they have already furnished one of 18 —

The cost of these 9 Ships, which may be about 900000, will be a loan to Government at 6 p.c^t Interest. The Interest need only be provided for. The sum necessary for the maintenance of the

Navy, as now established for one year, will be.....2219, 516 $\cdot \frac{54}{100}$ D^s

But as some of the ships will not be in service more than six months of the year 1799, 423,290 $\frac{74}{100}$ may be deducted from the expence of that year only. —

I do not think any advantage will result to the United States from increasing the number of small vessels — Indeed I rather think those we have, consume our means, without encreasing our strength. But it appears to me highly proper that the number of our Frigates should be encreased; and that we should have twelve ships of 74 Guns, as early as practicable — If then our Navy should be augmented as follows;

Two — 24 Gun Ships, but really mounting 32 —
 Three Frigates
 Twelve Ships of 74 Guns —

The Cost of this augmentation exclusive of Military Stores would be. 4, 210, 000 D^s
 Of Military Stores & arms..... 700, 000 D^s
4, 910, 000 D^s

The annual expence of maintaining this Navy would be 2,850,000 Dollars —

I have the honor &c^s

[NDA. Sec War LB, 1798–1824]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
 22 November 1798, Thursday

Moderate and Clear Weather At 8 A. M. Hook'd the Launch & haul'd her along Side At Merdⁿ Cap^t Nicholson came from Boston in the Barge with Several Gent^l M^r Russell 1st Lieu^t went to Town Answer'd a Salute with 3 Guns to a Ship that pass'd us.

[NDA.]

[23 November 1798]

To John Clopp, Philadelphia, from John Stucky

ON BOARD THE UNITED STATES SLOOP OF WAR *Montazuma*
lyeing off Antigua Novem^r. 23rd, 1798

DEAR BROTHER & SISTER This is my third Letter since I saw you last hoping this will find you & the Children in a good State of health as it leaves me at present thanks be to God for his Mercys I have been extremely hearty ever since I have been on Board I have no complaints neither against Officers nor the Provisions and as for the Men I work my way amongst them as well as I can It is with pleasure I inform you that we have retaken two Vessels from the French the one is a Brig called the *Fair American* which we took

in the Night next day we saw two Vessels bearing down upon us not knowing who they were the Schooner *Retaliation* & the prize dropt astern of us to See what they were but unfortunately they proved to be two French fifty Gun Ships & a Luggar to which our Schooner & the prize were forced to Strike the Schooner is gone entirely for they have carried her safe into port but the prize Brig Crew rose upon the Frenchmen retook her again & brought her safe again into this port She is a fine Brig having a Valuable Cargo on Board She was on her passage to Philad^a: the other prize we took is a Schooner laden with lumber to a considerable amount thus far we have met with Success Our Officers are Resolute & detirmined as is likewise the whole Crew to a Man as for my part I have Seen nothing to frighten me as yet & hope I never may I would rather Die than flye from my Quarters or be called a coward I suppose you judged from my last Letter That I was lost to all sense of feeling no no I feel myself more & more like a Man of the World to be on Board of Ship is realy a School where a Man may learn to live had I known I should have liked the Seas so well I Should have went to Sea long agoe It is not too late for me to doe good yet for myself although I serve my Country now as a Marine I hope I may live to become a Citizen again and enjoy the fruits of my Labour —

Remember me to all inquiring Friends particularly M^r. Fisher & Wife M^r: Forde & to Polly Walters let her know that Henry Cress & Lewis Brail are taken Prisoners by the French So I conclude

Subscribing myself

Your Affectionate

JOHN STUCKY

P. S. Please to goe to Jonathan Meridith the Tanner & let him know that his Nephew is well & hearty on Board the *Montazuma* & desires to be rememberd to him & to all his Friends

J. STUCKY

M^r. JOHN CLOPP *Philad^a*

[LC. Manuscripts USN, 1775-1804 (1).]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 23 November 1798

This 24 hours first part Calm flattering weather at 4 p m modrate gales from N N E with thick weather at 8 a m Lused Topsails Signal for sailing at 10 a m hove out Signal for the fleet To geet under waigh.

Midle part modarate gales from N N E past Georges Island fort Brig *Pickring* Brig *Commerce* and Ship *Penelope* Capt Flagg all Bound To Charles Town South Carlonia

Latter part Strong gales and Rainy all Sail Sett

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution*,
23 November 1798, Friday

Clear & Cold Wind at N^o M^r Ward Act^s Masters Mate was Con-
fined in Irons for Speak^s Seditious Words tend^s to Stir up the Minds
of the People, also M^r Connell Boatswain for abusing M^r Cordis 2^d
Lieu^t for Inspecting the Store Room. I was also Arrested & Confind
to my cabin by order of Cap^t Nicholson without any Reason being
given (except unofficerlike Conduct) and was kept under Arrest till
the 1st Dec^r follow^s when I rec^d written Order from Cap^t N. to go on
Shore at the Same time Declaring that I was Dismissed from any
further Service on B^d the Frigate. agreeable to his Orders I went on
Shore Nothing of Consequence took place till the 22^d Inst when I
rec^d his Orders to repair on B^d the Frigate as I was Reinstated in my
former office and orders in Writing to the Command^s Officer to Re-
ceive me as Such. I did not Return to the Ship till the 27 Inst in
Company with Cap^t N. having been on duty in Boston from the 22^d
Inst the time I rec^d orders to go on B^d as to the Justice of the Busi-
ness I shall not say much but every one who knows the Circumstances
must Suppose that I was not Arrested for anything very Criminal or
I should not have been reinstated.

Memo — Mention was made in the day book when I left the Ship
but not when I return'd on board, w^{ch} I think was wrong.

[NDA.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Lieutenant
of Marines Anthony Gale, U. S. Marine Corps

NEW CASTLE Nov^r 24 1798

SIR I rec^d a letter this day from the Secretary of the Navy to send
a Prisoner from each Privateer under the Care of a Soldier to see the
Condemnation of their Vessels I send the Captain of each Privateer
under the care of Matheral he being (I think) the most proper person.
The men are in a dreadful way for want of socks and the other clothing
you promised to send down.

The two Men I told you was sick died since my return named J^{no}
Belless & Hallam. Belless died the 13th and Hallam, the 22nd of this
month. Brady was killed the 30th October.

I am

Sir

Your most ob^t & Humble S^t

ANTHONY GALE
Lieut. of Marines.

W. W. BURROWS

Major Commandant of the Marine Corps

[MCA. LR, 1798.]

To Captain John Robinson of Ship *Hero*, from Secretary of State

[Nov. 24, 1798]

To Captain JOHN ROBINSON,

Master of the Ship *Hero* of New York.

Your Ship being laden with Stores on account of the United States
of America, You are to proceed directly to Algiers, and there deliver

your cargo to Richard O'Brien Esq^r Consul General of the United States at that place; or in his absence, and in the absence of any other agent of the United States, deliver the cargo to the proper Officer or officers of the Dey and Regency of Algiers for whom the same is intended, in fulfilment, so far, of the Stipulations of the United States with the Dey and Regency at the time when peace was concluded between them and the United States.

For the greater safety of the said cargo, you will be accompanied by the armed Schooner called the *Lelah Eisha*, William Maley commander. You will therefore agree on the proper signals by which you may know each other.

Captain Maley has permission to touch at Tangier or Gibraltar, if not inconvenient, to enquire whether any events at Algiers render it improper to proceed thither. The American Consul James Simpson Esq^r at Tangier, and John Gavino Esq^r at Gibraltar, will inform and advise him. In case of separation on your voyage you may take the same precaution. But a rupture on the part of Algiers with the U. States I consider as so remote a contingency, that if you have a fair wind and see nothing to dissuade you from passing the gut of Gibraltar without enquiry as above, you may do it.

Given under my hand and official seal at Philadelphia the 24th day of November 1798.

TIMOTHY PICKERING
Secretary of State.

[SDA. Dom. L., Vol. 11.]

To Mr. Bond representing Captain duPetit Thovars, concerning the *Niger* from
Secretary of State

[Nov. 24, 1798]

M^r BOND.

Col^o Pickering acknowledges the receipt of M^r Bond's note of this date, and informs him, that the Secretary of the Navy says all the armed vessels authorized by existing acts of Congress are either purchased or building; that it is consequently out of his power to treat with Capt. du Petit Thouars concerning the *Niger*.

DEPARTMENT OF STATE Nov^r 24. 1798.

[SDA. Dom. L., Vol. 11.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 24 November 1798

This 24 hours first part fresh gales and thick weather attended with Rain at 2 P m Sambro head Bore West 1 mile Distns from which we Take our Departure it Being in Latt of 44.32 N° and Longtd of 63.20 west at 4 p m spoak an English Ship *Halifax*

Midle part fresh gales at 6 p m Close Reef Topsails a havey swell from S E at 8 a m Sett Single Reef Topsail and Staysails

Latter part fresh gales and Squaley weather attended with havey Rain all three vesells in Company

Lattd Obbrs 42.37 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 25 November 1798

This 24 hours first part fresh gales and Rain at 3 p m Duple Reeft Topsails at 10 Close Reeft Topsails

Midle part Strong gales with Showers of Rain and hail at 12 a m Sounded in 52 fathoms watter at 2 a m Sounded in 53 fathams Sounded Several Times from 53 To 38 fathoms at Same hove out Signal for fleet To make Sail

Latter part Strong gales and heavy Sea at mrdn Sounded in 40 fathoms watter the fleet in Companey

No obbrs To Day

[NDA. Journal kept by Joseph Strout, 1798.]

To James Jackson, Governor of Georgia, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26th Nov. 1798.

JAMES JACKSON Esq^f }
Gov^t of Georgia. }

SIR The Letter with which you honored me, of the 14th Ultimo, was received by the Secretary of State, in my absence, and acknowledged by him the 3rd Instant.

The Laws of Congress authorize the building of Ten Gallies or other Small Vessels for the defence, it was understood, of the harbours of the United States. Two Gallies were directed to be built in Georgia, and in September orders were given to have two Gallies added to the Number. And Cap^t Campbell in the Revenue Cutter *Eagle* of 14 Guns, a well armed Vessel, has been ordered to make the Coasts of Georgia, the particular object of his protection. — This is the whole amount of Naval protection which the present Laws authorize the President to assign exclusively to the Coasts of Georgia. Indeed Georgia and the Carolinas are the only States, for which any kind of exclusive protection in the Naval Line, has been provided. — And these States, but more particularly Georgia, from its exposed situation, merit, and will assuredly meet with at least an equal share of the attention of our Stronger Vessels, every day increasing in number. and I calculate with some degree of confidence, that until our unprincipled enemy become much more powerful in the West Indies, than they are at present (and this from the present posture of their affairs, is not likely soon to be the Case) Georgia will have but little to apprehend from Piratical incursions. —

I lament that your Letter did not reach me in time, to enable me to pay proper respect to the Gentleman recommended by you, to the Command of one of the Gallies. Prior to the receipt of it, steps had been taken, which put his appointment out of my power.

I have the honor &c.

[NDA. GLB, Vol. 1.]

To Joshua Sands, Collector of Customs, New York, from Secretary of State

[PHILADELPHIA]

Department of State, Nov^r 26. 1798.

JOSHUA SANDS Esq^r

SIR, I have before me a letter of the 23^d inst^t from M^r John Morrison, owner of the Ship *Eliza* of Charleston, which mentions that you have doubts of the propriety of granting a commission under the "act further to protect the commerce of the United States," for the said Ship.

Though the *Eliza* appears not to be entitled to a Register or Mediterranean passport, yet as she is American property and entitled to protection as such, and as the policy of the Act above cited is entirely different from those by which the privileges of American built vessels are defined and secured under the laws of Revenue, I am of opinion that a commission may be properly granted. The Secretary of the Treasury entirely concurs with me in this opinion.

I am, Sir, respectfully &c.

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11.]

To John Morrison, owner of Ship *Eliza*, from Secretary of State

DEPARTMENT OF STATE Nov^r 26. 1798.

M^r JOHN MORRISON *New York*.

SIR, I have this day written to the Collector of New York to issue a Commission to the Ship *Eliza*, armed and manned as related in your letter of the 23^d instant: His doubts arose on words in the law which in some other cases are too strictly construed; but liberally when the question concerns the protection of real American property from French Depredations.

I am, Sir, Your h^{ble} servt.

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26th Nov 1798

SEC^r AT WAR,

SIR It is intended to remove 148 French prisoners from New Castle to Lancaster. The guard of 18 Marines, over them at present, is thought insufficient to conduct them to Lancaster; & no more Marines can be spared from the Vessels in Port, getting ready for Sea. Can you add such a guard to the 18 Marines, as will be sufficient. — An officer & — 20 men in addition, it is presumed, will answer the purpose. —

I have the honor to be &c^r

[NDA. Sec War LB, 1798-1824.]

To Lieutenant Charles C. Russell, U. S. Navy, & other officers of *Constitution*, from
Secretary of the Navy

[PHILADELPHIA]
Navy Department November 26th 1798

LIEUT^t CHARLES C. RUSSEL & }
other Officers on bo^d the }
Frigate *Constitution* Boston }

GENT^l I am honoured with your Letter of the 18th Instant — requesting a Sky light to be made in the Frigate *Constitution*, to communicate light & air to the Ward Room.

I am extremely desirous of complying with every reasonable wish of the Officers of every Ship in the Navy — But in the present instance I am unqualified to judge, whether the Indulgence required, would not injure the Ship, or be attended with other disadvantages. — Gentlemen of the Navy, with whom I have consulted here, represent a Sky light to the Ward room, as a very unusual thing, except in small ships; and think that scuttles in each deck, would not injure the ship, and would introduce Fresh air. I have however written Cap^t Nicholson on the subject; to have done, whatever is proper & right; so that the ship shall not be injured, or delayed, in getting ready for another, and an immediate Cruise. —

I have the honor to be &c^t

[NDA. OSW, Vol. 1.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 26th Nov^r 1798

Cap^t SAM^l NICHOLSON

SIR, I hope your ship will be fully prepared to proceed on important service, by the time orders will reach you, which will be in two or three days after the receipt of this Letter. You should examine that your powder is good, and if defective, make instant application to M^r Higginson, to remedy the defect. — Tho' I hope your powder is in order; and that you have a sufficient quantity of Ball; and are well provided in all other respects, for warm service. —

That there may be no cause of complaint from the families of those men who leave families behind, and desire that they may receive half their monthly pay, I now enclose the regulations made on that subject — which you will please to attend to — and send me a List of the men who leave powers of attorney, with an account of their monthly Pay, and of the time to which they have been paid.

Unless this is done by you, no payments will be made in the absence of the men.

I have the honor to be &c^t

[NDA. OSW, Vol. 1.]

To TENCH FRANCIS, Purveyor, from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 26th Nov^r 1798

To TENCH FRANCIS Esq^r

SIR Be pleased to have the following Signal colours prepared with all possible dispatch; and deposited with Captain Gill Storekeeper for the Navy Department —

Blue, white, red

Blue & yellow

Broad blue pendant

You will have fifteen of each prepared. — The blue white red, & blue & yellow, to be made 13 feet hoist and twenty feet fly — The pendant to be made 10 feet hoist, & 20 feet fly — The vessels in Port, will want Some of these colours before Sailing — and they must Sail in a few days. —

I have the honor &c*

[NDA. Req. on US T, 1798-1803.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 26 November 1798

This 24 hours first part Strong gales and Squales of Rain at 1 p m Saw a Sail Bearing S S W which Sune after past us Stearing To the Eastward under Short Sail at 8 p m Sounded in 63 fathoms watter Midle part more modarate with flying Clouds Sounded in 70 fath watter yellow sand at 4 Lett out one Reef out Each Topsail at 7 a m hove out Signal for fleet To make Sail Lused all small Sails To Dry Latter part fine pleasant weather and Smoth Sea all the fleet in Company

Lattd obrs 39.32 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 27 November 1798

This 24 hours first part modarate gales and Clear weather at 4 p m the *Pickring* Took the Brig *Commerce* in Tow

Midle part almost Calm and Smoth pleasant weather the fleet Still in Company

Latter part Light Breezes and pleasant weather and Smoth Sea

Lattd Obbrs 38.45 North

[NDA. Journal kept by Joseph Strout, 1798.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

November 28th 1798

STEPHEN HIGGINSON Esq^r

SIR I am honored with your Letter of the 19th Having already sent you a larger remittance than your Letters heretofore desired, of which you could not have had notice. — I shall not send more 'till I hear from you, that it is Wanted. The Congress appropriated a sum of money to purchase Slops; not as a gift to the seamen; but that they might be laid in on good Terms; and to prevent imposition on the seamen, on the 9th of October, I transmitted to you a regulation on this subject, with respect to the Ship *Portsmouth*; but it is meant to be general. — As to the slops heretofore purchased by M^r Debloise, it is of little consequence, whether they are brought into the public Accounts; or settled by himself; And upon the Whole, I believe the latter will be the preferable mode in this instance. But he also received slops from M^r Jackson the Agent, whose accounts never having been settled, it is out of my power to tell the amount. — M^r Debloise I hope will Ascertain it with M^r Jackson. —

On the subject of Officers for Cap^t M^oNeill, I wished at first they should be taken from Portsmouth: But understanding that fit Characters could not be had there, I wrote M^oNeill, that any Officers approved of by you & him, should be named to the President: And in this I meant they should be selected where you pleased. I pray that this business may be immediately attended to; and that such Officers as are ready on the Spot, for immediate service may be appointed. It will never do to keep the ship waiting for men, who are absent at sea. I have written M^oNeill to this effect; and to call such Officers as both you and he approve, into service immediately. He writes me that he hopes his Ship will be ready by Christmas — I hope she will be ready before — But unless the names of the Officers are immediately sent to me — They will not get Commissions before Christmas. Pray let it be understood that the officers are to be called in to service, and act as if regularly appointed; that there may be no delay on this acc^t

I hope the Weather will be such as will not prevent the launching & fitting the *Constitution*; so that she may be ready by the 10th of December, by which time I expect to forward on orders for her Cruise. —

As to musket powder, it is not likely it can be sent from Springfield for the *Constitution*, without risqueing delay — It will be better to buy the quantity wanted, at the Boston Prices, which are however 25 Per Cent higher than at this place.

[NDA. GLB, Vol. 1.]

To Captain Daniel McNeill, U. S. Navy, commanding the *Portsmouth*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department November 28th 1798

Cap^t DAN^l M^oNEILL

SIR, I am honoured with yours of the 9th Instant. I am sorry you will not be at sea before Christmas. I hoped you would have been ready by the 15th December at latest. As to Officers, you and M^r

Higginson have construed too rigidly, what I said on the subject. I wished the officers to be got from New Hampshire. But understanding from you that fit men cannot be had. I wrote to you, & to M^r Higginson, that any officers approved of by you both, should be named to the President — meaning that you should get them where you pleased. Pray attend instantly to this important business — fix with Higginson a proper set of officers, ready now to enter into service — and call them into service — They shall be named to the President —

Unless you are quick in sending me these names; and in getting the Officers, they will not get their Commissions by Christmas — Nor will you get the ship out this Winter; which will be a great public disappointment — And no doubt a mortifying one to a Man of your enterprize & Zeal —

I have the honor &c^t

[NDA. OSW, Vol. 1.]

To Purser James S. Deblois, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Departm^t Nov^r 28th 1798

M^r JA^s S. DEBLOIS
Purser of the Con- }
stitution Boston }

SIR I have received your Letter of the 9th Instant, with several others of prior dates. In mine of the 26th September addressed to you at Norfolk, I enclosed you the rules & regulations of the Navy &c^t, and informed you that 28 Cents was the price at which you must settle with the officers for the rations allowed them by Law. What you recommend as the size of the pieces of Beef & Pork to be put up for the Navy, has been some time adopted, and in future will, I expect, become the Universal practice. —

I have not yet seen M^r Jacksons Accounts which have been lately transmitted by him to the Treasury for settlement; but you can now obtain from himself the Invoice of the slops you have so repeatedly written for. M^r Higginson will furnish you with future Supplies; and you will attend particularly to the enclosed Copy of Circular Instructions, intended for the general regulation in our Navy with regard to the Article of Slops. —

It sometimes happens that the Officers draw from the Purser, particular parts of a ration; and heretofore the latter have been at a Loss at what rate to charge the same. The enclosed table will enable you to settle this without any trouble.

M^r Higginson will supply you with money to settle with the Officers & Crew; —

As to the pay due to Doct^r Reed, & M^r Nicholson, the receipts of their legal representatives will be sufficient Vouchers. —

Cap^t Nicholson will determine as to the time at which the Crew must be settled with. — The pay of the Officers should commence from the date of their appointments.

I certainly cannot interfere as to the time of your going on shore, or remaining on board; And I ought not to be referred to on the subject: The Captain is surely the best judge in this respect; and I presume

will not expect an unreasonable or improper attendance on your part. —

I am &c*

[NDA. OSW, Vol. 1.]

To Robert Gilmore, Chairman of the Committee &c, Baltimore, Md., from
Secretary of the Navy

[PHILADELPHIA]

Navy Department Nov^r 28th 1798

ROB^t GILMOR, Esq^r
Chairman of the Committee &c* Baltimore

SIR I am honored with the receipt of your Letters of the 13th & 23rd Instant.

I have reason to believe that M^r Hughes cannot be relied on to supply the Guns in time. His metal is good, but he is deficient in the Machinery for boring; and which, I am informed he cannot prepare under six months, which will be too great a delay. I shall therefore provide the Guns here, where engagements are made for a considerable number of different Calibers

The approved Diameters for the shot are,

For a four pounder.....	3 Inches	053 thousand parts
For a Six pounder.....	3 In ^r	498 — ditto
For a Nine pounder.....	4 In ^r	000 — ditto

P. S. I will endeavour to Employ M^r Hughes to cast the Cannon for the Frigate at Norfolk, which will not require her Guns so soon as the vessels under your direction. Be pleased to say when the Guns for these Vessels will be wanted. —

[NDA. GLB, Vol. 1.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 28 November 1798

This 24 hours first part modarate gales and Clear weather all Sail Sett By the Wind the Brig *Pickring* Towing the *Commerce*

Midle part modarate gales and Clear weather and Smoth Sea Try'd for Sounding found None

Latter part Clear pleasant weather at 6 p m Saw a Schooner Standing to the Northward all sail Sett By the wind

Lattd obbrs 37.37 North

[NDA. Journal kept by Joseph Strout, 1798.]

To Captain John Barry, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department November 29th 1798

Cap^t JOHN BARRY

SIR As Captains Truxton, Dale, Decatur & Tingey are now in the City; and as the regulations, or Articles of War for the Government of the Navy, are extremely defective, it would be useful & important, if you would, with the aid of these Gentlemen, consider, and report a proper system on this subject. —

A room, pen Ink & paper shall be provided for you at the Navy Office — should you find it convenient to meet here. —

I am &c^t

[NDA. OSW, Vol. 1.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department Novem^r 29th 1798. —

Cap^t SILAS TALBOT
or in his absence

Cap^t FLETCHER. —

SIR I enclose you Commissions and Warrants for the following persons, appointed agreeably to your Recommendation — viz^t

Wilson Jacobs, John Warner, and Zackariah Rhodes. Lieutenants in the Navy —

George Augustus Hallowell. Sailing Master —

Joseph Lee Surgeon

Thomas Oliver Hunt Carpenter, Surgeon's Mate —

John Martin Purser —

Arnold Whipple, Wilson Jacobs, John Collins Kinnicutts, Benjamin Smith, and Christo^t S. Carpenter — for Midshipmen —

David Pettis. Sailmaker. —

The Petty Officers nominated by you, must act under the Captains Appointment — they do not receive Commissions or Warrants —

Previously to delivering these Commissions and Warrants, you will require each person, to Communicate his acceptance in writing, and to take the oath of Allegiance — for which purpose I enclose you a number of Blank Oaths — these acceptances and oaths, you will return to this Office. —

I have the honor &c.

[NDA. OSW, Vol. 1.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 29 November 1798

This 24 hours first part modarate gales and Clear pleasant weather and Smoth Sea all Sail Sett at 4 p m Tact Ship to N W

Midle part modarate gales and Clear pleasant weather at 8 a m Tact Ship To the S W Sounded in forty fathoms Watter

Latter part Light Breezes and Rain Convoy Still in Sight Brig *Commerce* in Too By the *Pickring*

No obbrs To Day

[NDA. Journal kept by Joseph Strout, 1798.]

[29 November 1798]

To Secretary of the Navy from Captain Alexander Murray, U. S. Navy

ON BOARD THE MONTEZUMA,
St. Thomas's, November 29, 1798.

I again address you from this place where we arrived this day.

I convoyed eight vessels from Antigua bound to America, and shall pick up several more here to join us, so as to be off to-morrow.

I mean to conduct these vessels clear of all cruisers about the islands, and then to run to windward, which I find is the best station for us.

I landed eighteen prisoners here, and got a receipt for them of the French Consul, who treated us very politely; and by a flag of truce bound up to Guadaloupe, have made another effort in favour of our unfortunate prisoners there.

There are, at this time, not less than 150 privateers out of Guadaloupe, mostly small schooners and sloops, but hard to be caught, as they run in the wind's eye, in moderate weather, and skulk among rocks and shoals, where we cannot get at them; but, keeping them in their ports is a great object, as we find they already fear to go too far off the land.

-ALEXANDER MURRAY.

[LC, Phila. "Claypoole's American Daily Advertiser", 8 January 1799.]

To William Johnson (junior), of South Carolina, from Secretary of State

DEPARTMENT OF STATE
Philad^a Nov^r 30th 1798

WILLIAM JOHNSON JUN^r Esqr

SIR As a citizen of South Carolina and a gentleman engaged in public business, you will have heard of the claim of the Prince of Luxemburg, and after his death of the claim of his heir (the Duke his brother) against your State on account of the armed ship *South Carolina* loaned by the Prince during the American war. — This claim appears to have been finally adjusted by the agency of Doctor John Brown Cutting, to whom, on his giving security, the Legislature ordered the payment of one thousand pounds sterling. This sum any reasonable man, I should think would have deemed an abundant compensation: but he demands, if I mistake not above four thousand pounds, when the whole amount of the adjusted claim was short of six thousand. — The Chevalier de Freire, Minister here from Portugal, and who is instructed by his Court to pursue the claim of the Duke (who is allied to the Royal family) has expressed his willingness to abandon the £1000 already paid M^r Cutting, if he will give up any further claim: but this he refuses to do. The Doctor has lately sailed to Charleston, and one object may be to get a further payment from your state. — To prevent this is the immediate object of this hasty letter. — You are a member of the Legislature and a lawyer, in the latter capacity the Chevalier de Freire will desire to employ you while your official station in the Legislature will give you an opportunity of knowing the measures M^r Cutting may pursue to obtain a further payment. — He remains the Administrator to the Prince of Luxem-

burg; but it will be desirable to divest him of that character. — On this and the whole of the case I will write you in a few days. — I have taken the liberty thus to address you on the advice of General Pinckney, as a gentleman of the law whom he would recommend to take care of the claim of the Duke of Luxemburg, on behalf of the Portuguese Minister. —

I have the honor to be &c.

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11, 1798–1799.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department Nov^r 30th 1798

SEC^y OF THE TREASURY

SIR — I enclose you a paper which Mess^{rs} Lane & Salter say is the copy of their proposal to you in June last, & which you agreed to. Also a Letter from them to me of yesterday. —

I want in all for the present Navy Establishment,

42 Six pound Cannon
62 Nine do
142 Twelve do
90 Eighteen do
60 Twenty four do

Amounting, at the prices mentioned by Mess^{rs} Lane & Salter, to about 70,000 Dollars — I think the owners of three Works, have claims on the public, in consequence of negotiations with you. If Mess^{rs} Lane & Salter are correct in representing the terms agreed to by you, I will immediately enter into contract with them for $\frac{1}{2}$ of all the Cannon I want; or a greater proportion if you think it right.

I have the honor &c^s

[NDA. Req. on US T, 1798–1803.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 30 November 1798

This 24 hours first part Light Breezes and very heazey at $\frac{1}{2}$ 4 p m Sounded in 35 fathoms Watter at 5 Spoak Capt Flagg he Enformd us that the Brig he spoak with yesterday spoak a french Corvete from gordalupe with three Commiseners from Victor Hugh Bound To ameraca

midle part at 12 Sounded in 30 fathoms watter at 4 a m Sounded in 20 fathoms Tact Ship To the S E modarate

Latter part Light Breeses of wind and fogg and smoth Sea
Lattd obbrs 37.03 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 2 December, 1798

This 24 hours first part moderate gales and smokey weather at 8 pm Tack Ship To the westward at 10 pm the wind veer'd [veered] To the North ward at 11 pm handed Top g sails

Middle part Light Breezes from the Eastward thick weather at 2 am the wind hald To the S W at 4 am sound in 35 fathoms watter at 8 am Sounded in 25 fathoms Spok a Schooner from Havannah Bound To New York 18 Days out at Same Time Tuk one Reef in Each Top sail

Latter part fresh Breezes from S S W
Lattd Ohrs 36.23 North

[NDA. Journal kept by Joseph Strout, 1798.]

To Captain Patrick Fletcher, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 3^d 1798

Cap^t PATRICK FLETCHER

SIR The *George Washington* under your command being well commanded, and I hope well officered, manned and fitted is too important a Ship to remain Idle in port — The Letters I have received teach me to expect that she will be ready for Sea, by the time you receive this. I have therefore enclosed your authority to Capture or destroy the French armed Vessels, wherever to be found on the high seas. It is the Presidents Orders that you proceed without delay by such course as you shall Judge most likely to fall in with French Cruisers. to Prince Ruperts Bay, in the Island of Dominica, where it is probable you will find some superior officer, under whose Command, you will then place yourself. But if you should find no superior officer on that station, when you arrive, you will then employ your Ship in short cruises, about Guadaloupe and as you shall Judge to be most likely to intercept the Armed Vessels of the Enemy, & to give most protection to our own Commercial Vessels trading in that Quarter, — looking in every two or three days at Prince Ruperts Bay, until you meet with other Armed Vessels belonging to the United States, and the Officer appointed to Command on that station, who will afterwards direct your operations. — I have it in Command from the President to express his high confidence in your skill, Bravery, & Zeal for the defence and honor of your Country; which he is well assured will never suffer in your hands — And also his particular & pointed orders that you promote strict discipline & order in your Ship — And inculcate among your Officers & men, a high sense of the honor of the American Flag, which is to be maintained at every hazard. — Still you must remember, that we are at War only with French Armed Vessels, and the persons found on board of them. The Vessels & people of all other Nations are entitled to, and must receive from you, civility & Friendship — Should you even meet with any American Vessels which have been captured by the Armed Vessels of any other Nation at War, except the French, you must not attempt a recapture — nor can you, should you see any such Vessel in the act of Capturing an American Vessel, lawfully interfere — In such cases

it must be presumed that the Courts of such Nations will render Justice — Wishing you great success &c^t

I am Sir &c^t

P. S. You will receive enclosed your authority to Capture French armed Vessels wherever found — And your Comm: & private signals. —

[NDA. OSW, Vol. 1.]

To Captain Moses Brown, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec^r 3, 1798

Cap^t MOSES BROWN

SIR I have the honor to enclose Commissions and Warrants, for the Gentlemen recommended for appointments on board of the *Merrimack*. —

Viz^t

Mich ^l Fitcomb Jr.....	}	Lieutenants
Samuel Chase.....		
Nath ^l Broadstreet.....		Surgeon
J. Fitcomb Jr.....		Sailing Master
Joseph Hooper.....		Purser
Francis Saltar.....		Gunner
John Couch.....		Carpenter
Jos Brown & Nathan Fletcher.....		Midshipmen

These Commissions & Warrants to the above persons respectively. —

I am &c^t

I also enclose Comⁿ

for David Stickney 1st Lieut^t of Marines

[NDA. OSW, Vol. 1.]

To Captain Moses Brown, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department, December 3 — 1798 —

Cap^t MOSES BROWN

SIR, The *Merrimack* under your Command being well commanded &c^t &c^t

See page 289. — These Instructions were the same with Cap^t Fletcher's —

private signals enclosed

[Note—Letter to Captain Fletcher is dated December 3rd 1798.]

[NDA. OSW, Vol. 1.]

To Elias Hasket Derby, of the merchant ship *Benjamin*, from
Lane & Fraser

LONDON 3^d Decem^r 1798

ELIAS STASKET [HASKET] DERBY Esq^t

SIR This is to acquaint you that we have delivered Captain Isaac Bullock the Letter we received from our East India Company and addressed to the proper officers at Calcutta directing them to permit one hundred & thirty Tons of Salt Petre to be put on board your Ship

Benjamin, and he proceeded as far as Gravesend with the hopes of joining the Ships in the Downes intending to take the benefit of the Convoy from Portsmouth, when unfortunately the Wind coming round to the Eastward they sailed before he could reach them. The Ship is now in the Downes, and we expect will Sail with the Convoy that is to see the Trade to the Coast of Africa they are under Sailing orders & will go the first fair Wind unless she is previously joined by the American Ships *Industry*, Capt. Vickery bound to Virginia and the *Majesty*, Capt. Cox bound to Philadelphia who are both well armed & mann'd & will keep company together & give the *Benjamin* their Signals. We have made no Insurance on either Vessel or Cargo the latter of which will Amount to about £3000 reckoning the Guns and Powder & Ball put on board her for her defence as well as those Shipd as Cargo, this will come by Packet via New York and may perhaps give you notice of it in time to make Insurance in America. —

We are with much respect

Sir your most humble Serv^{ts}

LANE & FRASER

[Essex Institute.]

To John Suter & Co., Georgetown, from Secretary of the Navy

[PHILADELPHIA]

Navy Department, Dec^r 3^d 1798.

Mess^{rs} JOHN SUTER & C^o

Geo Town Poto^s

GENT^l. I request the favor of you to procure in Alexandria & George Town, without delay, any quantity, not exceeding 300,000 lb^s of good Ship Bread, and ship it as fast as procured, to William Pennock of Norfolk — I need not urge Oeconomy; I'm sure you will procure the Bread on the best Terms in your power — But it is essential that it should be early shipped — so as to avoid the danger of being stopped by the Ice. It will be best I presume, to send it in Barrels — For your reimbursement and Commission of 2 P^r Cent, you may draw on me, as Sec^r of the Navy at sight —

I am resp^t & C^s

[NDA. GLB, Vol. 1.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department, Dec^r 3^d 1798

STEPHEN HIGGINSON *Esq^r Boston*

SIR With respect to Watch Coats, it is right they should be allowed for the Marines. I suppose one coat for every two Marines, not too many

The whole number however should be delivered to the purser, who should take care of them, and deliver them out to the men, by order of the Commanding Officer of the Ship, when he Judges it necessary. Unless this be attended to, Watch Coats will be wanted every cruise. —

As to Masts, I have for some time felt uneasy that some for the Frigates were not provided and have been taking pains to inform

myself where it could be done, with best Ococonomy — and where the best Masts are to be procured. Capt^r Barry & Cap^t Truxtun both tell me the White pine of the Eastern States is much inferior to the Pitch Pine of Virginia — That indeed the former will not answer for the large Masts: Hence I am making arrangements at Norfolk for some of the most material Sticks — Still if you think the Eastern pine will do, I shou'd be glad you would have provided this Winter, so as to be ready by Spring, those material Sticks for Nicholson's ship only, which cannot be furnished from the stock generally on hand, at Boston. I shall notwithstanding make provision for his Ship at Norfolk also. — But it is better to have masts of this kind, in more places than one — What will do for Nicholson, will also do for Barry. — I have this day sent orders to Fletcher, & to Brown of the *Merrimack*, at Boston I presume by this time, to proceed seperately to Prince Rupert's Bay in Dominica, where our principal Force will rendezvous and from whence it will be divided, so as to afford most Security to our Commerce, and the best chance of capturing the Vessels of the French. The Havannah will also be attended to, in the way you point out — Decatur will sail for that place in a Week, and other Smaller Vessels I hope to the amount of four or five will join him.

I shall, if not tomorrow, next day, send Nicholson's orders. — In *Confidence* I have had hopes, he might have been kept in the Country this Winter, and the ship for the Winter been given to another commander. —

P. S. I have directed Brown's Letter to Boston. Should he not be there, please have it sent to Newburyport. —

I am &C^s

[NDA. GLB, Vol. 1.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 3 December 1798

This 24 hours first part fresh Breeses and heazey weather at 1 p m Saw a Ship in the N W which proved To Bee the *Penilsphia* [*Penelope*] Cap^t Flagg that Came out with us at 2 pm Saw the Land Bearing west 9 miles Distans at 3 pm Tact Ship S E at $\frac{1}{2}$ 3 pm saw a Snow in S S W fired gun and hoisted hur Coalers we Tact Ship and gave Chace at 4 pm SpOak hur Cap^t Fairchild 54 Days from Malaga Bound To Boston Tact Ship again To the S E midle part fresh Breeses and hazey at 7 am Squaley with Rain sounded Severall Times from 15 To 18 fathoms

Latter part modarate Breeses and Clear weather the fleet all in Company

Lattd obbrs 35.48 North

[NDA. Journal kept by Joseph Strout, 1798.]

To Purser Charles Wadsworth, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Department Dec^r 4. 1798.

M^r CHARLES WADSWORTH }
Purser of the Frigate }
United States: }

SIR In answer to your Enquires contained in your Letters of the 16th October and 17th Ult^o, you will in future pay any of the discharged Men up to the time they leave the Ship provided they are in service after the expiration of the times they engaged for.

The Account you enclose of the Ward Room mess for the subsistence of three French Prisoners &c has been lodged with the Accountant of this Department who will determine respecting the same on your application. — I deliver you herewith a list containing the prices of the Component parts of a Ration, which will enable you to settle with such of the Officers as have drawn parts of Rations. — It is but reasonable where the Men do not draw their full number of Rations that they should be allowed for the same at 28 Cents, or if when the Ship arrives in port they chuse to draw the Rations in preference, they may be gratified. —

You will find enclosed Copy of a Circular which relates to Slops and will govern you in future. —

M^r Francis will furnish you with a List and prices of the Slops you apply for and which were heretofore delivered you which will enable you to settle your Accounts as to that Article, and I hope there will be no deficiencies, — you ought to have known how to get this without application to me — With regard to accountability, the Purser must certainly be held to account for every Article he receives, and make good any deficiencies, and should there be any overplus, he ought on the same principle to be entitled to it. —

The Watch Coats you will receive, are only to be delivered as the Captain shall order — they are not to be paid for by the Crew unless they should be lost, but are to be considered as for the general use of the Ship, and are to be redelivered to you when no longer wanted. —

I am Sir &c.

[NDA. OSW, Vol. 1.]

To Tench Francis, Purveyor, from Secretary of the Navy

[PHILADELPHIA]
Navy Department Dec^r 4th 1798

TENCH FRANCIS ESQ^r

SIR Cap^t Barry is afraid that he Shall be obliged to call at Chesapeake for Bread. At all events he must go from hence, and without delay — It will be disgraceful to Phil^a if this Ship cannot be Supplied from hence with bread — and immediately I must urge that you let me know this day whether bread can be furnished here, & when that I may know what arrangements to make. All other articles I hope are ready.

P. S. Cap^t. Barry says his Purser tells him you have made no agreement for Bread with the Bakers. —

[NDA. Req. on US T, 1798-1803.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec^r 4th 1798

Major W. W. BURROWS

SIR By a Letter just received from Norfolk, I find that no Marines have been provided at that place in consequence of my former orders for the Brigantine commanded by Cap^t Barron. It is of importance that immediate attention be paid to this object; otherwise the Vessel which is now ready in every other respect will be delayed. —

I am &C

P. S. I wish to know whether there are Marines enough in that neighbourhood for this Vessel. —

[NDA. GLB, Vol. 1.]

To William Pennock, Navy Agent, Norfolk, Va. from Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec^r 4th 1798

WILLIAM PENNOCK Esq^r *Norfolk*

SIR, I have your Letter of the 27th Ultimo. I have made arrangements for the Beef & Pork to the Eastward, where it can be furnished better than with you. Yet Vessels that may arrive at your Port, in want of meat must be furnished — but I suppose it can always be done from the stock at Market. —

But as to bread, Norfolk must be the principal dependence — Instead of 20,000 ^{lb}, I have to urge that you will take instant steps to have 300,000 ^{lb} bread provided. — I have directed the same quantity to be sent you from Alex^s and the whole will be wanted before it can be ready, if there should be the least delay in procuring it —

I have the honor &C^s

P. S. A timely remittance shall be sent you. —

[NDA. GLB, Vol. 1.]

To Commanding Officer at Fort Mifflin from Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec^r 4th 1798.

Officer Commanding at Fort Mifflin

SIR The Secretary at War having written to you on the subject of a guard of an Officer of 20 Men, to conduct the prisoners from New Castle to Lancaster, I have the honor to request, that you will Supply each guard to the order of W. Nicholls Esq^r

I have the honor &C^s

[NDA. GLB, Vol. 1.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 5th 1798

Cap^t JOHN BARRY

SIR, I fear this cold weather may produce Ice, to be injurious to your Frigate, if she remains at Chester to be prepared for Sea. Would it not be proper to move the Frigate down to reedy Island as quickly as possible. There she will be out of danger, and the Carpenters being paid for the greater distance from Philadelphia, which is but a trifling consideration, can fit her at that place. —

I have the honor to be &c^t

[NDA. OSW, Vol. 1.]

To Captain Samuel Nicholson, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department Decem^r 5th 1798. —

Cap^t SAM^l NICHOLSON

SIR Presuming that the *Constitution* under your Command, will be ready for Sea by the time you receive this, it is the President's Orders, that you proceed without delay by such course as you shall judge most likely to fall in with French Cruisers, to Prince Ruperts' bay in the Island of Dominica, where it is probable you will find Captain Barry of the Frigate *United States*; under whose command you will then place yourself. But if Captain Barry should not be on that Station when you arrive, you will then employ your Ship and such American Vessels of War, as you shall find there in short Cruises, about Guadaloupe, and as you shall judge most likely to intercept the Armed Vessels of the Enemy, and to give most protection to our own Commercial Vessels trading in that quarter; looking in every two or three days at Prince Ruperts' Bay, untill you meet with Captain Barry, who will afterwards direct your operations. —

I have it in Command from the President, to express his confidence, that the Interest and honor of the Country, will never suffer in your hands; and also his particular and pointed orders that you promote strict discipline and order, in your Ship, & inculcate among your Officers, and Men, a high sence of the honor of the American Flag, which is to be maintained at every hazard. — Still you must remember that we are at War only with French Armed Vessels and the persons found on board of them. — The Vessels and people, of all other Nations are entitled to, and must receive from you, Civility and Friendship — Should you even meet with any American Vessels which have been captured by the armed Vessels of any other Nation, at War, except the French, you must not attempt a recapture, nor can you, should you see any such Vessel in the act of capturing an American Vessel lawfully interfere. In all such cases it must be presumed that the Courts of such Nations will render justice. —

I am &c.

[NDA. OSW, Vol. 1.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 5th 1798.

STEPHEN HIGGINSON Esq^r *Boston*

SIR Captain's Sever & Chapman may be expected at Boston, soon after the receipt of this Letter. Cap^t Chapman will attend to the ship building by the Citizens, which he is to Command & Cap^t Sever to the Frigate at Portsmouth — So that other Commanders must be provided for the *Herald* and the *Pickering* — I shall attend to your Letters on that subject, and arrangements shall be made, and the result forwarded in time. At present, I think of the Lieutenant appointed to Nicholson's ship, M^r Preeble, to command one of them — perhaps as Lieutenant Commandant — I know not how else he is to be employed this Winter, and he is said to be a valuable man. —

It will be desirable to get these Vessels to sea again, as early as practicable — and I beg you will, as far as you can do it, anticipate their Wants —

It may be proper that the Merchants should know, that we shall have a force Superior to any thing we have reason to expect, the Enemy will be able to oppose us with, in the West Indies, during the Winter — And also at the Havanna — Where the Commanding Officer will be instructed to afford all possible Security to the Merchants Vessels. — —

I forward Nicholson his Instructions — I hope they will find him ready to proceed. He need not wait for the *Merrimack* — Nor the *Merrimack* for him.

I have the honor &C.

[NDA. GLB, Vol. 1.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 5th 1798

JER^Y YELLOTT Esq^r *Baltimore*

SIR The cold weather will drive our ships from this river, before they are fully Supplied with bread. Will you be so good therefore as to purchase & Ship to W^m Pennock Norfolk immediately, all the bread, ready to be shipped, in Baltimore; not exceeding 100,000 lb^r — What cannot be immediately shipped, need not be shipped at all, as it will be too late. — —

I am very resp^t &c^t

[NDA. GLB, Vol. 1.]

To John Suter & Co., Georgetown, from Secretary of the Navy

[PHILADELPHIA]

Navy Depart^t December 5th 1798.

Mess^{rs} JOHN SUTER & C^o

GENT^{ls} I wrote you a few days ago, to have 300,000 lb^r Ship Bread purchased and Shipped to Norfolk immediately. — Please to have all ready at the time you receive this, Shipped off, without

waiting for the rest — If it should be only 20,000 ^{lbs} — Pray do not delay this — It may be very material

I am &c^s

You will notwithstanding go on to complete the quantity to 200,000 ^{lbs} instead of 300,000 ^{lbs} — and have it shipped as early as can be done. }

[NDA. GLB, Vol. 1.]

Circular to Captains as below from Secretary of the Navy

[PHILADELPHIA]

Navy Department 5th Decem^r 1798. —

Captains BARRY
TRUXTON, DECATUR } Circular
and TINGEY. —

SIR The Watch Coats delivered to the Purser of your Ship, are intended for the Men exposed to hard Duty in hard weather. —

When you think them necessary to be used, you will give orders to the Purser, who will deliver them only on your order, and when the occasion is over, will receive them back for safe keeping —

I have the honor to be &c

[NDA. OSW, Vol. 1.]

Extracts from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 5 December, 1798

This 24 hours first part Strong gales and Clear weather at 3 pm one Reef out Each Topsail at $\frac{1}{2}$ 4 pm Tact Ship To Northward finding ourselves To Bee in the gulf Stream at 7 pm gott Soundings in 40 fathoms watter Tact Ship To the S W Close Reef Topsails

Midle part Strong gales with heavy Sea Runing at 6 am Capt Flag Left us

Latter part Strong gales and Short Sea found ourselves To Bee in the gulf Stream

Lattd obbrs 34.38 North

[NDA. Journal kept by Joseph Strout, 1798.]

To Tench Francis, Purveyor, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6th Dec^r 1798

TENCH FRANCIS Esquire

SIR My Messenger and one of my Clerks have been in pursuit of you all day—but to no purpose — The Ships are still without the Supplies you have been So urgently pressed to procure for them — You say you have procured them — they are not in the Navy Store, and no human being besides yourself can find out where they are. —

This is not a season to keep Ships in Port — If ours are caught by the Ise, the fault will be with you — I beg and pray, that you will instantly deliver every thing you have procured for the Navy to

Cap^t Gill — or give him in writing where the articles are — I beg also that you will let me know explicitly what of the requisitions for the Ships have not been provided, that I may adopt measures to obtain them. —

I have the honor to be

The Major of Marines can get no Watch Coats for his Men — It is many weeks since Watch Coats were directed. —

[NDA. Req. on US T, 1798-1803.]

[6 December 1798]

Private Signals to be used between Ships of War of His Britannick Majesty, and the United States

Private Signals between his Britannick Majesty's Ships and the Ships of War of the United States of America by Day. —

Week Days		Main top Mast Head	Fore top Mast Head
Sunday & Thursday	The first Signal to be made is..... To be answer'd by.....	Blue White Red... Red & White.....	Blue Red
Monday & Friday	The first Signal to be made is..... To be answer'd by.....	Red White Blue... Blue & Yellow.....	White Red & White
Tuesday & Saturday	The first Signal to be made is..... To be answer'd by.....	Red..... White & red.....	Blue & Yellow Red White Blue
Wednesday	The first Signal to be made is..... To be answer'd by.....	White..... Blue.....	Yellow & Blue White & Red

Memo. On the meeting of any of his Britannick Majesty's Ships, and any of the Ships of War of the United States and the Commanders of either should wish to speak to the other. He will make the same known by making a weft of the Ensign, and shewing it either at the Main or Fore top Gallant Mast Head, which is to be answer'd by a Broad Blue Pendant at the Same place. —

In Case of any of his Majesty's Ships, and the Ships of the United States, coming within Hail of each other in the Night. —

Sunday Tuesday and Thursday	The Ship that is first hail'd if English is to answer <i>London</i> And the Ship which first hail'd if American is to reply <i>Philadelphia</i> and Vice Versa —
Monday and Friday	The Ship that is first hail'd if English is to answer <i>Portsmouth</i> And the Ship which first hail'd if American is to reply <i>New York</i>
Wednesday and Saturday	The Ship that is first hail'd if English is to answer <i>Plymouth</i> And the Ship which first hail'd if American is to reply <i>Boston</i>

NAVY DEPARTMENT,
6th December 1798
CH. W. GOLDSBOROUGH

Private Signals by Night between his Britanic Majesties Ships & the Ships of War of the U. States of America

Night of the Week	Signals to be Made	The Answer
Sunday Tuesday & Thursday	Our light at the Main Top Galant Mast Head & One False Fire English Countersign — <i>London</i> American d ^o --- <i>Philadelphia</i>	Two false Fires one after the Other ———
Monday & Friday	One light at the Fore Top Galant Mast Head & Two False Fires. English Countersign — <i>Portsmouth</i> American d ^o --- <i>New York</i>	One light at the Fore & one at the Main Top Galant Mast Heads.
Wednesday & Saturday	One light at the Main & one at the Fore Top Galant Mast Heads English Countersign — <i>Plymouth</i> American d ^o --- <i>Boston</i>	One light at the Fore Top Galant Mast Head & one False Fire.
	The Night to commence at dark & end at Day light. Sunday Night commences at dark & ends at Day light on Monday Morning, &c: &c: &c:	

To George Latimer, Collector of Customs, Philadelphia, from Secretary of State

[PHILADELPHIA]

Department of State, Dec^r 7, 1798.

GEORGE LATIMER Esq^r

SIR, I have before me your letter of to day, requesting to be instructed, whether you are to issue commissions to vessels owned by citizens of the United States, tho' not entitled to Registers, as private armed vessels, under the "Act of Congress further to protect the commerce of the United States." As vessels of this description are entitled to protection as American property, and as the policy of the Act above cited is entirely different from those by which the privileges of American built vessels are defined and secured under the laws of Revenue, I am of opinion that commissions may be properly granted to them.

The Secretary of the Treasury entirely concurs with me in this opinion. I send enclosed ten more blank commissions and instructions. There are no blank bonds now on hand, but to day or to morrow I shall send you a supply of them also.

I am, Sir, &c.

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

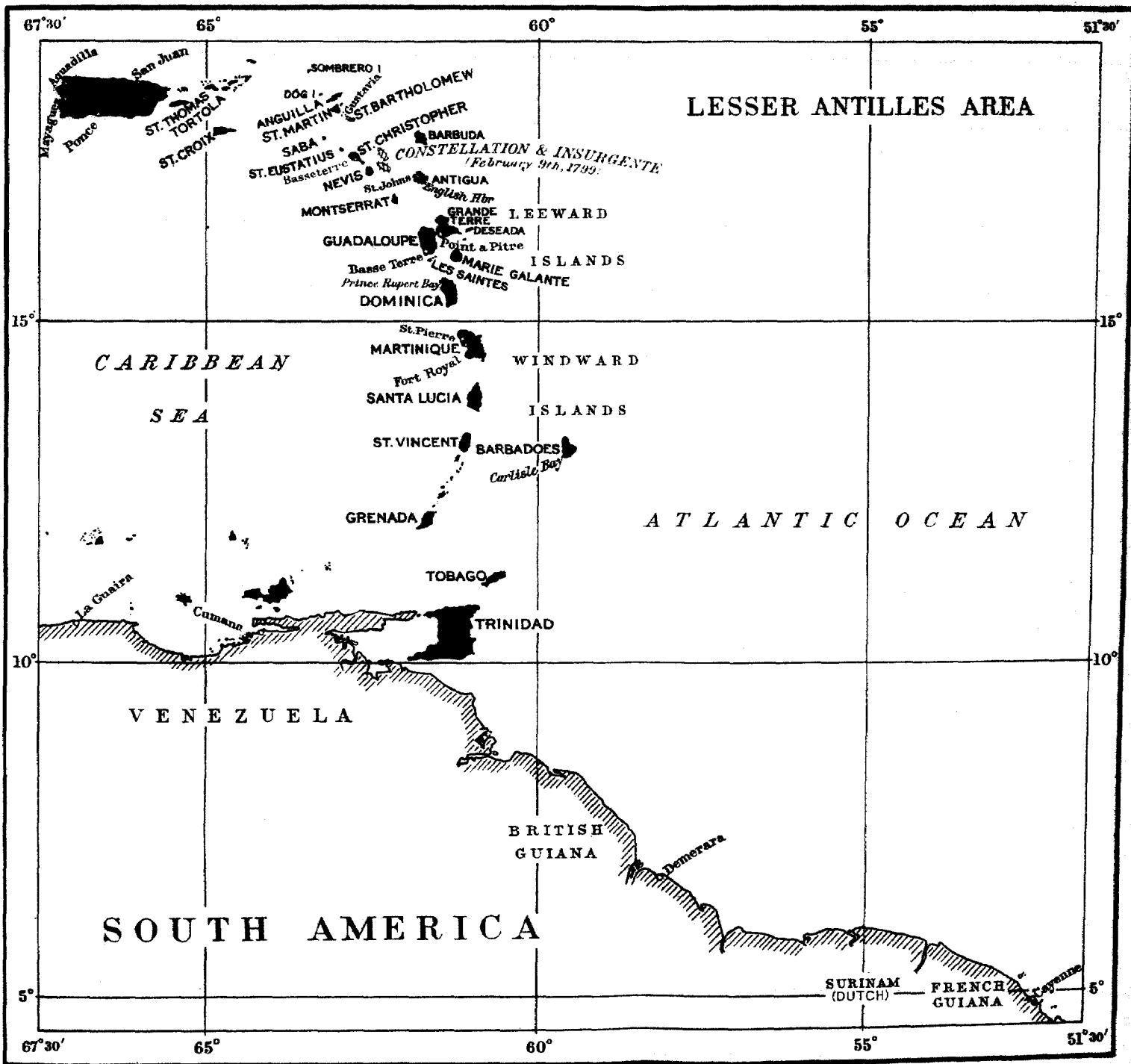
Navy Department Dec. 7th 1798

Cap^t JOHN BARRY

SIR It is conceived that by employing the principal part of our Naval force, in the West Indies, this Winter a State little short of perfect Security, may be given to our Commerce in those Seas; and that the Inhabitants of the hostile Islands, may be taught to respect, and to fear the power of the United States. —

Cap^t Truxtun with two, or three Vessels, of 14 and 18 Guns, will have assigned him for his Cruising Grounds, from S^t Christophers Leeward, as far as Porto Rico; — Cap^t Decatur with one Brig of 16 Guns will be Stationed in the Vicinity, of the Havanna, to protect that trade; and Cap^t Tingey in the *Ganges*, with a Brig of 14 or 16 Guns, about the windward passage between, Cuba and Hispaniola, to give security to the trade of Jamaica. —

All our other force, consisting at present of the Frigates *United States*, and *Constitution*, the *George Washington* Fletcher, of 32 Guns: the *Merrimack*, Brown of 24 Guns: and soon to be increased, with four or five more Vessels, of nearly the same force with the latter; will by order of the President, be under your immediate Command; and to be employed as your knowledge of those Seas, and your Judgment shall suggest, in active operations, for the protection of our Commerce, and for the Capture, or destruction of French armed Vessels, from S^t Christophers as far as Barbadoes and Tobago; and it is presumed your force will permit you to pay considerable attention to Cayenne, and Curricoa, and even to the passage from the United States to Laguayra on the Spanish Main; to which place our Citizens carry on a considerable trade, but above all, your Efforts



MAP OF LESSER ANTILLES AREA.

must be directed to relieve our Commerce, from the piccaroons, and pirates, continually issuing from the Island of Guadaloupe. —

You will determine in what manner to divide & employ your force; so as best to gratify the hopes of the President and our Country. —

A Spirit of Enterprise and Adventure, cannot be too much encouraged, in the Officers, under your Command nor can too many opportunities, be afforded the enterprizing to distinguish themselves. — We have nothing to dread but Inactivity. —

The French can have no force in the West Indies this Winter equal to our own, which is thought to be Sufficient to rid those seas, as well of French commissioned armed Vessels, as of the pirates which infest them; and it is with you, to lay your Country under Obligations, by rendering this important service; and by exciting among the Officers and Men, a high degree of Zeal for the Honor of the American Navy. —

It is the Presidents orders, that you proceed as early as possible, to Prince Ruperts Bay, in the Island of Dominica, at which place the other Vessels under your Command are ordered to rendezvous; and from whence you will Commence your operations, which it is presumed, may be continued, until the Month of April, and perhaps May. I shall take care to have your Squadron supplied with provisions by the time it will become necessary. —

I have Stated to you so particularly, where the Vessels not under your immediate Command will be employed; that you may apprise any of the divisions of danger beyond their Strength to resist, reinforce them — or if occasion should require it, order them to join you, or to proceed to the United States; but it is hoped and expected no such occasion may occur; Should you be encumbered with prisoners; your first Effort must be to exchange them for our own Citizens in the hands of the French; you cannot take too much pains to effect this very desirable Object. It will be better to give more than man for man, than suffer our meritorious Seamen to remain in their hands, — and no bargain will be thought a bad one, which shall relieve them from Captivity. —

If however you cannot accomplish this, you must send the prisoners to any of our ports preferring those from Boston to Cape Henry, on account of the greater expence of maintaining them to the Southward; — provided you can do it, without losing the Service of our armed Vessels, when their service may be important, rather than which it will be better, to let loose the men of Color, and the greatest Vagabonds, keeping only the Seamen and those capable of doing us most injury; and by so reducing the Numbers, you will be able to send those worth keeping, in the Vessels in which they be captured. —

The President desires that it may be recollected by every Officer under your Command, that America is only at War with French armed Vessels, and the people found on board of them; that we are at peace and wish to remain at peace, with all other Nations; the Vessels & people of all other Nations, must be treated, with Civility and friendship; that it will be the highest honor to the American Seamen, to be as much distinguished by Courtly and good offices to their friends, as by industry and activity in Seeking, and Bravery in Subduing an Enemy; You are not allowed by our Laws, to recapture

an American Vessel, taken by the Vessels of any of the powers at war, except those of the French. You must be governed by the laws; And it must be presumed, that the Courts of such Nations, where such Captures are illegal, will render Justice. —

You will omit no opportunity of writing to me and keeping me well informed of your proceedings, giving the proper caution to those by whom you write, to destroy your letters, when there is danger of their falling into the hands of the French. —

I have it in Command from the President, to express to you & the Officers and Seamen under your Command, his high confidence that you will merit, & his best wishes that you may meet with distinguished Success & honor — in which I most Cordially join. —

I have the Honor to be with respect & Esteem &c &c

[NDA. OSW, Vol. 1.]

To Nevison & Granbury, Agents outfitting the *Richmond*, from Secretary of the Navy.

[PHILADELPHIA]

Navy Department, Decem^r 7 1798

Mess^{rs} NEVISON & GRANBURY, Norfolk.

GENTLEMEN. I write by this conveyance to Captain Samuel Barron directing him to put himself under the Orders of Captain Truxton of the Frigate *Constellation*, and I hope he will be ready with his Brig^s (which if you please I would have called the *Richmond*) by the time Cap^t Truxton returns to Norfolk for which place he will leave here in a few days — He writes me that he had not yet got his Marines and I have taken measures to have them sent from hence, but as his sailing with the *Constellation* is of some importance, I wish him not to wait for them, but either to make an arrangement to get them at Norfolk or to go without them. —

I have the honor to be &C.

[NDA. GLB, Vol. 1.]

To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department Decem^r 7th 1798. —

Captain Sam^l BARRON }
of the }
Brig^s *Richmond* }

SIR Captain Truxton of the Frigate *Constellation* will shortly repair from hence to Norfolk, & will lose no time in sailing on a Cruise for which he has received his Instructions — I hope by the time he arrives, your Brig^s which must be called the *Richmond* will be completely ready for Sea, and you will put yourself under Captain Truxton's Command. —

Measures are taking to send Marines from hence, but should they not arrive timely you must arrange as well as you can, for they must not be waited for. —

You will receive herewith the private Signals, &c. —

I have the honor &c

[NDA. OSW, Vol. 1.]

Extracts from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 7 December 1798

This 24 hours first part Cloudy weather at $\frac{1}{2}$ past 1 p m Tact Ship To SW wind variable to Northward at 10 Sho[r]tend the Watter from 13 fathoms To 9 hald our wind To the Eastward

Midle part fresh Breezes and Drisly Rain at 10 Sounded from 10 To 15 at 4 am Sounded in 17 fathoms fresh gales Duble Reef Topsails at 7 am Sounded in 26 fathoms watter Bore away W S W

Latter part modarate gales and Dark weather one Reef out Each Topsail Sett Top g Sails

No obbrs To Day
[Lat. 33.14 North]

[NDA. Journal kept by Joseph Strout, 1798.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec 8th 1798

Cap^t THO^s TRUXTUN

SIR It is the desire of the President, that our navy Should be employed in the West Indies, this Winter, in protecting our commerce and punishing the depredations on it, from the French Islands —

Your Frigate being ready for Sea you will proceed with all dispatch; and by such course as you shall judge most likly to fall in with French Cruisers; to the Island of S^t Christophers, taking under your Command, the Brigantine *Richmond* Cap^t Barron, and the *Virginia* Cutter Cap^t Bright and if the Ship *Baltimore* Cap^t Phillips, should have returned to Norfolk, take her also, and if otherwise leave orders for Phillips to proceed after you, to join you in the West Indies, as soon as he can take in the necessary provisions at Norfolk. When the Schooner *Retaliation* of 14 Guns & the Brig *Norfolk* of 18 Guns, return from their present service, either one or both of these Vessels, will be added to your force. — You will direct your operations from S^t Christophers, as far Leeward as Porto Rico, paying attention to S^t Martins and that Group of Islands, called the Virgin Gorda; and wherever else between S^t Christophers & Porto Rico, your judgment shall direct you. —

Cap^t Barry, with two Frigates under his command, and several Ships of considerable force, will rendezvous at Prince Ruperts bay, in the Island of Dominica, and will attend to every thing to the windward of S^t Christophers; but it is not meant to confine you Strictly to the Cruising Grounds, thus pointed out for you; but that you should depart therefrom occasionally, as Circumstances in your Judgment shall require. —

The following is an extract from Cap^t Barry's Instructions, which it may be necessary you should understand; and consider what relates to prisoners, as yours also.

I have stated to you so particularly where the Vessels, not under your immediate Command, will be employed; that you may apprise any of the divisions of danger, beyond their Strength to resist — reinforce them, or if occasion should require it, order them to join you,

or to proceed to the United States, but it is hoped and expected no such occasion may occur. —

Should you be incumbered with French Prisoners, your first Effort must be to exchange them for our own Citizens, in the Hands of the French. You cannot take too much pains to effect this desirable object. It will be better to give more than Man for Man, than suffer our meritorious Seamen to remain in their hands, and no Bargain will be thought a bad one which shall relieve them from Captivity. —

If however, you cannot accomplish this, you must send the prisoners, to any of our ports, preferring those from Boston to Cape Henry, on account of the greater expence of maintaining them to the Southward, provided you can do it, without losing the services of our armed Vessels, when their services may be important; rather than which it will be better, to let loose the Men of color and the greatest Vagabonds, keeping only the Seamen & those capable of doing us most injury; and by so reducing the Number, you will be able to send those most worth keeping, in the Vessels in which they may be captured. —

You will by all opportunities keep me advised of your proceeding, giving the proper caution to the persons who bring your letters, to destroy them when in danger of falling into the hands of the French. —

From Norfolk you will inform me of the exact State of the provisions, in the Vessels under your command, that I may know what step to take, to supply you in the West Indies, either at S^t Christophers or at Dominica. —

You have heretofore received your Authority founded upon the existing Laws, to capture French armed Vessels wherever found on the high Sea, and to recapture our own Vessels taken by them. —

You will however, have it understood by those under your Command, that being at peace with all the rest of the World, and wishing to remain so, the Vessels and people of all other Nations, must experience from us civility, and Friendship; Our Laws will not even permit the Recapture of our Vessels, taken by the Vessels, of any of the Nations at War, except the French, and it must be presumed, that the Courts of such Nations will render Justice, where such captures are illegal. —

The President commands me to express to you, his high Confidence in your Ability, Bravery, Enterprise, and Zeal, for your Country's Interest & honor; and his full Assurance, that the honor of the American Flag, will never be tarnished in your hands. — And he desires me to add as a particular request, that you will excite as much as possible, in the Officers under your Command, such a Spirit as ought to animate, such Men engaged in such a Cause; and a high respect for the Honor of our Flag. —

Wishing you great success and great honor, —

I have the honor to be &c^t &c^t

[NDA. OSW, Vol. 1.]

To Lieutenant Edward Preble, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec^r 8th 1798

Lieut^t PREEBLE Boston

SIR You are permitted to attend to your private affairs, for a few weeks — It is probable you will be called into service on the Arrival of the *Pickering & Herald* at Boston, which may be expected in December. —

I have the honor &c

[NDA. OSW, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, U. S. Frigate
United States, 8 December 1798

Unmoored, got under way, came to at ½ past 5 at Marcus hook moored with the stream anchor

[NA.]

To Surgeon John Rush, U. S. Navy, from Captain Thomas Tingey, U. S. Navy, of
the *Ganges*

PHILAD^s 9th Dec.^r 1798

10 AM

SIR The change of weather rendering it necessary to move the Ship without delay — and having received information that, several of the Crew are sick, and without medical aid, it is therefore highly incumbent on You, that you repair on board immediately; and I most seriously request that you lose no time in getting on board — The ship will weigh in less than an hour

I am in haste &c. &c.

T. T. [THOMAS TINGEY]

Doct^r JN^o RUSH

Surgeon of the *Ganges*

[NDA. Tingey LB, 1798-1800.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy,
commanding, 9 December 1798

This 24 hours first part moderate gales and thick weather at 8 pm Tact Ship To the S E in 6 fathoms water at ½ 8 p m the Brig *Pickering* Run afoul of us and Carred away hur Bowsprit very thick of fogg at 12 am Tact Ship To the westward at 3 pm Tact Ship to S E

Midle part at 5 am Tact Ship To westward at 10 am gott a pilot on Bord Tact Ship To the S E the Land Bearing N Wd Distns 6 miles at 11 am Tact Ship To the westward

Latter part Strong gales and thick weather Six Sail in Sight

Lattd obbrs 32.42 North

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Muldowny, U. S. Navy, U. S. Frigate
United States, 9 December 1798

Unmoored, Hove up and proceeded down the Delaware at 5 P.M.
came to a mile below New Castle

[NA.]

To Captain Samuel Barron, U. S. Navy, of the U. S. Brig *Richmond*, from Secretary
of the Navy

[PHILADELPHIA]

Navy Dep^t 10 December 1798

Cap^t SAM^l BARRON

SIR I enclose you your Authority to capture French armed Ves-
sels &c^s also the Private Signals to be used between American Ships,
and American & British Ships.

I am &c^s

[NDA. OSW, Vol. 1.]

To Otway Byrd, Collector of Customs, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 10th 1798. —

OTWAY BYRD Esquire

SIR I request that you will furnish Captain Bright of the Cutter
Virginia with as much Provisions as his Vessel can stow consistant
with the necessary Accommodation for the Crew, with all possible
expedition, in order that he may be in readiness to sail with the Frigate
Constellation, Captain Truxton who is now here will return to Norfolk
in a day or two, so that no time should be lost — I pray your atten-
tion to this object. —

With much Respect

I am &c^s

[NDA. GLB, Vol. 1.]

To Captain Francis Bright of the U. S. Revenue Cutter *Virginia*, from Secretary
of the Navy

[PHILADELPHIA]

Navy Department Dec^r 10th 1798

Cap^t FRANCIS BRIGHT }
Virginia Cutter }
Norfolk }

SIR I write by this conveyance to the Collector at Norfolk to
furnish you with as much provisions as you can carry consistently with
the accommodation of your Crew, which I hope will be complied with,
without delay; as I wish you to put yourself under the command of
Capt^r Truxton of the Frigate *Constellation*. — He is now here, but
will sail soon after his arrival at Norfolk; and I hope you will exert
yourself so as to be prepared to sail with him. —

I am &c^s

[NDA. OSW, Vol. 1.]

To Captain Stephen Decatur Sr., U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 10th Dec. 1798 —

Cap^t STEPHEN DECATUR

SIR AS soon as your Ship is ready for Sea, it is the Presidents orders that you proceed, taking such Merchant Vessels as are ready, under your convoy to the Havanna. I need not be particular in directing your conduct towards the Merchant Vessels under your protection, or others that you may meet with — you know the importance of protecting our trade. —

You will remain in the Vicinity of the Havanna, for the protection of our trade to that place, during the Winter, unless you should have reason to apprehend an Enemy's force superior to your own — in which case, you must act as circumstances shall Direct, according to your own Judgment. —

Cap^t Tingey with one other Vessel of Smaller force, will be stationed to guard the Windward passage — between the Island of Cuba & Hispaniola. — Cap^t Barry with two Frigates & several Vessels of force will rendezvouse at Prince Ruperts Bay in the Island of Dominica — and Cap^t Truxtun with a few small Vessels, at the Island of S^t Kitts. — As soon as possible, & I hope it will be very soon, you shall be joined with one, two, or three Vessels of 10 & 14 Guns, to be employed under your orders. They will be directed to fall in with you, between the Morea Castle & the Matanges.

With this force, you will render all the aid in your power to the trade to the Havanna — and afford all the protection you can to the American Vessels, bound to or from that place. — It is unnecessary for me to urge you to enterprize & activity in ridding those Seas of the French armed Vessels, and the pirates which infest them. — Measures will be taken to lodge provisions in the Havanna, for the supply of your own & the Vessels under your Command. — And I understand by going in, under colour of distress, armed Vessels will be suffered to take in provision. This is however an affair which you must manage with delicacy. I shall correspond with the American Consul, to whom you will make application — and if the provisions should not be under his care, he can at least inform you, to whom they are Sent. —

I am commanded by the President, to express to you his high opinion of your Bravery, activity & Zeal, and his best wishes for your great success and honor.

And also his particular request that you will cause the Character of the American Navy to be as much respected for civility and good Offices, to our Friends, as Bravery in subduing our Enemies.

Our Laws do not permit you to recapture, even our own Vessels taken by any of the Nations at war, except the French, and you must obey the Laws.

On the Subject of prisoners, should you find yourself encumbered with them, you must, as the laws direct, send them to some port in the United States, provided you cannot exchange them for our own Sailors in captivity — which is by all means to be preferred. — But in sending them to the United States, it is not to be understood that you are to loose the service of any Vessels under your Command, when such service may be important, — It will be better to send

them in small numbers by any Merchant Vessels on their return, agreeing on the best terms in your power for their passage. —

You will write me by all opportunities your proceeding — and I shall take every means of corresponding with you. —

Wishing you success equal to your merit,
I have the Honor &c

[NDA. OSW, Vol. 1.]

To Captain Isaac Philips, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 10th 1798

Cap^t ISAAC PHILIPS

SIR, I send this Letter under cover to M^r Pennock, the purport of which, is to direct in case you have arrived at Norfolk, to take in from William Pennock, provisions & stores for four months, and remain there until you receive instructions from me, or Cap^t Truxtun.

I have the honor &c

[NDA. OSW, Vol. 1.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 10 Dec. 1798

Cap^t THO^s TRUXTUN

SIR If you should fall in with the *Baltimore* Cap^t Phillips, the *Retaliation* Cap^t Bainbridge, or the *Norfolk* Cap^t Williams, you will take these Vessels under your Command —

I have the Honor &c^t

[NDA. OSW, Vol. 1.]

[December 10, 1798]

Protest of John Griste, Master of the Schooner *Hannah*

PROTEST

On this Eleventh day of December in the Year of our Lord one thousand Seven hundred & ninety eight John Griste Master of the American Schooner called the *Hannah* mounting Six carriage guns & manned with thirteen hands in all including two Boys & bound to Alicante with a Cargo of Dry Cod fish, John Proctor Mate & Richard Thompson Second Mate personally appearing before me Michael Morphy Consul of the United States of America at this Port & made oath on the Holy Evangelists of Almighty God each speaking for himself do jointly & Severally Declare in manner and to the Effect following, that is to Say, that they the appearers sailed in & with the said Schooner from the Harbour of Marblehead on the 10th of November of this Year at 10th A.M. & made the Islands of Azores in my passage without any material novelty — That on the 9th December made Cape Spartel bearing S^o E 10 Leagues distance the wind being

favourable at 10 oClock at Night was abreast of Sparte & passed through the Straights of Gibraltar that by day light I was 3 Leagues to the Eastward of Gib^r with a fresh wind at N.W. packed all the Sail I could set proceeded for Cape de Gatt at 11 A M the 10th being about abreast of Malaga & at the Distance of 6 or 7 Leagues from the Land while I was observing for a Latitude, I saw a Sail in with the Land of us I paid no attention to her but kept my course supposing her to be a fishing boat, at Meridian I Discovered she was pursuing us I took no notice of her but made the best of my Way, at one P.M. I found she neared us & hoisted her Colours & fired a Swivel. I took no manner of notice of it but in a quarter of an hour she fired her Twelve pounder the Shot was in a good direction but did not reach us — then in the Course of one quarter of an hour she fired 3 more Shot till then did not fire, but had the Quarter Deck Guns removed to the Stern Ports & determined when he fired again to let him know that we had Guns in hopes he would Over chace, accordingly as soon as he fired again I immediately Discharged the two Stern Chasses, so near together that he might discover we had more than one Gun, we loaded our Guns when ever he fired we discharged our Stern Chasses the privateer all this time advancing up with us very fast. I was determined to give him action and accordingly brought too when to my surprize the greatest part of my Crew refused to stand to their Quarters saying she was full of men (as was really the case) & but a little distance from us and his intention appeared as that he meant to board us and that we should be cut to pieces I found it was impossible altho my Mates & two or three men were willing to stand by me to pretend to hold out against the privateer accordingly he hailed me & ordered me to have out my boat to which I answered hay & went to work & got up tackles to get the boat out whilst that was adoin I went below & got my papers & when I come upon Deck the Boat was ready to receive me & before I had embarked I spoke to the people as near as I can recollect these words, Now my Boys if you will promise to stand by me by God I will not go onboard that Privateer altho the Boat is out, but endeavour to Defend ourselves as long as we can — but still they made answer they meant to Board us and they should be cut to pieces wherefore I found I had no other remedy and the privateer closing along side of us, but to go onboard of him I accordingly went onboard with 3 of my People and found her to be the *Mystico Filibustier* Captⁿ Peter Icard and as soon as I got onboard the Privateer the Capⁿ ordered my people onboard & Sent 6 hands onb^d my vessel I desired the Capⁿ to let me go onboard my own vessel but he refused it & kept me onboard the privateer till her arrival in Malaga which was in an hour afterwards when the Capⁿ Sent me onboard my Schooner, but Kept all my papers we did not take prattick that day but the next being the 12th we got prattick & the Capⁿ told me I must go with him to the french Consuls wth I did & the Capⁿ gave him all my papers & the Vice Consul took my Declaration & likewise my Mates & one of my People & afterwards dismissed me but remaind with possession of all my papers, —

WHEREFORE these Appearers by these presents does for themselves and all others concerned in the Said Schooner *Hannah* & her Cargoe Solemnly protest against the Said privateer *Filibustier* her Capⁿ Peter Icard and all others concerned in her for all Damages

and losses that may accrue to their vessel, and Cargo through the Cause of this detention & also against such of their Crew as refused to do their duty in the defence of their Vessel w^{ch} was the principal cause of her falling into the hands of the privateer & they make this declaration & Protest to evidence the premisses & to Serve & avail in time & place Convenient —

Sworn & declared in our Presence at
Malaga the Day and Year above
written Witness our hand & Seal
of Office

JOHN GRISTE
JOHN PROCTOR
his
RICHARD X THOMPSON
Mark

MICH^l MORPHY

* * * * *

[SDA. Spol. Cl. SC, 1819. Vol. 39.]

To Mrs. Hetty Bankson, wife of Armourer aboard U. S. Frigate *Constellation*
from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 10th 1798.

M^{rs} HETTY BANKSON
Baltimore

Your Letter of the 14th September was received, and the Secretary at War has shewn me your Letter to him of a later date.

It is the intention of Government that the families of those who are in service on board the ships of War should receive the benefit of half monthly pay, but there is a certain form pointed out, by which the Commanders are to be governed, which was not attended to by Cap^t Truxton — However as you appear to be in distress, I have directed M^r Jeremiah Yellott of Baltimore, to pay you five months half pay, from the first of July to the first instant, amounting to forty five dollars.

Your uneasiness respecting your husband is without foundation — for Cap^t Truxton who is now here, informs me that he was perfectly well when he left Norfolk. —

[NDA. GLB, Vol. 1.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy,
commanding, 10 December 1798

This 24 hours first part Strong gales and thick weather at 1 pm Tact Ship off Shore at 3 pm Tact Ship on Shore at 4 pm Tact Ship off Shore at 6 Tact ship on Shore at 7 pm heavy gales Down Top g yards and Close Reef T topsails

Midle part Squaley from the westward handed Topsails at 2 more moderate Sett Topsails and wore Ship in Shore at 6 out Reefs gott up T g yards and Sett T g Sails

Latter part morderate gales and fair weather Lying off the Barr waiting for the *Commerce*

Lattd obbrs 32.42 N

[NDA. Journal kept by Joseph Strout, 1798.]

To John Habersham, Collector of Customs, Savannah, Ga., from
Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec^r 11th 1798.

Jn^o HABERSHAM Esq^t

Savannah Geo^t

SIR Cap^t Campbell will be ordered very quickly to the West Indies.
Pray contrive the enclosed Letter to him; and give him all possible
dispatch in fitting with provisions & Stores for his cruise

I have the honor &^o

[NDA. GLB, Vol. 1.]

To Captain Hugh G. Campbell, of the U. S. Revenue Cutter *Eagle*, from
Secretary of the Navy

[PHILADELPHIA]

Navy Department December 11th 1798

Cap^t HUGH G. CAMPBELL

SIR The moment you receive this, you will take in provisions as
much as you can carry, & water for a voyage to the West Indies,
where your Vessel is to be employed this Winter. — I shall in a day
or two send you Instructions for your Cruise, and expect you will
lose no time in being prepared — you will receive supplies of pro-
visions in the West Indies. —

I am &c^t

[NDA. OSW, Vol. 1.]

To Captain John W. Leonard, of the U. S. Revenue Cutter *Governor Jay*, from
Secretary of the Navy

[PHILADELPHIA]

Navy Department, Dec^r 11th 1798

Cap^t J. W. LEONARD

SIR, I have received your Letter of the 7th Instant, advising of
your arrival at New York.

You will immediately prepare for a cruise in the West Indies, by
taking in as much provisions and stores, as you can Stow on board
consistently with the necessary accomodation for your Crew — I shall
shortly send you your Instructions.

I am &c^t

[NDA. OSW, Vol. 1.]

To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 11th 1798

W^m CRAFTS Esq^t

Char^{ton}, S. C.

SIR I have been, and am still so much engaged in getting off vessels
from this, and the Eastward, that I have not been able to attend to
your Letters. It has been the less essential, as however important

the services of the Gallies may hereafter be found, they cannot be useful this Winter. It is unfortunate that the *Gen^l Pinckney* was received at all — There must be more decision at Charleston, and less reference to the seat of Government. It is however too late to make alterations now — at least for this Winter. —

I send the Copy of a Letter to M^r Simons, merely because I have not time to write fully to you. I think the number of Guns ought to be reduced in the *Gen^l Pinckney* — Safety does not consist in the number of Guns on board, but in the proper use of those they have — The Vessel I am persuaded would be more formidable with 12 than 16 Guns — Every where it is found that our Small Vessels have been over loaded with men & Guns. — —

I shall in the course of this week, write you again, & fully. —
I have the honor & C.

[NDA. GLB, Vol. 1.]

To James Simons, directing preparation of Brig at Charleston, S. C.,
from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 11th 1798

JA^s SIMONS Esq^r Charleston, S. C.

SIR There has been a misunderstanding on the Subject of the number of Vessels to be built at Charleston. It was intended that but one should be provided there — that she should be on the Revenue Cutter establishment, and employed as a Cruiser. It is needless to enquire how, or where the mistake originated. — We must now take things as they stand, and make the best of them — It is agreed between the Secretary of the Treasury and myself, that the *Gen^l Pinckney* should be considered as a Galley or small Vessel authorized by the Act of the 4th of May 1798 and so considering her, the Commission of Captain Heyward as it stood first was a proper one. As to the insufficiency of the *General Pinckney*, it is too late to remedy it — If alterations are to be made at the expense of the builder. It is determined to employ all our Vessels, large and small, in the West Indies this Winter, and it is of importance that both the *General Pinckney* and the Revenue Cutter, which you say will be ready for sea in three weeks from the 27th of November, should be manned and provisioned without the least delay, and ready to proceed on that Service. For which purpose I will send the sailing orders of the Captains, in the course of the present week. —

The *Gen^l Pinckney* being now considered on the Navy Establishment, the Agency for her ought to be with M^r Crafts; But as she is already under your care, you will be so good as to attend to her still 'till she sails — your accounts for this Vessel should be rendered as soon as possible, that the Money may be charged to the proper Establishment —

Capt^o Payne has a Commission as Captain of a Galley, — I will name him to the President to command the Revenue Cutter *South Carolina*. Let him then take the command immediately and prepare for sea —

These small Vessels are generally overcrowded with men, & with guns. The *Genl Pinckney* I suspect, would be more formidable with 12 Guns, & a sufficient number of Men to manage them.

A Vessel fit to carry only 12 Guns, instead of being safer, is rendered good for nothing mounting 16. — I wish the Captain would consider this matter well; and take only the proper number of men & Guns. — It is impossible for me to be able to form such a Judgement with my information about the Vessel, as to be pointed in my directions on this subject — —

I have the honor
&c^o

[NDA. GLB, Vol. 1.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 11 December 1798

This 24 hours first part moderate gales and Cloudy weather Lying off Charleston Barr waiting for the Brig *Commerce* at 5 p m the Brig *Nott* Coming up Came To anchor out Side Barr at 10 pm the *Commerce* Came up and anchored with us at 3 am waid anchor and gott Safe over the Barr at 11 am Came To anchor abreast of Sulivans Island Tide Being against us

Latter part Strong Breeses and Clear weather on Bent [unbent] old Sails and Bent New ones

[NDA. Journal kept by Joseph Strout, 1798.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 12th 1798

Cap^t JOHN BARRY

SIR I have a letter from M^r Yellott, saying that he is informed by Cap^t James Stewart, that Victor Hughes is fitting out Frigates in Guadaloupe. I hope this is true, that you may have an opportunity of sending them into our Ports. —

I hope you have got down safe, & that all your material stores will be on board. I shall take the earliest opportunity of forwarding provisions to Dominica

Wishing you great success

I am &c^o

[NDA. OSW, Vol. 1.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12th Decem^r 1798. —

Captain THOMAS TRUXTON

Baltimore — — —

D^r SIR I hear that the Frigate *United States* has got down below New Castle — I presume therefore, she is out of danger, and that Barry will arrive at his destined Port. —

M^r Yellott writes me that a Captain Stewart informs him, Victor Hughes is fitting out Frigates. I hope this is true — but if true, it may create a necessity of concentrating our force in the West Indies. — On this subject, you will judge and act for the best. — Your Sons Commission is signed and ready to be delivered to Capt. Tingey. —

I have the honor to be with
great Esteem D^r Sir Y^r &c^s

[NDA. OSW, Vol. 1.]

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12th Dec. 1798 —

Cap^t TINGEY

SIR The Ship of War, the *Ganges*, being now ready, you will proceed, without delay, and by such course as you shall judge best, to guard the windward passage, between the Island of Hispaniola and Cuba.

Enclosed you will receive your authority, founded on the laws of Congress. —

There will be two or three Vessels of inferior force, ordered to join you without delay, and to be placed under your Command. —

With this force you will direct your operations in such way as you shall think best, to protect the American Trade in those seas, and to capture or destroy the Armed Vessels fitted out under the Authority of France and the pirates equally mischivous to our Commerce, of all Nations. I say pirates, all armed cruising Vessels, acting, without commissions are pirates. —

But although you will take every means in your power to punish the Depredators on our Commerce, the President desires that you will recollect, and cause to be recollected, by the officers under your Command, that we are at war, only with the French armed Vessels, and the persons found on board of them, and pirates. — That we are at peace and wish to remain so, with all other Nations, and that therefore the Vessels & people of other Nations, must be treated by us, with civility and Friendship. — You are not allowed by our laws, to recapture, even our own Vessels, captured by the armed Vessels of any Nations at war, except the French. Our laws presume, and we must presume, that in such cases, the courts of such Nation, will render Justice. —

Should you find yourself encumbered with prisoners, you must send them to the most convenient of our ports — not south of Chesapeake, if well to be avoided. — The vessels under your command, will be such as are not capable of carrying provisions for more than two Months. — Their supplies must be got from W^m Pennock Norfolk. On this subject you must make the best arrangements in your power. — It would be well if you could to send your prisoners by the Vessels, which must return for supplies. It is presumed you may operate to advantage at least, till spring — but you may find it necessary to return to Norfolk with your whole force, during the Winter, for provisions, especially if you should take many prisoners. — In this case you will apply to W^m Pennock Esq^r of that place and take in provisions and Stores, as early as possible to return to your Sta-

tion. — You will sieze all opportunities of writing to me, the event of your Cruise, cautioning the person by whom you send letters, to destroy them, if in danger of falling into the Hands of the French. —

The President desires me to request your strict attention to discipline and order, on board of the *Ganges*, and other Vessels under your Command, & that you will cultivate among the Officers a high sense of the honor of the American Flag. I have it also in command from him to express to you his high confidence in your ability, skill, and Bravery, — and his best wishes for your success & honor, in which I most cordially join. —

I have the Honor &c

[NDA. OSW, Vol. 1.]

To Thomas Martin, Collector of Customs, Portsmouth, N. H., from
Secretary of the Navy

[PHILADELPHIA]

Navy Department December 12th 1798

THOMAS MARTIN Esq^r
Portsmouth N. H.

SIR It is intended that Cap^t Adams in the revenue Cutter *Scammel*, should sail on a Cruise without delay, to the West Indies. I have the honor to request that you will give Cap^t Adams notice of this, as early as possible, — desire him to encrease the number of his Crew to 30, or 35, if so many can be useful, and to take in as large a supply of provisions as his Vessel can well Stow — Water he can get in the Islands — and in short, to be prepared with every thing necessary, by the time his orders for sailing arrive, which will be very quickly — I do not write to him, and trust to your giving him this Information; and beg your aid in dispatching him. —

I have the honor to be &c^t

P. S. Your Letters of the 4th & 15th October are received The appointments for Cap^t Adams's Officers will be sent with his Instructions

[NDA. GLB, Vol. 1.]

To John Derby, Salem, Mass., from Bailey & Bogert, New York

NEW YORK Decem^r 12, 1798

M^r JOHN DERBY

DEAR SIR Captain White of the letter of Marque *Maximillian* arrived on Saturday at Philad^a from Laguira, informs that he left there Novem^r 13, and that he convoyed the Brig Cruiser *Shillaber* bound for Salem out of Danger and saw her safe to the Mona passage where he left her Novem^r 20 all well. Laguira was much infested with french Privateers. We hasten to convey this information which presume will be agreeable and remain

Your obed^t Serv^t

BAILEY & BOGERT

[Essex Institute.]

[12 December 1798]

Roll of the U. S. Brigantine *Sophia*, Captain Henry Geddes

ROLL of the Captain, Officers and Crew of the United States Brig or Vessel called the *Sophia* ----- whereof Henry Geddes ----- is Master now bound from this port of Philadelphia ----- for the port of Algiers ----- and Back to some port of the United States of America -----

Stations.	Names and Surnames.	Where born.	Place of residence.	Citizens or Subjects of
Cap ⁿ -----	Henry Geddes-----	Ireland-----	Newport-----	U. S.
First Mate	Francis Edmondson-----	Britain-----	Phil ^a -----	U. S.
D ^o D ^o -----	Robert Morris-----	Phil ^a -----	Phil ^a -----	D ^o
Carp ^r -----	W ^m Cathcart-----	D ^o -----	D ^o -----	D ^o
Boatswain-----	Francis Drake-----	Naples-----	D ^o -----	D ^o
Seaman-----	John Fred ^t Decare [?]-	Denmark-----	D ^o -----	D ^o
D ^o -----	W ^m Wilson-----	Phil ^a -----	D ^o -----	D ^o
D ^o -----	Jos. Marine-----	Naples-----	D ^o -----	D ^o
D ^o -----	Constant Hough-----	Phil ^a -----	D ^o -----	D ^o
Cook-----	Isaac Brown-----	Africa-----	D ^o -----	D ^o
Stew ^d -----	David Sharphea [?]-	Delaware-----	D ^o -----	D ^o
Boy-----	W ^m Weeks-----	D ^o -----	D ^o -----	D ^o
D ^o -----	Benj Taylor-----	D ^o -----	D ^o -----	D ^o
D ^o -----	Sam ^l Wilson-----	D ^o -----	D ^o -----	D ^o
Seaman-----	Jn ^o Petrino [?]-	Naples-----	D ^o -----	D ^o
D ^o -----	Peter Mack [?]-	D ^o -----	D ^o -----	D ^o
D ^o -----	Ted Holston-----	Jersey-----	D ^o -----	D ^o
Passengers--	W ^m Eaton Esq ^r -----	Connecticut--	Brimfield--	D ^o
	J. Leander Cathcart Esq ^r -----	Ireland-----	Phil ^a -----	D ^o
	M ^{rs} Jane B. Cathcart-----	Phil ^a -----	D ^o -----	D ^o
	Eliz ^h Robison-----	Britain-----	D ^o -----	D ^o
Witnesses.				

[Writing almost illegible]

HENRY GEDDES

On this thirteenth Day of December in the year one thousand seven hundred and ninety Eight before me Clement Biddle, Esquire, Notary Public for the Commonwealth of Pennsylvania, duly commissioned and authorised to administer Oaths, dwelling in Philadelphia, personally came Henry Geddes Esq^r Commander of the United States Brig *Sophia* ----- and being duly Sworn according to law and says, that the above is a true Roll of the Crew of his said Ship for her present Voyage for

before me Notary
Quod attestor
Clement Biddle
N. Pub.

Be it known that Henry Geddes — Master of the Brigantine *Sophia* — having requested that the facts stated in the within Instrument might be examined and Certified, the same is hereby done in pursuance of said request, but as Documents of this nature are not required by Law, and have not been usually furnished to Vessels of

the United States, it is declared, that the want thereof in any case ought not to prejudice the rights and Interests of any Citizen of said States.

In witness whereof I George Latimer Collector of the Customs for the District of Pennsylvania, have hereunto set my hand and seal at Philadelphia this twelfth day of December A. D. 1798.

GEO LATIMER Coll^r

[SDA. Algiers, Vol. 3, 1798.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 12 December 1798

This 24 hours first part moderate gales and Clear weather
Middle part Light Breezes and variable at 6 am waid anchor and Run into Rebillin Road and Came To anchor and mord with our Stream anchor.

Latter part all hans Employd in Sundry Jobbs Ships Duty Sent the Cutter and gott 240 gallons of watter Latter part fresh gales

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 12 December 1798

At 5 P.M. weighed end made sail the *Delaware* Cap^t Decatur in Company at 6 P.M. got ashore on the Eastern ridge below New Castle — At 2 got off.

[NA.]

To Captain Heyward, of the U. S. Brig *Pinckney*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13 Dec. 1798

Cap^t HEYWARD

SIR I have it in command from the President, to order, that without delay, you take on board of the *General Pinckney* [*Pinckney*] — as much provisions as she will stow with convenience, and water sufficient to last you to the place of destination; and that you proceed as soon as you are provided with provisions, and Military Stores, to the Windward passage, between the Island of Cuba, and Hispaniola, where you will cruise, until you fall in with the Ship of War, the *Ganges*, Cap^t Tingey, under whose orders you will then place yourself, — Vessel, and Crew. —

Before you sail it will be proper for you to have it well considered whether the *General Pinckney* [*Pinckney*] would not be a more formidable Vessel with fewer Guns. — I am suspicious that she is overloaded with weight of Metal, a common fault with our smaller Vessels, and which may prove fatal in an engagement; you must however determine, and without referrance to me, the number of Guns, — you should have at least 40 rounds of ammunition — and men enough, to work your Guns with effect, but not to crowd your

Vessel. M^r Simmons will give you every aid to facilitate your proper equipment & Sailing. Your own reputation will depend upon your getting to sea without delay. —

The Commission you have, whether as Captain of a Revenue Cutter — or as Captain of a Galley, will suffice for the present cruise. — You may take a Surgeons Mate at 30 dollars per month to be recommended by M^r Simmons, and two Rations per day, and supplied by him with medicines, — Your other Officers I presume will be sufficient for the present cruise. —

You have heretofore received your authority to capture French armed Vessels — Armed Cruising Vessels without commissions, are pirates, and from Vessels of this Description our commerce receives a great deal of Injury. — You will consider your authority to extend to the capture or destruction of these Vessels also. —

I have the Honor &^{ca}

[NDA. OSW, Vol. 1.]

To Captain James Payne, of the U. S. Revenue Cutter *South Carolina*, from
Secretary of the Navy

[PHILADELPHIA]

Navy Department 13 Dec 1798 —

Cap^t PAYNE,

SIR It is the order of the President that you take the Command of the Revenue Cutter *So. Carolina* — for which your present Commission will suffice, and that you provide your Crew; provisions & military Stores, as quickly as possible, you should have at least 40 rounds of Ammunition, and as soon as provided, that you proceed to the windward passage between the Islands of Cuba and Hispaniola, and cruise, until you fall in with the *Ganges* Ship of War, Cap^t Tingey under whose command you will place yourself —

M^r Simons will assist you in selecting proper officers — and you must in addition to the usual Number allowed Revenue Cutters get Surgeons Mate, who will be allowed — 30 D^a per Month and 2 Rations per day. Enclosed are your recruiting instructions. — also your authority to capture French Armed Vessels — signals to be observed between our Vessels and those of the British — and between our own Armed Vessels. — Altho you are to exert yourself to the utmost, to capture the French Armed Vessels, and to recapture our Vessels taken by them, you are not allowed by our Laws to recapture our Vessels, taken by the Vessels of any other Nation at War. — To the Vessels and people of all other Nations, you will shew civility and friendship. —

I hope, this Letter will reach you but a few days before you are at Sea. — Great activity on your part in getting out on the present service will be considered as a sure presage that your Country will derive honor and advantage from your appointment.

You should take as much provisions as your Vessel will stow, — and as much water as will carry you to your place of destination.

I am &c &c

[NDA. OSW, Vol. 1.]

To Captain James Payne, of the U. S. Revenue Cutter *South Carolina*, from
Secretary of the Navy

[PHILADELPHIA]

Navy Department 13th Decem^r 1798.

Captain JAMES PAYNE }
of the Cutter *South* }
Carolina }

SIR The Crew of your Cutter *South Carolina* may consist of 35 Men & Boys, if you find so many necessary, of this number you may recruit, not exceeding 15 Able Seamen, Landsmen and Boys —

It is our soundest policy — &c

see page 246—247. —

It is contemplated to send Marines from hence. — If they are sent, they will arrive at Charleston by the time you receive this; in this case, you may take what remains, after Cap^t Heyward has received his full Supply, to answer as so many Landsmen. If the Men recruited for the Galley, for which you were originally destined, are any of them of the proper description, you may employ them on board of the *South Carolina*. It may be the Means, of hastening your Departure.

I am Sir &c^s

[NOTE.—Pages 246—247 contain circular letter to the Commanders of the Revenue Cutters, dated Oct. 10, 1798, regarding recruiting crews, etc. See first volume *Naval Documents*.]

[NDA. OSW, Vol. 1.]

To James Simons, directing preparation of Brig at Charleston, S. C., from
Secretary of the Navy

[PHILADELPHIA]

Navy Department December 13th 1798.

JAMES SIMONS Esq^r *Charleston*

SIR, I have sent to Captain Heyward of the *General Pinckney*, [*Pinckney*] orders for a Cruise — It will last as long as his provisions; and it is desirable that he should carry as much as possible I have directed him to get a Surgeon's Mate through you — And you will please to Supply him with Medicine & Instruments. It is necessary that Cap^t Heyward should be dispatched immediately — I must rely on you to suffer nothing to retard him. — Any difficulties that occur, must be removed on the Spot — & without reference to me; for there must not be delay. — If Officers are wanted appoint them, and let me know their names. — They shall be confirmed in such appointments. This Vessel and her predecessor have cost a good deal of money, and have rendered but little essential service — nor never will render much, confined to our Coasts; for which she is too small. — Now that she may be useful, don't let her be delayed, I beg. —

As to the Cutter *South Carolina*, I hope she is afloat, and ready to receive her men. Cap^t Payne must take the command of her. — His present commission will Suffice — And if she can be possibly got ready, she may sail with the *Gen^l Pinckney* — But neither Vessel should be delayed more than two or three days for the other. —

Major Burrows is endeavouring to send Twelve or 15 Marines by a Vessel bound to Charleston — But it is doubtful whether the Vessel can proceed down the Delaware for the Ice. Should she get to Charleston in time, the men can be put on board of either or both the Vessels. —

The *South Carolina* must be Officered as a Revenue Cutter; and you will be so good as to assist Cap^t Payne in Selecting proper men. — She too, must have a Surgeon's Mate & Medicine. Bravery is a quality not to be dispensed with in the officers — Like Charity, it covers a great many defects. —

I am &^c

[NDA. GLB, Vol. 1.]

To Captain Thomas Truxtun, U. S. Navy, from C. W. Goldsborough, for
Secretary of the Navy

13 Dec^r 1798

Cap^t THOMAS TRUXTON

SIR Agreeably to promise, I enclose you, the private Signals in print on a large Sheet; and blank forms for the Steward's weekly returns.

C W G[OLDSBOROUGH] for
B[ENJAMIN] S[TODDERT]

[NDA. OSW, Vol. 1.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13 Dec. 1798

Cap^t THO^s TRUXTON

SIR It is proper that you should know the distribution of our force in the West Indies. The U. States Frigates the *Constitution*, & *United States*, the *George Washington* of 32 Guns & the *Merrimack* of 24 Guns, will immediately rendezvous at Prince Ruperts Bay in Dominica under the command of Cap^t Barry, who will be joined as soon as possible by four or five more Vessels of force — Tingey with one Vessel besides his own, will guard the Windward passage, between Cuba and Hispaniola, Decatur with one, perhaps two Revenue Cutters, will cruise between the Morea Castle and the Matanzas. — I have said in your Instructions, that I would send provisions to Dominica or S^t Christophers — but nothing but impossibility of getting them there, will prevent their being sent to S^t Christophers. —

Nothing is said in your Instructions about pirates — you know how to treat them. —

I have the Honor &^c

[NDA. OSW, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, U. S. Frigate *United States*, 14 December 1798

Weigh'd and made sail. Lost an anchor at 10 A.M. came to off the upper End of Reedy Island

At 3 got under way. at 6 came to off Bombay hook —

[NA.]

To Secretary of State, from Captain William Penrose, commanding the armed schooner *Skjoldebrand*

PORT PEN December 15th 1798 —

Honorable Colonell PICKERING

SIR I arrived at this place on the Evening of the 13th and sent your Letter on board of the Schooner *Lelah Eisha* to Captⁿ Maley who proceeded down the bay with the Ship *Hero* next Morning & this Morning the Sloop of War *Delaware* went down with her Convoy — I have now all my People on board and all seem verry well Satisfyed with the Vessel &c — but Sir Laying so long in the River our Sea Stock of Rum for the Peoples allowance at half a pint per day for each man which I indented for for Forty five Days, is almost out and they (the Sailors told me last night that unless they had their proper allowance which they agreed for when they Signed Articles they will not proceed to Sea in the Schooner, this business I mentioned to M^r Humphreys before I left the City. and he told me as we were going to Sea Emedeatly he would not allow me any more than 80 Gallons which is just Suficent to serve them 42 days and the Schooner hath had her men on board 45 days allowing for the few days that the deserters were Absent; there fore honoured Sir, if you will give an Order to M^r Humphreys or any other Officer employed in the U S Service to send down a Sufficent Quantity or an Order to the Commanding Officer of the U S Brig *Sophia* to suply me it will be a Means of keeping the men on board and having the Vessel ready for Sea at a Minuet's warning I am Honoured Sir

Your most Obedient Humble Servant

WILLIAM PENROSE

P.S. on Account of the Ise we have hauled our Vessels to the Peirs at Port Pen, viz. Schooner *Shjoldebrand* Brig's *Hasan Bashaw* & *Sophia*.

[HS of Pa. NDA phostat.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 15th 1798

Sec^y of the Treasury

SIR I have the honor to enclose estimates of the expense of maintaining the Navy, and the Marine Corps, for one year, amounting to the Sum of 2,420,180 15/100 Dollars. But it must be observed that the whole number of Ships to complete the Navy Establishment by law, are not yet in service — and Several of them will not probably be in service more than Six months of the year 1799, altho they are progressing with all practicable expedition.

Estimating only for the ships actually in service, and to be in service before the 1st Jan^y 1799 — and for the probable time others, which are building will be in service in the year 1799, the actual expense of maintaining the Navy for that year, will be no more than 1,862,112 43/100 Dollars — adding to this sum, the expense of the revenue Cutters for one year, the am^t will be 1,979,704 37/100 Dollars — It is absolutely impossible to make anything like a correct estimate

of the sum necessary to complete the ships building by the public. From the best materials in my power, I conclude that 671,504 Dollars will be sufficient for this object — And it will require, to arm and provide Military stores for these Vessels, and for those buildings by the Citizens under the Act of June 1798 — 233,000 Dollars — upon the whole then it appears, that for maintaining the Navy, including the Revenue Cutters, and the Marine Corps, for the year 1799, will be required the sum of..... 1,979,704 37/100

For arming and providing with Military Stores, the Vessels building by the public, & by the Citizens to complete the Navy Establishment.....	233,000—
For completing the Ships building by the public.....	671,504
	2,884,208.37
To which may be added for Contingencies & Casualties.....	100,000.00

There remains at this time unexpended of former appropriations for the Navy, the sum of 910,866 13/100 Dollars, from which may be deducted the sum of 86,978, 99/100 Dollars, which will be due to the officers & men of the Vessels in service to the end of the present year, — leaving a balance of 823,887 14/100 Dollars of former appropriations; which taken from 2,984,208 37/100 Dollars will shew the Sum to be provided by Congress for the Navy Service, for the year 1799. — —

I have the honor &c^t

[NDA. Req. on US T, 1798—1803.]

To Griffith John McRea, Collector of Customs, Wilmington, N. C., from
Secretary of the Navy

[PHILADELPHIA]
Navy Dep^t Dec 15th 1798.

GRIFFITH JOHN M^cREA Esq^t

SIR I have the Honor of enclosing to you, Instruction for Cap^t John Brown, of the Revenue Cutter *Diligence*.

It is intended that this Vessel Shall be employed this Winter in the West Indies — in Active operations it is therefore, necessary, for Cap^t Brown to have his Vessel loaded with as much Provisions & Water, as she will conveniently Stow; & if you conceive that an addition of 4 or 5 men to the Number of his Crew, can be obtained without any delay & will be to his advantage, you may instruct him accordingly,

I must beg that you give every assistance in hastening the departure of Cap^t Brown —

If Officers are wanted appoint them & let me know their names, They Shall be confirmed in Such appointments — Cap^t Brown in addition to the usual number of Officers, allowed Revenue Cutter, must take a Surgeon's Mate, who will be allowed 30 dollars p^t month & two rations p^t day, you will be so obliging as to assist him in procuring an eligible charrector for this Station & Supply him with the proper medicins —

I have the honor &c.

[NDA. GLB, Vol. 1.]

To Captain John Brown, of the U. S. Revenue Cutter *Diligence*, from Secretary of the Navy

[PHILADELPHIA]
Navy Department Dec. 15th 1798

Cap^t JOHN BROWN

SIR I have it in Command from the President that without delay, to order that you take on board of the *Diligence*, as much provisions as she will stow with Convenience, and Water sufficient to last you to the place of Destination, and that you proceed as soon as you are provided with military Stores & provisions to Prince Ruperts Bay in Dominica, where you will cruise, untill you fall in with Cap^t Barry, of the Frigate *United States*, under whose orders you will then place yourself — Vessel & Crew.

You should have at least 40 rounds of Ammunition on board, and men enough to work your Gun's to effect, but not to crowd your Vessel, M^r Griffith J. M^rRea will give you every aid, to facilitate your Sailing, your own reputation will depend upon your getting to Sea without delay. —

You may take a Surgeons Mate at 30 dollars per Month & 2 Rations per day to be recommended by M^r M^rRea, & supplied by him with the proper Medicins —

You have heretofore received your Authority to capture French Armed Vessels, Armed cruising Vessels without Commissions are Pirates, & from Vessels of this discription our Commerce receives a great deal of Injury, you will consider your Authority to extend to the Capture or Destruction of these Vessels also —

I have the Honor &c

[NDA. OSW, Vol. 1.]

To Lieutenant John Hall, U. S. Marine Corps, from Major Commandant W. W. Burrows, U. S. Marine Corps

PHIL^a Decr 15 1798

Lieut. JOHN HALL

SIR I have sent a sergeant, Corporal & thirteen Marines for the *Genl. Pinckney* & the *So. Carolina* the detachment should consist of 25 men but I have them not, I expect you to compleat it. Lt. James James will account to you for the delay of the military stores as he has been the only officer to whose care they² have always been entrusted — —

What few days are to spare must be exerted to obtain recruits, if you are deficient, I do think Lt. Maine and yourself for the honor of Carolina as well as the Corps ought to have a Company recruited eer this — As officers you and Mr. Maine should immediately wait on him — Lt. James will be able to give you much information respecting us —

I am &c

[WILLIAM WARD BURROWS]

[MCA. LS, 1798-1799.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 15 December 1798

This 24 hours first part Light Breeses and Clear weather a Number orieull [?] from Sea all hans Employd in Sundry Jobbs Ships Duty

Midle part modarate Breeses and Clear weather at 9 am on mord [unmoored] and Lused Topsails and made Signal for Sailing at 10 am the pilott Came on Bord waid anchor and Sett all Sail in Companey with the *Pickring* [*Pickering*] at mrdn Came over the Barr

Latter part modarate gales and Clear weather under all Sail

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mallowny, U. S. Navy, U. S. Frigate *United States*, 15 December 1798

The *Delaware* saild with her convoy for Havanna

[NA.]

[16 December 1798]

Account of Mr. Sharp, 1st Mate, Ship *Factor* of New York re her capture by French privateer and recovery on her passage to London

The following detail of the capture and recovery of the ship *Factor*, on her passage from this port [New York] to London, was yesterday handed to us for publication by Mr. Sharp, the first mate, who conducted her into Liverpool.

Sunday, Dec. 16, 1798, at 1 a. m. saw two ships laying too with their heads to the southward, got all ready for action; at noon one of the ships bore up for us under French colours; at 1 p. m. she fired a shot over us; at half past 1 P. M. she fired another shot over us; several times she rounded too in order to give us a broad side; at 2 P. M. rounded too with intention to give her our broad fire, but the people would not fight her, after every encouragement was given by Mr. Constable; at about 3 P. M. we struck to her, he hailed us, told us to hoist our boat out, and to come on board with the papers, a very large sea running. I went on board with the papers, but they sent me back, to tell the Captain to come on board with his letters; he ordered me to close reef the topsails, and keep under his weather quarters; at 8 P. M. I mentioned to Mr. Henry Waddington the method and proposed embracing the opportunity of getting away from the corvette; Mr. Waddington asked me if I would go and leave the Captain behind? I answered yes—and told him I thought Captain Ferral would be glad of it: Mr. Constable did not seem to like it, thinking it was too dangerous an attempt should they overhawl us again: he said little, and turned in at midnight; the breeze freshening, and the moon about an hour high. I awoke Mr. Constable, and asked him if he had considered on it, he said he did not know what to think; I urged and told him, what a fine opportunity: I got all ready, and at 1 P. M. started and steered away E. N. E. next day in the morning I consulted with Mr. Constable how we had best proceed for the safety of our ship, and lives; I thought it most prudent to proceed to Liverpool, which I did.

Dec. 18th, '98, at 1 P. M. saw a brig standing to the southward; at 3 P. M. being nearly out of sight of us to the southward, she tacked to the northward and stood to our wake, and then after us, got all ready for action; at 6 P. M. all ready for action; she came within short gun shot of us, and fired away: we answered her quite smartly, she lay upon our larboard quarter, and by the exertions of our passengers, and the good behaviour of our people, at this time we beat her off without any loss on our side: she hauled her wind to the northward and left us. Dec. 20, at 9 A. M. made the S. W. end of Ireland. Dec. 27, got a pilot on board.

[LC. "Claypoole's American Daily Advertiser", Philadelphia, June 8, 1799.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 16 December 1798

This 24 hours first part moderate gales from N W and Clear weather at 1 p m Dischargd our pilott and made Sail Sitt Stearing Sails Loo and a Loft the Lite house Bore west 3 mile Distns from which I teake my Departure the Lite house in Lattd of 32.45 Long of 80.10 West
 Midle part Strong gales from N W Tuke in all Stearing Sails and Duble Reeft Top sails and Stoad Stay sails at 4 am Close Reeft Top-sails

Latter part Strong gales and Clear weather
 [Lattd Obbrs 32.35 North]

[NDA. Journal kept by Joseph Strout, 1798.]

To Captain George Price, of the U. S. Revenue Cutter *General Greene*, from Secretary of the Navy

[PHILADELPHIA]
 Navy Department 17th Decem^r 1798.

Cap^t GEORGE PRICE

SIR The Crew of the Cutter *General Greene*, under your command, may consist of fifteen Able Seamen, Ten Ordinary Seaman, Five Boys and Ten Marines, if you judge so many necessary, exclusive of Officers — The Marines will be supplied you by the Major of Marines. — You will proceed to recruit agreeably to the foregoing limitations, under my Instructions given the 10th of October last. —

I am &c

[NDA. OSW, Vol. 1.]

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

Navy Department Dec. 18th 1798

Cap^t THO^s TRUXTON

Frigate *Constellation*

SIR I am honored with yours of 16th The Senate being in Session, it would take several days to get Lieu^t Rogers [Rodgers] appointed a Captain & it would be too late, to answer the present purpose, let him

then take Command of the *Baltimore* with his present Com^d & Phillips may return to Baltimore, for one of the Ships there, if the Merchants will, as I have no doubt they will, agree to it;

I will get Rogers appointed a Cap^t but will bring forward one or two other Lieu^t at the same time to prevent Jealousy as well as reward Merit. — If you should not find the *Baltimore* at Norfolk, I suppose you will take Rogers with you, but if you chose to leave him at Norfolk, to take the *Baltimore* when she arrives, do so — and write to Phillips to proceed to Baltimore —

I shall take no Steps as to they appointment of Rogers to be Captain till I hear from you at Norfolk, — and it is possible he may go out, even if he waits at Norfolk for the *Baltimore*, her commander without a Captains Com^d yet he will assuredly be appointed a Captain this Winter —

They Congress are taken up the Subject of the Navy, seriously — & will have Ships of the line and Admirals —

I am with great Esteem &c

[NDA. OSW, Vol. 1.]

To Captain Robert Gill, Navy Storekeeper, from Captain Thomas Tingey,
U. S. Navy

[U. S. S.] *Ganges* BOMBAY HOOK, 18th Dec^r 1798

DEAR SIR As I am apprehensive I shall be necessitated to put to sea with the *Ganges*, without a Carpenter (the one ship'd not having got on board) I have by way of prevention in case of extremity, taken from the Carpenter of the Ship *New Jersey*, a few of his material tools; for which he has my receipt, and promise of being remunerated in kind — for which he will call on you

I am in haste

&c. &c. &c.

T. T. [THOMAS TINGEY]

Capt^d ROBERT GILL
Naval Store-keeper Philad^a

[NDA. Tingey LB, 1798—1800.]

To Captain John W. Leonard, of the U. S. Revenue Cutter *Governor Jay*,
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18 Dec. 1798

Cap^t LEONARD
of the *Gove^r Jay*
New York

SIR I have your letter of yesterday — yours officers shall be attended to, agreeable to your letter to the Secretary of the Treasury, Also the Surgeon — your directions about the Medicine Chest are proper, It is intended that Cap^t Price of the *General Green* shall sail with you — the destination will be to Havanna or Dominica — in either case you will be supplied with provisions at the place of destination, Still it is necessary that you should carry with you all the provision you can Stow — but Water you can at all times get, & if you take but a little

more than necessary to carry you to the Island, you will have more room for provisions.

There will be Vessels of Superior force to cruise with you in the Island —

I have the Honor to be &c

[NDA. OSW, Vol. 1.]

To David Sears, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department, Dec 18th 1798

D SEARS Esquire
*one of the Committee for
 building the Ship in Boston*

SIR I beg pardon for so long delaying to answer your favour of the 16th Nov. Cap^t Chapman as requested, takes the command of the Frigate building by the Merchants at Boston, and when he arrives, which may be daily expected, may be employed in Superintending his building & equipment, It is entirely agreeable to the President, that she should be called the *Boston* — & it is his wish that the Gentlemen who so particularly contributed to the expence of Building, should select the whole Officers for the Frigate — Let me know if you please early wheather I shall send on Guns — the *W^t* of mettle & the number — & when they must be at Boston, If you want Copper Bolts, & Nails, & Copper for Sheathing, I can also Supply those articles, as soon as the Frost will permit — Presuming that the Frigate will mount 24.12 pounders on the Gun deck & carry 6 or 8 6 pounders on the quarter Deck, I have added at foot a list of Officers necessary for such a Ship — Be so good as to inform me when it is thought the Ship will be Lanced & whether it be intended to furnish the Anchors compleat, Rigging & two Suits of Sails, by the Merchants, in Short I wish to know as nearly as may be, the exact point at which they mean to Stop, that I may make arrangments in time, for the rest —

I have the honor &c*

Presuming that the *Boston* will carry 24–12 pounders on the Gun & 6 or 8–6 pounders on the quarter deck she will require the following Officers, besides the Petty Officers — who are appointed by the Cap^t

Captain.....	1
Lieutenants.....	3
Lieut ^t . of Marines — already appointed.	
Surgeon.....	1
Surgeon's Mate.....	1
Sailing Master.....	1
Purser.....	1
Boatswain.....	1
Gunner.....	1
Sailmaker.....	1
Carpenter.....	1
MidShipmen.....	4

[NDA. GLB, Vol. 1.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, U. S. Frigate
United States, 18 December 1798

At 8 A.M. got under way & proceeded down the Bay. at 10
passed the Buoy of the Middle

At 11 passed the Buoy of the 14 feet bank
" M D^o " of the Brown

[NA.]

[19 December 1798]

Extract from the log book of the Sloop *Matilda*, Capt. Harriett, 21 days from
Barbadoes

"Wednesday Dec 19th in sight of Cape Henry lighthouse, at sun
rise, discovered a schooner standing athwart our fore-foot, she fired a
gun and hoisted American colors. We immediately hoisted English
Colors, and returned a gun to leeward; we then hailed and requested
her to come under our lee, as the Capt. wished to speak her; but she
stood off upon a wind; we then fired a gun a-head, and shortly after
another a-stern, to bring her too; when she unexpectedly brought her
whole battery to bear upon us, and gave a broad side, which we
returned, and tacked and stood from her, not wishing to engage, at
the same time firing another gun to leeward as a signal of friendship.
The schooner tacked and stood after us, and gave us another broad-
side, which we returned. Shortly after spoke her, and was told her
name was the *Resolution*, from Barbadoes to Alexandria, but could
not learn the Captains name."

Jan. 8. The Schooner called the *Resolution* in the above account
is the Schooner *Welcome Return*, Capt. Guthrie, belonging to Col.
Hoce of this town. [Alexandria, Va.]

[LC, Boston, "Massachusetts Mercury" Jan. 8, 1799.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, U. S. Frigate
United States, 19 December 1798

At 1/2 past 4 Cape May bore North distance about 6 Leagues &
Cape Henlopen W.N.W. dist about 5 leagues
Squally with rain.

[NA.]

To Secretary of the Navy, from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges* NEAR CAPE HENLOPEN
20th Dec^r 1798

SIR I have the pleasure to inform you of my being in a fair prospect
of getting to sea, with the United States Ship *Ganges* under my com-
mand — and shall lose no time in proceeding to the station allotted me
by your orders.

You will perceive by the Pay-roll enclosed to M^r Winder that the
Ganges is not quite full manned, and that the Pay roll deliver'd to the
Office by me, and received again was faulty. — owing to several men
having signed the shipping articles, and not having appear'd after-

wards — a circumstance which I could not ascertain the extent of, after the shipping Officer had left town — There were also three or four on board, whose names were not on the Articles, they being left in my possession

This Pay-roll has no enumeration of the Marines, in consequence of their having rece^d no money from me — We have lost only four by desertion — whose names and securities are noted on the Pay Roll — The residue of the Crew on board — with very few exceptions, are in high health and a general ardor and high spirits pervades every grade of Officers & Crew — from which I augur the most flattering assurances of their services.

I enclose also to M^r Winder my account cur^t with the United States, balance in their favor — Eleven hundred & nine Dollars 91/100 which I hold for contingencies, and which I hope will meet your approbation. —

I am highly gratified by the concluding paragraph of your orders, intimating the Presidents confidence — which will ever stimulate my actions for my countries glory — I receive with pleasure his and your good wishes, and beg to reciprocate them —

I have the honor to be &c. &c.

T. T. [THOMAS TINGEY]

The Hon^{ble} BENJ^{ts} STODDERT S^r N^t

[NDA. Tingey LB, 1798-1800.]

To Thomas Martin, Portsmouth, N. H., from Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec. 20th 1798 —

THOMAS MARTIN Esquire

Portsmouth N H

SIR I wrote you on the 12th Dec, on the subject of Cap^t Adams enclosing his Cruising instructions —

Your letters of 4th & 15th of Oct. & 21st Ult^o, relative to the Officering of the *Scammel* leave me in Doubt respecting the most eligible Men to fill the several stations vacant —

You mention Samuel Odiornd for 2nd Mate but that he is unfortunately addicted to intemperance, men of moral habits are to be preferred Drunkenness mounts to a disqualification for an office of responsibility —

You also mention a Cap^t M. Fernald for the the first and John Seavy for 2nd Mate, but you say it is questionable whether they will Serve or not if appointed —

Cap^t Adams in a letter to me dated 22nd Nov. mention

Mark Fernald for 1st Mate

Samuel Odiornd 2nd

Thomas Beck 3rd

If upon enquiry you find that these men are qualified, for the appointments to which they are nominated, by Cap^t Adams I would thank you to communicate the information to me, and they shall be appointed; if not I must beg that you select suitable Characters, who must act under your appointment for the present cruise — and on their return they shall be commissioned,

Cap^t Adams in addition to the usual number of Officers allowed Revenue Cutter, must take a Surgeons Mate to be allowed 30 Dollars p^r month & 2 Rations p^r day — you will choose a proper person for this station & supply him with the necessary Medicins & Instruments —

I must beg your assistance in hastening the Departure of Cap^t Adams —

I have the Honor & C.

Pray dont let this Vessel wait longer at most than one week after the receipt of this letter, There has been too much delay respecting a choice of Officers —

[MDA. GLB, Vol. 1.]

To Captain John Adams, of the U. S. Revenue Cutter *Scammel*, from
Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th Dec. 1798

Cap^t JOHN ADAMS

SIR I have it in Command from the President, to order, that without delay, you take on board of the *Scammel*, as much provision as she will stow with convenience, and water sufficient to last you to the place of destination, and that you proceed, as soon as you are provided with provision and military Stores to Prince Ruperts' Bay, in Dominica where you will cruise, untill you fall in with Cap^t Barry of the Frigate *United States*, under whose orders, you then place yourself, Vessel and Crew.

You should have at least 40 rounds of Ammunition — and men enough to work your Guns with effect, but not to crowd your Vessel M^r Martin will give you every aid to facilitate your Sailing,

In addition to the usual number of Officers, *you will take a Surgeon's Mate*, to be recommended by M^r Martin & to be allowed 30 Dollars per month & 2 Rations per day.

You have heretofore received your authority to Capture French armed Vessels, Armed cruising Vessels, without commissions are pirates, and from Vessels of this discription our Commerce receives a great deal of Injury. You will consider your Authority to extend to the Capture or destruction of these also.

I enclose you the private Signals for our Ships and our Ships & British cruising Vessels.

I have Honor to be &c

P. S. There has been great delay in regard to your officers — It will not do to be hesitating respecting proper Charrectors — if those you have on board now are suitable men, receive them as your Officers and you may give them assurances that they will be appointed, but you must not wait for them to receive there commissions — They will be commissioned on your return, I expect you will be at Sea at least a week after you receive this, your own reputation will depend on your expedition.

[NDA. OSW Vol. 1.]

[20 December 1798]

To Captain Henry Geddes, commanding armed brigantine *Sophia*, from
Secretary of State

To Captain HENRY GEDDES Commander of the Armed brigantine
Sophia, belonging to the United States.

You are hereby appointed to act as Commodore of the little fleet destined for Algiers, consisting of your own Brigantine *Sophia*, — the *Hassan Bashaw* brigantine commanded by Captain John Smith and the Schooner *Skjoldebrand* commanded by Captain William Penrose.

You will, if it has not already been done agree on the signals to be observed on your voyage. If you fall in with the Schooner *Lelah Eisha* and Store Ship *Hero*, now on their voyage to Algiers, they are to join the fleet; and the whole to use their endeavours to keep company, and enter the port of Algiers together.

TIMOTHY PICKERING.

DEPARTMENT OF STATE
Phila. December 20. 1798

[SDA. Dom. L, Vol. 11.]

[20 December 1798]

To Captain Henry Geddes, commanding armed Brigantine *Sophia*, from
President John Adams

JOHN ADAMS, *President of the United States of America*,
To Captain HENRY GEDDES, commander of armed brigantine *Sophia*.

The said brigantine and her cargo, which are the property of the United States, you are to conduct to her destined port, the City of Algiers, and there deliver her cargo to Richard O'Brien Esq: the Consul General of the United States.

Being armed and manned for the protection of the brigantine and her cargo, you are to defend the same against every attack and hostile attempt to seize and take her; you are to preserve order and discipline on board your said brigantine, and your officers and men are to be obedient to your command. For all which this is your Commission: and in case of accident to yourself, it is to serve equally for each of your officers who may succeed to the command of the said brigantine.

Given under my hand and the Seal of the United States, at Philadelphia, the twentieth day of December, in the year of our Lord 1798.

By the PRESIDENT.

[SDA. Algiers, Vol. 3, 1798.]

[20 December 1798]

To Captain John Smith, commanding armed Brigantine *Hassan Bashaw*, from
Secretary of State

INSTRUCTIONS TO CAPTAIN JOHN SMITH COMMANDER OF THE ARMED
BRIGANTINE *Hassan Bashaw*.

You being appointed to the command of the Armed brigantine *Hassan Bashaw*, are forthwith to proceed to the city of Algiers, and there deliver her with her cargo Stores and equipments to Richard O'Brien Esquire the Consul of the United States at that City.

As you have a crew competent to the defence of the brigantine against ordinary cruisers, so you are to defend her accordingly against all attacks but those of Superior force. You are therefore to prepare your Officers and crew for such defence, and maintain the necessary order and discipline among them as well for this object as for the safe navigating of the Brigantine to her destined port.

The Schooner *Skjoldebrand* and the Brigantine *Sophia* also the property of the United States, and armed for defence, are to sail with you for Algiers. You are to use all your endeavours to keep company together, and for your mutual protection and defence.

These orders for using arms, you will observe point only to *defence*: You are therefore not to give chase to or attempt to take any vessel you may meet with. Nevertheless, should you at Sea fall in with any American vessels in the hands of French captors, you may retake them and you will understand that it is against the French cruisers that these orders for defence are mainly intended: the government of that nation having laid aside all regard to the law of nations and the most plain and acknowledged principles of justice, in the arrears and regulations it has made in regard to the capture and condemnation of neutral vessels, and especially those of the United States. In attempting a recapture of an American vessel, you will consider well her strength, and attempt nothing at the risque of the Brigantine under your command, or of her consorts. You may also take under your convoy any American vessel holding the same course and sailing so well as not to retard your voyage. In case of making a recapture, you are not materially to deviate from your proper course, nor essentially diminish the force of your crew.

If you chance to overtake the Schooner *Lelah Eisha* and her convoy the Ship *Hero*, you will endeavour to keep company with them, and enter the port of Algiers together.

Captain Geddes of the *Sophia* is to be considered as the Commodore of this little fleet. The Signals to be observed at sea have doubtless been concerted between you, Captain Geddes and Captain Penrose, and also with Captain Maley of the *Lelah Eisha*, and Captain Robinson of the Store Ship *Hero*, who have sailed for Algiers, but whom you may chance to overtake.

DEPARTMENT OF STATE
December 20th 1798

TIMOTHY PICKERING.

[20 December 1798]

To Captain John Smith, commanding armed Brigantine *Hassan Bashaw*, from
Secretary of State

PRIVATE INSTRUCTIONS TO CAPTAIN JOHN SMITH COMMANDER OF
THE ARMED BRIGANTINE *Hassan Bashaw*.

If visited by an European vessel of war of superior force, and your papers are demanded, you will exhibit your sea letter and commission from the President of the United States. If by any Barbary cruiser, you will exhibit your Mediterranean passport, and the passport of the Dey of Algiers in the Turkish language and under the Deys Seal. These ought to satisfy any vessel of war. If however other papers shall be required, you may exhibit the inventory of the brigantine and her equipments, the invoice of goods and stores on board her, your clearance, and any other customary papers.

If practicable, you will avoid all communications with Portuguese armed vessels; because the Portuguese are at war with Algiers; and altho' not desirous to molest us, yet if their Ships should meet any of ours destined for Algiers with contraband articles (and the armed vessels now destined for Algiers are eminently contraband) disagreeable consequences may follow. There can be no objection to your speaking with any British armed vessels: because from them you may expect friendly attentions, and if necessary, assistance.

If not inconvenient to touch at Gibraltar, you may do it and make known your destination to our Consul John Gavino Esq^r — — If any change should have taken place to render your going to Algiers improper or unsafe, he can inform you, and in this case you will secure your vessel until you can get advice from Captain O'Brien at Algiers, how to proceed, contriving to let him know as soon as possible, your situation. In such case also you will get M^r Gavino to write an account of it to Col^o Humphreys, our Minister in Madrid, and to William Smith Esq^r our Minister in Lisbon. What they or either of them shall finally advise, you are to do. But this caution is suggested only because it is possible (for it is not probable) that there may be reasons to forbid you to proceed to Algiers.

If you should fall in, on the coast of Morocco, off Tangier you will there find James Simpson Esq^r American Consul, with whom you may in like manner advise and consult.

But the chance of there being any objection to your proceeding directly to Algiers is so small, and the danger so great of meeting with French privateers near the Streight's mouth, seeing they frequent the Spanish ports of Algesiras on one hand and Ceuta on the other — if the wind should be favourable, it will be best for you to push forward, and go directly to Algiers.

TIMOTHY PICKERING

DEPARTMENT OF STATE,
Philadelphia Dec^r 20. 1798.

[SDA. Dom. L., Vol. 11.]

[20 December 1798]

To Captain William Penrose, commanding armed schooner *Skjoldebrand*, from
Secretary of State

INSTRUCTIONS TO CAPTAIN WILLIAM PENROSE, COMMANDER OF
THE ARMED SCHOONER *Skjoldebrand*

You being appointed to the command of the armed Schooner *Skjoldebrand*, are forthwith to proceed to the City of Algiers, and there deliver her with her cargo, Stores and equipments, to Richard O'Brien Esquire the Consul of the United States at that City.

As you have a crew competent to the defence of the Schooner against ordinary cruisers so you are to defend her accordingly against all attacks but those of superior force. You are therefore to prepare your officers and crew for such defence, and maintain the necessary order and discipline among them as well for this object as for the safe navigating of the Schooner to her destined port.

The Brig *Hassan Bashaw* and the Brigantine *Sophia*, also the property of the United States, and armed for defence, are to sail with you for Algiers. You are to use all your endeavours to keep company together; and for your mutual protection and defence.

These orders for using arms, you will observe point only to defence: you are therefore not to give chase to or attempt to take any vessel you may meet with. Nevertheless, Should you at sea fall in with any American vessels in the hands of French captors, you may retake them. And you will understand that it is against the French Cruisers that these orders for defence are mainly intended: the Government of that nation having laid aside all regard to the law of Nations and the most plain and acknowledged principles of justice, in the arrears and regulations it has made in regard to the capture and condemnation of neutral vessels, and especially those of the United States. In attempting a recapture of an American vessel, you will consider well her Strength, and attempt nothing at the risque of the Schooner under your command, or of her consorts. You may also take under your convoy any American vessel holding the same course and sailing so well as not to retard your voyage. In case of making a recapture, you are not materially to deviate from your proper course, nor essentially diminish the force of your crew. If you chance to overtake the Schooner *Lelah Eisha* and her convoy the Ship *Hero*, you will endeavor to keep company with them, and enter the Port of Algiers together.

The United States brig^e *Sophia* is to be considered as the Commodore of this little fleet. The Signals to be observed at sea have doubtless been concerted between her commander, Capt. Geddes, Capt. Smith, and yourself, and also with Captain Maley of the *Lelah Eisha* and Captain Robinson of the Store Ship *Hero*, who have sailed for Algiers, but whom you may chance to overtake.

TIMOTHY PICKERING

DEPARTMENT OF STATE,
Philadelphia Dec^r 20. 1798.

[SDA. Dom. L., Vol. 11.]

[20 December 1798]

To Captain William Penrose, commanding armed schooner *Skjoldebrand*, from
Secretary of State

PRIVATE INSTRUCTIONS TO CAPTAIN WILLIAM PENROSE, COMMANDER
OF THE ARMED SCHOONER *Skjoldebrand*.

If visited by an European vessel of War of Superior force, and your papers are demanded, you will exhibit your Sea letter and Commission from the President of the United States: If by any Barbary Cruizer, you will exhibit your Mediterranean Passport, and the passport of the Dey of Algiers in the Turkish language and under the Dey's Seal. These ought to Satisfy any vessel of War. If, however, other papers shall be required, you may exhibit the inventory of the Schooner and her equipments, the invoice of goods and stores on board her, your clearance and any other customary papers.

If practicable, you will avoid all communications with Portuguese armed vessels, because the Portuguese are at War with Algiers; and although not desirous to molest us, yet if their Ships should meet any of ours destined for Algiers with contraband articles (and the armed vessels now destined for Algiers are eminently contraband) disagreeable consequences may follow. There can be no objection to your speaking with any British armed vessels: because from them you may expect friendly attentions, and if necessary, assistance.

If not inconvenient to touch at Gibraltar, you may do it, and make known your destination to our Consul, John Gavino Esq^r — — If any change should have taken place to render your going to Algiers improper or unsafe, he can inform you: and in this case, you will secure your vessel until you can get advice from Captain O'Brien at Algiers, how to proceed; contriving to let him know, as soon as possible, your Situation. In such case also you will get M^r Gavino to write an account of it to Col^o Humphreys, our Minister in Madrid, and to William Smith Esq^r our Minister in Lisbon. What they, or either of them shall finally advise, you are to do. But this caution is suggested only because it is possible (for it is not probable) that there may be reasons to forbid you to proceed to Algiers.

If you should fall in on the coast of Morocco, off Tangier, you will there find James Simpson Esq^r American Consul with whom you may in like manner advise and consult. But the chance of there being any objection to your proceeding directly to Algiers is so small, and the danger so great of meeting with French privateers near the Streight's mouth, seeing they frequent the Spanish ports of Algeiras on one hand and Ceuta on the other — if the wind should be favourable, it will be best for you to push forward, and go directly to Algiers.

TIMOTHY PICKERING.

DEPARTMENT OF STATE
Philadelphia Dec' 20. 1798.

[SDA. Dom. L., Vol. 11.]

106 NAVAL OPERATIONS; NOVEMBER 1798—MARCH 1799

To Nehemiah Hubbard, Jr., Navy Agent, Middletown, Conn., from Jabez Bowen, Providence, R. I.

PROVIDENCE Decemb^r 20th 1798

M^r N. HUBBARD J^r

SIR. Yours of the 14th is before me and according to your Request I now give you the Dimentions of the Calibers and Shot of the 6 & 12lb Cannon for your Ship Viz

6 pounder	3,668 Caliber	3,498 Diam ^r of Shot
12 pounder	4,623 Caliber	4,403 Shot

The Difference between the Caliber and Shot was the Artillerists allow for Windage. Tis necessary that you should procure Mullers Tretist on Artillery for the use of the Officers of the Ship and from which every Direction for constructing the Carages making up Amunition &c can be taken. We are now at Work on your Cannon and expect they will be finished in a Short time.

We have been delayed unexpectedly by being called upon to furnish 14 Nines for the *Geo. Washington* Cap^t Fletcher, who lay all ready for Sea but was Detained for want of that number of Cannon.

I am Sir with Esteem Your
Obedient Humb Servant

JABEZ BOWEN

[F. D. Roosevelt Collection.]

Letter from Captain Caleb Littlefield, of Schooner *Chance* of Bristol

HAVANNAH 20 Dec 1798

"6 Leagues east of Havanna gave a frenchman a "good beating" — he had 8 four pounders and ninety men on board — I killed three of them and wounded seven, shot away several of his shrouds and splintered his mainmast so that he was obliged to take it out * * "

[LC, "New Hampshire Gazette", Portsmouth, N. H., Jan. 30, 1799.]

Vouchers Relative to French Prizes

[20 December 1798]

United States } To William Nichols — Dr
for French Prizes }

1798	Vouchr			
July 25	1	Paid Walter Stephens—	for services on board the <i>Croyable</i>	5 50
Aug ^t 21	2	" Jno Brown	" piloting the <i>Croyable</i> to Philt.....	9
Nov ^r 21	3	" Will ^m Liddle	" Services — 29 days on board the <i>Croyable</i>	29
Dec ^r 3	4	" Sam ^l Hodgson	" Wharfage <i>La Croyable</i>	22
14	5	" Davis Kerlin	" provisions — 3 hands on board ditto.....	16
		" Peter Dicks		
	6	" Arch ^d Hamnel	} work on board the Sloop <i>Jalour</i>	2 50
		" Rich ^d Campbell		
		" Will Watson	d ^e d ^e	4 50
20	7	" John Hood	boxes & Iron work for S ^d Sloop.....	2 50
	8	" John Walsh	" Wharfage — <i>Sans Pareil</i>	2
		" ditto	" d ^e <i>Jalour</i>	3
			Dollars	96

WILLIAM NICHOLS.

[NDA. War with France. XZ-1798-1800.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy,
commanding, 20 December 1798

This 24 hours first part Strong gales and Squaley under Close Reef
Topsails & Courses at 8 pm Reefed Courses handed Mizen Topsail Trid
for Soundings found None

Midle part Strong gales and Squaley at 8 am one Reef out Each
Topsail and Courses

Latter part Squaley attended with Rain Brig *Pickring* [*Pickering*] in
Company

No Obbrs To Day

[Lat. 38.25 North]

[NDA. Journal kept by Joseph Strout, 1798.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from First Lieutenant
Wm. Cammack, U. S. Marine Corps

NORFOLK 21st December 1798

Maj^r W. W. BURROWS

SIR Agreeable to your orders, last Rec^d I have put on Board the
Brig *Richmond* Cap^t. Barron, all the Marines I had fit for duty, which
was a Sergeant and Seven privates the complement that Cap^t Barron
wished I will State to you the names of the men, to wit, — Serg^t Flint

Willis Lassiter
Joseph Narswerthy [or Norsworthy]
Lemuel Gooddin
William Elliot
George Latimer
William Smith
& Stephen Tucker, a new recruit

I am with respect
Y^r Most Obt. Serv^t

W^m CAMMACK
Lieu^t Com^d of Marines

[MCA. LR, 1798.]

To Captain Henry Geddes, commanding armed Brigantine *Sophia*, from Secretary
of State

DEPARTMENT OF STATE PHILADELPHIA Dec^r 21. 1798

Captain HENRY GEDDES.

SIR, The United States armed Brigantine *Sophia*, under your
command being laden on their account and destined for Algiers, you
will proceed thither and deliver your cargo to Richard O'Brien
Esquire the Consul General of the United States at that place.

The armed Brigantine *Hassan Bashaw* and armed Schooner
Skjoldebrand being to sail at the same time, you will endeavour to keep
company with them; and if you meet with any armed vessel, and

she attacks, or attempts to capture either of your vessels, you are to defend yourselves to the utmost of your power. Such attacks or attempts you may expect only from the French cruisers, or cruisers equipped in Spain under the influence or countenance of the French. From British Cruisers you will apprehend no annoyance; on the contrary, from them you may expect every friendly assistance, when they shall know the character and destination of the *Sophia*.

The Brigantine *Sophia* is to be considered as the Commodore of this little armament. The signals to be observed at sea have doubtless been concerted between the *Hassan Bashaw* Captain Smith, Captain Penrose of the *Skjoldebrand*, and yourself; and also with the *Lelah Eisha*, Captain Maley and Captain Robinson of the Ship *Hero*, should you come up with them on your passage to Algiers.

In case of Separation, you will make the best of your way to Algiers. Should it be perfectly convenient, you may touch at Gibraltar, where John Gavino, the American Consul will advise you of any dangers respecting the further prosecution of your voyage, and especially if any circumstances should forbid your proceeding thither, without information from Captain O'Brien: and in the mean time M^r Gavino will have the goodness to write to our ministers at Madrid and Lisbon, and ask their advise on the State of things. —

If you should fall in on the coast of Morocco, and it should be convenient to touch at Tangier, you may do it: You will there find James Simpson Esq^r the American Consul for Morocco, who will give you any necessary advise and assistance. — But there is so little reason to apprehend any difficulty in going to Algiers, if on your arrival at the Streights the wind proves fair, it will be best to take advantage of it, to push thro' and proceed directly to Algiers. The greatest danger to be apprehended from hostile cruisers is conceived to be near the entrance of the Mediterranean Sea, as those cruisers frequent the Spanish ports of Algesiras on one side, and Ceuta on the other.

The primary objects of sending the *Sophia* to Algiers are, to carry her present cargo thither, and then to bring home the crews of the *Hassan Bashaw*, the *Skjoldebrand*, and *Lelah Eisha*, which three vessels are to be delivered and left at that city. It may happen however, that American vessels may be returning from Algiers to the United States, in which the crews of those three armed vessels may be conveniently embarked; and that it may be important for you to proceed in the *Sophia* with the Consuls Eaton and Cathcart, to Tunis and Tripoli. On this point, the Consul General at Algiers, Capt. O'Brien, and the Consuls Eaton and Cathcart will consult, and determine as the best interests of the United States shall appear to require; bearing in mind that the crews of the three Armed vessels must be provided with passages to America; it has been promised to them; and it is important that the promise should be performed, as well to secure the future services of such a number of mariners, as in point of economy, because their wages will go on until their return; unless they *voluntarily* come into some new agreement at Algiers.

If it should be determined that the *Sophia* should proceed to Tunis and Tripoli, I hope it will be agreeable to you to continue in the command of her: but if it should be inconvenient and you prefer returning immediately to the United States, the *Sophia* may be

transferred to the Command of one of the American Captains now going to Algiers, whom Captain O'Brien shall select for that purpose.

Wishing you a prosperous voyage, I remain, Sir, your most Obedt^t Servant.

TIMOTHY PICKERING

[SDA. Dom. L., Vol. 11.]

[21 December 1798]

Secretary of State's endorsement on the passports of the Dey of Algiers, given to Captain John Smith of the armed Brigantine *Hassan Bashaw*, and to Captains of the *Skjoldebrand* and the *Lelah Eisha*

Indorsed on the Dey of Algiers' Passport given by Captain Smith, Master of the armed Brigantine *Hassan Bashaw*

"This passport in the Turkish language, under the Seal of the Dey and Regency of Algiers I commit to Captain John Smith commander of the Armed Brigantine called the *Hassan Bashaw*, which with her guns tackle, apparel, furniture, Stores, boats and goods on board her, being the property of the United States of America, are destined for Algiers, there to be delivered to the Dey on account of the Stipulations and agreements entered into between the United States and the Dey and Regency of Algiers. This passport being furnished by that power to protect the said Brigantine, her equipments, goods and all persons and things on board her against all nations with whom the Dey and Regency are at peace, in like manner as the passports from the Executive and Officers of the United States are designed to protect them from molestation by any powers with whom the U. States are at peace."

In Witness whereof I have hereto Set my hand and seal of Office at Philadelphia the 21st day of December 1798.

[L. s.]

TIMOTHY PICKERING
Secretary of State.

A similar certificate was endorsed on the Dey of Algier's passport given to Captain William Penrose, Commander of the Armed Schooner *Skjoldebrand*, and also upon another given to Lieutenant William Maley, Master of the Armed Schooner *Lelah Eisha*, but the latter was dated on the 10th of Nov^r 1798.

[SDA. Dom. L., Vol. 11.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, U. S. Frigate *United States*, 21 December 1798

Strong breezes — and cloudy —
rain
Fresh Breezes — —
Employed stationing the last entered
Buried George Burnside
Pleasant and clear
[Latt⁴ 33.46]

[NA.]

To Captain Isaac Phillips, U. S. Navy, from Captain Thomas Truxtun, U. S. Navy

NORFOLK December 22^d 1798.

SIR, I am commanded by the Secretary of the Navy, to leave Directions for you with William Pennock Esq^r Naval Agent at this Place, to take on Board your Vessel as much Provisions & Water, as you can conveniently stow away, and to sail immediately after for the English Island of St Christophers in the West Indies, which is the Place of Rendezvous for my little Squadron, and on your Arrival there, attend to such Orders, as I may leave for your Government, should I not be at that Place.

I have only to request at present, that you will be pleased to comply with the above Instructions, and make every Exertion, consistent with Prudence to get out speedily, in Order that some Enterprize be effected. I am, Sir, with great Respect

Your Obedient humble Servant —

T. T[RUXTUN]

To CAPTAIN PHILLIPS
Of the *Baltimore*.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]
Navy Dep^t 22 Dec^r 1798

Major W. W. BURROWS,

SIR, Cap^t Price of the revenue Cutter, the *General Greene*, is in Want of Marines —

I have the honor to request, that you will, without delay, send down to port Pen, where the *General Greene* lies; ten Marines, including the necessary Officer, and order them on board.

I am Sir, &^s

P. S. Cap^t Price has Muskets on board — The Marines may, therefore, be sent without them. —

[NDA. OSW, Vol. 1.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]
Navy Department Dec. 22nd 1798

STEPHEN HIGGINSON Esq^r Boston

SIR In Reply to your letter of the 14th Instant, I approve of what you suggest and when Cap^t Sever arrives he will attend to the Ship at Portsmouth which he is destined to Command and Chapman in like manner to the one Building by the Citizens, Lieu^t Preble to be allowed his Choice, which is to command the *Herald* or the *Pickering*, and Lieu^t Hutchins to take one or the other as the case may require — with regard to the Wagers of the Crews of these two Vessels, you will please to pay them up to such date as you conceive best for the public Interest — A remittance of Fifteen Thousand Dollars, is on

the way to you, and a further sum shall be remitted When you find it necessary

Should Preble have gone with Nicholson, another Commander must be found to supply his place — The Rank in both cases must be Lieutenant Commandants.

In my opinion the *Herald* would be a better Sailer and more usefull Vessel with Sixteen Guns and men in proportion, and you will please so to arrange it with whoever takes the command, if your own Judgment coincides — The use of this Vessel appears to me to be destroyed by the weight of Guns and Number of Men

I have the Honor to be &c

[NDA. GLB, Vol. 1.]

To Robert Gilmore, Baltimore Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department December 22ⁿ 1798.

ROBERT GILMORE Esq^r

Chairman of the Committee
Baltimore

GENTLEMEN Annexed you will find the exact dimentions of the nine pound Cannon intended to be provided from hence for the two Ships under your direction, which will enable your having the Carriages prepared

I have the Honor to be &c

P. S. The Dimensions of the 6 Pounders shall be sent in a few days. —

The Diameter at the Breech Ring 15 Inches 2½ tenths

The diameter before the Trunnions 11 Inches 7½ tenthes

The length of the Cannon from the back part of the breech Ring to the center of the Trunnions 30 Inches 5/10

From the Breech ring to the extremity of the Breech Ball 8 Inches 8/10

The diamiter of the Trunnions 4 Inches 3½ tenths

N. B. These being the exact dimensions of the Cannon allowance must be made for the Gun to be worked with ease in its Carriage

[NDA. GLB, Vol. 1.]

To Captain John Smith, of the Brigantine *Hassan Bashaw*, from Secretary of State

[PHILADELPHIA]

Department of State Dec^r 22. 1798.

Captain JOHN SMITH, of the *Hassan Bashaw*.

SIR, I am happy to inform you that every thing is now prepared for the departure of the vessels bound to Algiers. Your Commission and instructions will be handed you by Mess^{rs} Eaton and Cathcart.

As the *Sophia* is to accompany the *Hassan Bashaw* and *Skjoldebrand*, and has the consuls on board; as Captain Geddes also is an old Sea-commander; there is a propriety in his acting as Commodore for the little fleet. The interest of the United States and your common ease and safety require the utmost harmony and readiness, to give assistance mutually.

Wishing you a prosperous voyage and safe return, I remain with much esteem, Sir your ob^t Serv^t

TIMOTHY PICKERING.

[SDA. Dom. L., Vol. 11.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 22 December 1798

This 24 hours first part Strong gales and Cloudy weather under Close Reef Topsails & Courses at 11 p m wore Ship To the westward Reef out Courses

Midle part Sounded in 75 fathoms watter muddy Bottom at 9 am out all Reefs and Sett T G sails.

Latter part modarate gales and Cloudy weather Brig *Pickring* [*Pickering*] in Company
No obbrs To Day

[NDA. Journal kept by Joseph Strout, 1798.]

To Davis & Hedge, Merchants, Plymouth, Mass., from Thomas Atwood

RIO DEMERARY 23 Dec^r 1798

Mess^{rs} DAVIS & HEDGE JUN^r

GENTLEMEN — I am know after a Long and trobelsum Voyge about to Leave this port and Shall Send on three Bills of Exchange I have Sent you the Second third & fourth and shall keepe the first with mySelf I Shall Sail on the 24 or 25 without fail under the Convoy of the Ship *Pilgrim* Mounting 20 guns and four other Ships — Mounting from 14 to 18 guns as for traid Hear it is much beter then it Has been [illegible] as I am a going to Sail in Cumpney with thes Letter I shall Conclude with Short ones and but Littel time and Sevrul Letters to write —

So I remain

Gentelmen

your Sincer Friend

and Most Hum^l Servant

THO^t ATWOOD

Mess^{rs} DAVIS & HEDGE

Merchants in Plymouth

[Baker Library. Harvard U. Boston.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 23 December 1798

The sail to windward bore down on us, hove to, spoke her She's bound to Savanna from Portsmouth, Ship *Nancy*

Fresh gales spoke a schooner from New York bound to S^t Croix
Strong gales a heavy sea from the Southward, ship pitching very much washed away part of the head grating.

Saw a sail E. N. E.

[Latth 30.50]

[NA.]

To Jonathan Dayton, Speaker of the House of Representatives, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th Decem^r 1798

JONATHAN DAYTON Esquire
Speaker of the House of Representatives. —

SIR In compliance with the Order of the House of Representatives of the 18th Instant — I have the honor to submit, in paper A a view of all the Vessels of War employed in, and preparing for, the service of the United States; — the names of the Commanders, where Commanders have been appointed; the places where they were built, or are building; their Size and number of Men and Guns; and the sum necessary for the annual support of each — as detailed in estimates N^o 1. 2. 3. 4. 5. 6. 7. 8. 9. & 10 —

Paper B shews the sums given for some of the Vessels — the prices per Ton, at which others have been built or are building — and what Vessels have been built or are building under the direction of public Agents, without particular contracts. —

I have also the honor to submit, Estimates N^o 11. 12. & 13 of the expence of building & equipping the Vessels now building under Public Authority —

The order of the House extends to the expence of equipment of every Vessel, as well those in service, as those preparing, — but with respect to the former description, the expence having been incurred, the Estimate, or Statement should exhibit the exact cost of the equipment, which cannot at this time be ascertained, — the whole accounts of the Agents of these Vessels, not having been received, and some few of those which have been received, not being accompanied by the necessary Vouchers; — nor indeed, has the Accountant of the Navy, who only entered upon the duties of his Office in September, and then at Trenton, under disadvantages, had sufficient time to arrange his Books and Accounts, so as to be able to shew in every instance, to what Vessel, every expence incurred belongs. — It is hoped and expected that those impediments to a compliance with every part of the order of the House, will very shortly be removed. —

I have not added Estimates of the expence of equipping the Vessels building for the Public by the Citizens. — some of these Vessels will probably be entirely equipped by the Citizens, — others only partially. In the Report of the Secretary of the Treasury, to which I beg leave to refer, an Estimate is made of the expence of providing all the Vessels now building by the Public and by the Citizens, for the Public, with Military Stores. — In some cases, the Citizens will furnish the Military Stores — in others, they will require aid from the Public, even to rig the Vessels — but upon an average, it is not expected, that the Public will contribute more towards these Vessels, than a sum sufficient to procure the Military Stores. —

I have the honor to be
with great Respect &c.

[NOTE.—Estimates Nos. 11, 12 and 13 submitted with this letter of 24 Decem-ber, 1798 are printed in "American State Papers, Naval Affairs" Vol. 1, 1794-1825, pp. 61 and 64.]

[NDA. Con. LB, Vol. 1.]

[Enclosures]

A

Vessels built by the Public, now in service	Vessels purchased by the Public, now in service	Vessels building by the Public	Vessels now in service, built by the citizens	Vessels building by the citizens	Tonnage	No. of Guns	No. of Men	Where built or purchased	By whom commanded	Annual expense
Frigate:										
<i>United States</i>					1,576	44	400	Philadelphia.....	John Barry.....	\$125,780.89
<i>Constitution</i>					1,576	44	400	Boston.....	Samuel Nicholson.....	125,780.89
<i>Constitution</i>					1,265	36	340	Baltimore.....	Thomas Truxtun.....	105,984.04
<i>Ship Portsmouth</i>					590	24	220	Portsmouth, N. H.....	Daniel McNeill.....	72,648.73
<i>Brig Pinckney</i>					190	18	140	Charleston.....	Samuel Heywood.....	51,989.10
<i>Brig Norfolk</i>					200	18	140	Norfolk.....	Thomas Williams.....	51,989.10
	Ship:									
	<i>Ganges</i>				504	24	220	Philadelphia.....	Thomas Tingey.....	72,648.73
	<i>Geo. Washington</i>				624	24	220	Providence, R. I.....	Patrick Fletcher.....	72,648.73
	<i>Delaware</i>				321	20	180	Philadelphia.....	Stephen Decatur.....	63,809.43
	<i>Monteruma</i>				347	20	180	Baltimore.....	Alexander Murray.....	63,809.43
	<i>Baltimore</i>				422	20	180	Baltimore.....	Isaac Phillips.....	63,809.43
	<i>Herald</i>				279	18	140	Boston.....	James Sever.....	51,989.10
		Ship:								
		<i>Gen. Greene</i>			530	24	220	Warren, R. I.....	Christ R. Parry.....	72,648.73
		<i>Connecticut</i>			530	24	220	Middletown, Conn.....	Moses Tryon.....	72,648.73
		<i>Adams</i>			530	24	220	New York.....	R. Valentine Morris.....	72,648.73
		Frigate			1,265	36		Portsmouth.....		105,984.04
		<i>Ditto</i>			1,500	44		New York.....		125,780.89
		<i>Ditto</i>			1,500	44		Norfolk.....		125,780.89
			<i>Ship Merrimack</i>		530	24	220	Newburyport.....	Moses Brown.....	72,648.73
			<i>Brig Richmond</i>		200	18	140	Norfolk.....	Samuel Barron.....	51,989.10
				Ship	530	24		Boston.....		72,648.73
				<i>Do</i>	590	32		Salem.....		84,002.41
				<i>Do</i>	530	18		Baltimore.....		51,989.10
				<i>Do</i>	530	18		Baltimore.....		51,989.10
				<i>Do</i>	590	24		Charleston.....		72,648.73
				Frigate	1,130	44		New York.....		125,780.89
				<i>Do</i>	1,130	44		Philadelphia.....		125,780.89
		Galley								
		2 in South Carolina.....							The annual expense of which will be \$9,330.48 each, is \$74,648.84 9,330.48	
		4 in Georgia.....			368					
		2 in North Carolina.....								
		1 wanting to complete the present establishment.								
		<i>Schooner Retaliation, late La Croyable, taken from the French</i>			107	14	70		Lt. Wm. Bainbridge.....	53,974.32 24,837.55

114 NAVAL OPERATIONS, NOVEMBER 1798-MARCH 1799

<i>Revenue Cutters</i>								
Brig:								
<i>Eagle</i>	187	14	70	Philadelphia.....	H. G. Campbell.....	}	175,938.22	
<i>Pickering</i>	187	14	70	Boston.....	Jona. Chapman.....			
Schooner:								
<i>Governor Jay</i>	187	14	70	New York.....	Jno. W. Leonard.....	}	41,653.72	
<i>Virginia</i>	187	14	70	Norfolk.....	Francis Bright.....			
Sloop <i>General Greene</i>	98	10	34	Philadelphia.....	George Price.....			
Schooner:								
<i>Diligence</i>				Philadelphia.....	John Brown.....	}	41,653.72	
<i>Scammel</i>				Portsmouth, N. H.....	John Adams.....			
<i>South Carolina</i>				Charleston.....	James Payne.....			

It is presumed that the Naval Establishment will be chargeable with the whole expense of the Marine Corps. But only the pay and rations have been included in the foregoing estimate. On this subject the estimates laid before Congress by the Secretary of the Treasury will fully explain. It may be proper to observe that the tonnage, in some instances, may be incorrect.

2,494,261.10

¹ The annual expense of each being \$18,964.55½.
² The annual expense of each being \$10,413.98.

B

Vessels built and building by the public, under direction of agents

Frigate <i>United States</i> , at Philadelphia.	Frigate —, at Portsmouth.
Frigate <i>Constitution</i> , at Boston.	Frigate —, at New York.
Frigate <i>Constellation</i> , at Baltimore.	Frigate —, at Norfolk.
Brig <i>Norfolk</i> , built at Norfolk; the cost not yet ascertained.	Cutter <i>General Greene</i> , at Philadelphia.
Ship <i>General Greene</i> , building at Warren, Rhode Island.	Cutter <i>Virginia</i> , at Norfolk.
	Cutter <i>Eagle</i> , at Philadelphia.
	Cutter <i>Diligence</i> , at Philadelphia.

Vessels built and building by the public, under contracts

	Per ton
Brig <i>Pinckney</i> , at Charleston, South Carolina.....	\$30.00
Ship <i>Portsmouth</i> , Portsmouth, New Hampshire.....	30.00
Ship <i>Connecticut</i> , Middletown, Connecticut.....	30.50
Ship <i>Adams</i>	34.50
Cutter <i>General Jay</i> , New York.....	28.31
Cutter <i>Pickering</i> , Boston.....	28.54
Cutter <i>South Carolina</i> , Charleston.....	28.50
Cutter <i>Scammel</i> , Portsmouth, New Hampshire.....	30.00

Vessels purchased by the public

Ship <i>Ganges</i> , of Willings and Francis, at Philadelphia, with some guns and military stores, for.....	\$53,000
Ship <i>Delaware</i> (<i>Hamburgh Packet</i>), of Nicklin and Griffith, at Philadelphia, with some guns and military stores, for.....	45,000
Ship <i>Montezuma</i> , Baltimore, without military stores.....	28,000
Ship <i>Baltimore</i> (<i>Adriana</i>), Baltimore.....	27,000
Ship <i>Herald</i> , Boston.....	21,000
Ship <i>George Washington</i> , purchased of John Brown, of Providence, Rhode Island, with masts, spars, sails, &c. nearly prepared to receive her guns and military stores, for \$10,400 cash, 30,000 six per cent stock.....	40,400

No. 1

Estimate of the pay and rations of the officers and crew of a frigate of forty-four guns and four hundred men, for twelve months

	Per Month	Dollars	Rations per day
Commander.....	\$75	900	6
4 Lieutenants.....	40	1,920	12
2 Lieuts. of Marines.....	30	720	4
1 Sailing Master.....	40	480	2
2 Master's Mates.....	20	480	2
3 Midshipmen.....	19	1,824	8
1 Purser.....	40	480	2
1 Surgeon.....	50	600	2
2 Surgeon's Mates.....	30	720	4
1 Clerk.....	25	300	1
1 Carpenter.....	20	240	2
2 Carpenter's Mates.....	19	456	2
1 Boatswain.....	20	240	2
2 Boatswain's Mates.....	19	456	2
1 Yeoman of gun room.....	18	216	1
1 Gunner.....	20	240	2
11 Quarter Gunners.....	18	2,776	1
1 Coxswain.....		216	1
1 Sail maker.....	20	240	2
1 Cooper.....	18	216	1
1 Steward.....		216	1
1 Armorer.....		216	1
1 Master of arms.....		216	1
1 Cook.....		216	1
1 Chaplain.....	40	480	2
50		14,664	75
120 Able seamen..... \$17	24,480		
150 Ordinary seamen..... 12	21,600		
80 Boys..... 8	2,880		
50 Marines, including sergeants and corporals.....	3,720		
		52,680	
		67,344	

Total pay.....\$87,344
 75 rations per day, amount to 27,375 per twelve months, at twenty-eight cents... 7,665
75,000

Estimate of provisions for four hundred men, for twelve months

310 barrels of beef, at.....	\$13.00	\$4,030.00
310 barrels of pork, at.....	17.00	5,270.00
1,220 gallons of molasses, at.....	75	915.00
144 cwt. of rice, at.....	4.00	576.00
1,930 pounds of butter, at.....	15	289.50
15,000 pounds of cheese, at.....	12	1,800.00
1,220 gallons of candles, at.....	20	244.00
1,730 gallons of vinegar, at.....	30	519.00
240 bushels of beans, at.....	80	192.00
8,650 gallons of rum, at.....	1.00	8,650.00
1,444 pounds of soap, at.....	13	187.72
53 barrels of flour, at.....	8.00	424.00
49 barrels of Indian meal.....	4.00	196.00
1,022 cwt. of bread, at.....	3.33	3,406.67
145 gallons of lamp oil, at.....	1.00	145.00
730 bushels of potatoes.....	50	365.00
177 cwt. of salt fish.....	6.00	1,062.00
Dollars.....		28,271.89

RECAPITULATION

Pay and rations.....	\$75,009.00
Provisions.....	28,271.89
Medicines, hospital stores, &c.....	2,500.00
Contingencies.....	20,000.00
Total.....	\$125,780.89

No. 2

Estimate of the pay and rations of the officers and crew of a frigate of thirty-six guns and three hundred and forty men, for twelve months

	Per month	Dollars	Rations per day
Commander.....	\$75	900	6
3 Lieutenants.....	40	1,440	9
1 Lieut. of Marines.....	30	360	2
1 Sailing Master.....	40	480	2
2 Master's Mates.....	20	480	2
8 Midshipmen.....	19	1,324	8
1 Purser.....	40	480	2
1 Surgeon.....	50	600	2
1 Surgeon's Mate.....	30	360	2
1 Clerk.....	25	300	1
1 Carpenter.....	20	240	2
2 Carpenter's Mates.....	19	456	2
1 Boatswain.....	20	240	2
2 Boatswain's Mates.....	19	456	2
1 Yeoman of gun room.....	18	216	1
1 Gunner.....	20	240	2
9 Quarter Gunners.....	18	1,944	9
1 Coxswain.....	20	240	2
1 Sail maker.....	18	216	1
1 Cooper.....	18	216	1
1 Steward.....	20	240	2
1 Armorer.....	20	240	2
1 Master-at-arms.....	20	240	2
1 Cook.....	40	480	2
1 Chaplain.....	40	480	2
45		13,032	66
100 Able seamen.....\$17	20,400		
115 Ordinary seamen... 12	16,560		
30 Boys..... 8	2,880		
50 Marines, including sergeants and corporals.....	3,720		
		43,560	
		56,592	
Total pay.....		\$56,592.00	
66 rations per day amount to 24,000 rations per annum, at twenty-eight cents.....		6,745.20	
		\$63,337.20	

Estimate of provisions for three hundred and forty men, for twelve months

265 barrels of beef, at.....	\$13.00	\$3,445.00
265 barrels of pork.....	17.00	4,505.00
1,040 gallons of molasses.....	.75	780.00
122 cwt. of rice.....	4.00	492.00
1,640 pounds of butter.....	.15	246.00
12,750 pounds of cheese.....	.12	1,530.00
1,040 pounds of candles.....	.20	208.00
1,470 gallons of vinegar.....	.30	441.00
204 bushels of beans.....	.80	163.20
7,750 gallons of rum.....	1.00	7,750.00
1,228 pounds of soap.....	.13	159.64
45 barrels of flour.....	8.00	360.00
42 barrels of Indian meal.....	4.00	168.00
870 cwt. of bread.....	3.33	2,900.00
620 bushels of potatoes.....	.50	310.00
124 cwt. of salt fish.....	6.00	744.00
145 gallons of lamp oil.....	1.00	145.00
Dollars.....		24,346.84

RECAPITULATION

Pay and rations.....	\$63,337.20
Provisions.....	24,346.84
Medicines, hospital stores, &c.....	2,300.00
Contingencies.....	16,000.00
Total.....	\$106,984.04

No. 3

Estimate of the pay and rations of the officers and crew of a frigate of thirty-two guns and two hundred and sixty men

	Per month	Dollars	Rations per day
Commander.....	\$75	900	6
2 Lieutenants.....	40	960	6
1 Lieutenant of Marines.....	30	360	2
1 Sailing Master.....	40	480	2
2 Master's Mates.....	20	480	2
6 Midshipmen.....	19	1,368	6
1 Purser.....	40	480	2
1 Surgeon.....	50	600	2
1 Surgeon's Mate.....	30	360	2
1 Clerk.....	25	300	1
1 Carpenter.....	20	240	2
2 Carpenter's Mates.....	19	456	2
1 Boatswain.....	20	240	2
2 Boatswain's Mates.....	19	456	2
1 Yeoman of gun room.....	18	216	1
1 Gunner.....	20	240	2
8 Quarter Gunners.....	18	1,728	8
1 Coxswain.....	18	216	1
1 Sail maker.....	20	240	2
1 Cooper.....	18	216	1
1 Steward.....	20	240	2
1 Armorer.....	20	240	2
1 Master-at-arms.....	20	240	2
1 Chaplain.....	40	480	2
1 Cook.....	18	216	1
41		11,880	60
60 Able seamen.....	17	12,240	
79 Ordinary seamen.....	13	12,324	
30 Boys.....	8	2,880	
50 Marines.....		3,720	
		43,044	
Total pay.....		\$43,044	
60 rations per day, amount to 21,900 rations per annum, at twenty-eight cents.....		6,132	
		\$49,176	

Estimate of provisions for two hundred and sixty men, for twelve months

204 barrels of beef, at.....	\$13.00	\$2,652.00
204 barrels of pork.....	17.00	3,468.00
96 gallons of molasses.....	.75	72.00
96 cwt. of rice.....	4.00	384.00
1,270 pounds of butter.....	.15	190.50
9,800 pounds of cheese.....	.12	1,176.00
800 pounds of candles.....	.20	160.00
1,140 gallons of vinegar.....	.30	342.00
1,150 bushels of beans.....	.80	120.00
5,830 gallons of rum.....	1.00	5,830.00
948 pounds of soap.....	.13	123.24
35 barrels of flour.....	8.00	280.00
32 barrels of Indian meal.....	4.00	128.00
674 cwt. of bread.....	3.33	2,246.67
96 gallons of lamp oil.....	1.00	96.00
480 bushels of potatoes.....	.50	240.00
115 cwt. salt fish.....	6.00	690.00
Dollars.....		18,826.41

RECAPITULATION

Total pay and rations.....	\$49,176.00
Provisions.....	18,826.41
Contingencies.....	14,000.00
Medicines, hospital stores, &c.....	2,000.00
Total.....	\$84,002.41

118 NAVAL OPERATIONS; NOVEMBER 1798—MARCH 1799

No. 4

Estimate of the pay and rations of a ship of twenty-four guns on the gun deck, with six or eight guns on the quarter deck; two hundred and twenty men

	Per month	Dollars	Rations per day
Commander.....	\$75	900	6
3 Lieutenants.....	40	1,440	9
1 Lieut. of Marines.....	30	360	2
1 Sailing Master.....	40	480	2
2 Master's Mates.....	20	480	2
6 Midshipmen.....	19	1,368	6
1 Purser.....	40	480	2
1 Surgeon.....	50	600	2
1 Surgeon's Mate.....	30	360	2
1 Clerk.....	25	300	1
1 Carpenter.....	20	240	2
1 Carpenter's Mate.....	19	228	1
1 Boatswain.....	20	240	2
2 Boatswain's Mates.....	19	456	2
1 Yeoman of gun room.....	18	216	1
1 Gunner.....	20	240	2
6 Quarter Gunners.....	18	1,296	6
1 Coxswain.....	18	216	1
1 Sailmaker.....	20	240	2
1 Cooper.....	18	216	1
1 Steward.....	18	216	1
1 Armorer.....	216	216	1
1 Master at Arms.....	216	216	1
1 Cook.....	216	216	1
		11,220	58
60 able seamen, at \$17.....	\$12,240		
62 ordinary do. \$12.....	8,928		
30 marines.....	2,328		
30 boys.....	2,880		
		26,376	
		37,596	

Total pay..... 37,596.00
 Fifty-eight rations per day amount to
 21,170 rations per annum, at 28 cents..... 5,927.60
\$43,523.60

Estimate of provisions for two hundred and twenty men for 12 months

170 barrels of beef, at.....	\$13.00	\$2,210.00
170 barrels of pork.....	17.00	2,890.00
670 gallons molasses.....	75	502.50
80 cwt. rice.....	4.00	320.00
1,080 lbs. butter.....	15	162.00
8,250 lbs. cheese.....	12	990.00
670 lbs. candles.....	20	134.00
960 gallons vinegar.....	30	285.00
132 bushels beans.....	80	105.60
4,767 gallons rum.....	1.00	4,767.00
790 lbs. soap.....	13	102.70
29 barrels flour.....	8.00	232.00
27 barrels Indian meal.....	4.00	108.00
562 cwt. of bread.....	3.33	1,873.33
80 gallons lamp oil.....	1.00	80.00
400 bushels potatoes.....	80	200.00
96 cwt. salt fish.....	6.00	576.00
		\$15,526.12

RECAPITULATION

Pay and rations..... \$43,523.60
 Provisions..... 15,526.12
 Medicines, hospital stores, &c..... 1,000.00
 Contingencies..... 12,000.00
\$68,800.72

No. 5

Estimate of the pay and rations of the officers and crew of a ship of twenty-four guns, for 12 months; complement one hundred and eighty men

	Per month	Dollars	Rations per day
Commander.....	\$75	900	6
2 Lieutenants.....	40	960	6
1 Lieut. of Marines.....	30	360	2
1 Sailing Master.....	40	480	2
2 Master's Mates.....	20	480	2
4 Midshipmen.....	19	912	4
1 Purser.....	40	480	2
1 Surgeon.....	50	600	2
1 Surgeon's Mate.....	30	360	2
1 Clerk.....	25	300	1
1 Carpenter.....	20	240	2
1 Carpenter's Mate.....	19	228	1
1 Boatswain.....	20	240	2
2 Boatswain's Mates.....	19	456	2
1 Yeoman of gun room.....	18	216	1
1 Gunner.....	20	240	2
2 Quarter Gunners.....	18	1,296	6
1 Coxswain.....	18	216	1
1 Sailmaker.....	20	240	2
1 Cooper.....	18	216	1
1 Steward.....	18	216	1
1 Armorer.....	216	216	1
1 Master at Arms.....	216	216	1
1 Cook.....	216	216	1
		21,732	
60 able seamen, at \$17.....	\$12,240		
36 ordinary do. \$12.....	5,184		
25 marines, with sergeant and corporals.....	2,004		
24 boys, at \$8.....	2,304		
		33,216	
		\$32,016.00	

Fifty-three rations per day amount to
 19,345 rations per annum, at 28 cents..... 5,416.60
Total expenses of pay and ration.....\$37,432.60

Estimate of provisions for one hundred and eighty men for 12 months

140 barrels of beef, at.....	\$13.00	\$1,820.00
140 do. pork.....	17.00	2,380.00
550 gallons molasses.....	75	412.50
65 cwt. rice.....	4.00	260.00
870 lbs. of butter.....	15	130.50
6,900 lbs. cheese.....	12	828.00
550 lbs. candles.....	20	110.00
780 gallons of vinegar.....	30	234.00
110 bushels of beans.....	80	88.00
4,108 gallons rum.....	1.00	4,108.00
650 lbs. of soap.....	13	84.50
24 barrels flour.....	8.00	192.00
22 do. Indian meal.....	4.00	88.00
460 cwt. of bread.....	3.33	1,533.33
65 gallons lamp oil.....	1.00	65.00
330 bushels potatoes.....	80	165.00
80 cwt. salt fish.....	6.00	480.00
		12,976.83

RECAPITULATION

Pay and rations..... \$37,432.60
 Provisions..... 12,976.83
 Contingencies..... 12,000.00
 Medicines, hospital stores, &c..... 1,400.00
Total.....\$63,809.43

No. 6

Estimate of the pay and rations of the officers and crew of a vessel of eighteen guns, and one hundred and forty men

	Per month	Dollars	Rations per day
Commander.....	\$75	900	6
2 Lieutenants.....	40	960	6
1 Lieut. of Marines.....	30	360	2
1 Sailing Master.....	40	480	2
4 Midshipmen.....	19	912	4
1 Purser.....	40	480	2
1 Surgeon.....	50	600	2
1 Surgeon's Mate.....	30	360	2
2 Master's Mates.....	20	480	2
1 Clerk.....	25	300	1
1 Boatswain.....	20	240	2
1 Gunner.....	20	240	2
1 Carpenter.....	20	240	2
1 Cook.....	18	216	1
1 Ballmaker.....	20	240	2
1 Steward.....	18	216	1
1 Cooper.....	18	216	1
2 Boatswain's Mates.....	19	458	2
1 Carpenter's Mate.....	19	228	1
1 Master-at-Arms.....	18	216	1
5 Quarter Gunners.....	18	1,080	5
1 Armorer.....	18	216	1
82		9,636	50
46 Able Seamen..... \$17	9,180		
30 Ordinary Seamen..... 12	4,320		
21 Marines.....	1,512		
12 Boys..... 8	1,152		
Total.....		16,164	
Total.....		25,790	

Officers' pay.....	\$9,636
Men's pay.....	16,164
50 rations per day amount to 18,250 rations per annum, at 28 cents.....	5,110
Total pay and rations.....	\$30,910

Estimate of provisions for 140 men for twelve months

108 barrels of beef, at.....	\$13.00	\$1,404.00
108 barrels of pork.....	17.00	1,834.00
430 gallons of molasses.....	.75	322.50
50 cwt. of rice.....	4.00	200.00
675 pounds of butter.....	.15	101.00
5,250 pounds of cheese.....	.12	630.00
430 pounds of candles.....	.20	86.00
605 gallons of vinegar.....	.30	181.50
84 bushels of beans.....	.80	67.20
3,030 gallons of rum.....	1.00	3,030.00
505 pounds of soap.....	.13	65.65
19 barrels of flour.....	8.00	152.00
17 barrels of Indian meal.....	4.00	68.00
380 cwt. of bread.....	3.33	1,266.00
60 gallons of lamp oil.....	1.00	60.00
250 bushels of potatoes.....	.50	125.00
60 cwt. of salt fish.....	6.00	360.00
Dollars.....		9,879.10

RECAPITULATION

Pay and rations.....	\$30,910.00
Provisions.....	9,879.10
Medicines, hospital stores, &c.....	1,200.00
Contingencies.....	10,000.00
Total.....	\$51,989.10

No. 7

Estimate of the pay and rations for the officers and crew of the schooner Retaliation, consisting of seventy men

	Per month	Dollars	Rations per day
Lieut. and Commander.....	\$50	600	3
Lieutenants.....	40	480	3
Midshipman, to act also as clerk.....	25	300	1
1 Surgeon's Mate.....	30	360	2
1 Gunner's Mate.....	19	228	1
1 Boatswain's Mate.....	19	228	1
2 Master's Mates.....	20	480	2
1 Steward, to act as Purser.....	25	300	1
1 Cook.....	18	216	1
20 Seamen, at..... \$17	4,080		
15 Ordinary Seamen..... 12	2,160		
10 Boys..... 8	960		
15 Marines.....	1,080		
		8,280	
Total.....		11,472	15
Total pay.....			\$11,472
15 rations per day amount to 5,475 rations per annum, at 28 cents.....			1,533
Total.....			\$13,005

Estimate of provisions for seventy men for twelve months

54 barrels of beef, at.....	\$13.00	\$702.00
54 barrels of pork.....	17.00	918.00
215 gallons of molasses.....	.75	161.25
25 cwt. of rice.....	4.00	100.00
338 pounds of butter.....	.15	50.70
2,625 pounds of cheese.....	.12	315.00
215 pounds of candles.....	.20	43.00
300 gallons of vinegar.....	.30	90.00
42 bushels of beans.....	.80	33.60
1,515 gallons of rum.....	1.00	1,515.00
250 pounds of soap.....	.13	32.50
9 barrels of flour.....	8.00	72.00
8 barrels of Indian meal.....	4.00	32.00
180 cwt. of bread.....	3.33	600.00
25 gallons of lamp oil.....	1.00	25.00
125 bushels of potatoes.....	.50	62.50
30 cwt. of salt fish.....	6.00	180.00
Dollars.....		4,932.55

RECAPITULATION

Total pay and rations.....	\$13,005.00
Provisions.....	4,932.55
Medicines, hospital stores, &c.....	900.00
Contingencies.....	6,000.00
Total.....	\$24,837.55

120 NAVAL OPERATIONS; NOVEMBER 1798-MARCH 1799

No. 8

Estimate of the pay and subsistence of the crew of a galley, consisting of three officers and twenty-five privates, for twelve months

	Per month	Dollars	Rations per day
1 Master and commander	\$40.00	450	3
1 Lieutenant	30.00	360	2
1 Boatswain	20.00	240	2
25 Privates	6.00	1,800	25
Dollars		2,880	32

Pay.....\$2,880.00
 Thirty-two rations per day will amount to 11,980 rations per annum, at 28 cents. 3,270.40
 \$6,150.40

Estimate of provisions for the crew of a galley, consisting of three officers and twenty-five privates, for twelve months

22 barrels of beef, at.....	\$13.00	\$286.00
22 barrels pork.....	17.00	374.00
86 gallons molasses.....	.75	64.50
10 cwt. rice.....	4.00	40.00
135 pounds butter.....	.15	20.25
1,050 pounds cheese.....	.12	126.00
86 pounds candles.....	.20	17.20
120 gallons vinegar.....	.30	36.00
16 bushels beans.....	.80	12.80
606 gallons rum.....	1.00	606.00
100 pounds soap.....	.13	13.00
4 barrels flour.....	8.00	32.00
3 barrels Indian meal.....	4.00	12.00
70 cwt. of bread.....	3.33	233.33
10 gallons lamp oil.....	1.00	10.00
80 bushels potatoes.....	1.50	25.00
12 cwt. salt fish.....	6.00	72.00
Dollars		1,980.08

RECAPITULATION

Pay and rations.....\$6,150.40
 Provisions.....1,980.08
 Contingencies.....1,200.00
 \$9,330.48

No. 9

Estimate of the pay of a cutter of fourteen guns and seventy men

	Per month	
Captain.....	\$50	\$600.00
1st Mate.....	35	420.00
2d Mate.....	30	360.00
3d Mate.....	25	300.00
1 Boatswain.....	20	240.00
1 Carpenter.....	20	240.00
1 Gunner.....	20	240.00
1 Cook.....	18	216.00
30 Able seamen.....	17	6,120.00
10 Ordinary seamen.....	12	1,440.00
14 Marines.....		1,008.00
8 Boys.....	8	768.00
Dollars		11,952.00

Estimate of provisions for a cutter of fourteen guns and seventy men, for twelve months

54 barrels of beef, at.....	\$13.00	\$702.00
54 barrels pork.....	17.00	918.00
215 gallons molasses.....	.75	161.25
25 cwt. rice.....	4.00	100.00
338 pounds butter.....	.15	50.70
2,625 pounds cheese.....	.12	315.00
210 pounds candles.....	.20	43.00
300 gallons vinegar.....	.30	90.00
42 bushels beans.....	.80	33.60
1,515 gallons rum.....	1.00	1,515.00
250 pounds soap.....	.13	32.50
9 barrels flour.....	8.00	72.00
8 barrels Indian meal.....	4.00	32.00
180 cwt. of bread.....	3.33	600.00
25 gallons lamp oil.....	1.00	25.00
125 bushels potatoes.....	.50	62.50
30 cwt. salt fish.....	6.00	180.00
Dollars		4,932.55

RECAPITULATION

Pay.....\$11,952.00
 Provisions.....4,932.55
 Contingencies.....1,500.00
 Medicines.....600.00
 \$18,984.55

No. 10

Estimate of the pay of the officers and crew of a cutter of ten guns, and thirty-four men

	Per month	Dollars
Captain.....	\$50	600
1st Mate.....	35	420
2d ditto.....	30	360
3d ditto.....	25	300
		1,680
15 Able seamen.....	17	3,060
7 Boys.....	8	672
8 Marines.....		576
		5,988

Estimate of provisions for thirty-four men, for twelve months, for a cutter of ten guns, for twelve months

26 barrels of beef at.....	\$13.00	\$338.00
26 barrels of pork.....	17.00	442.00
100 gallons of molasses.....	.75	75.00
12 cwt. rice.....	4.00	48.00
160 lbs. butter.....	.15	24.00
1,300 lbs. cheese.....	.12	156.00
100 lbs. candles.....	.20	20.00
150 gallons vinegar.....	.30	45.00
20 bushels beans.....	.80	16.00
770 gallons rum.....	1.00	770.00
120 lbs. soap.....	.13	15.60
6 barrels flour.....	8.00	48.00
5 barrels Indian meal.....	4.00	20.00
82 cwt. of bread.....	3.33	273.33
15 gallons lamp oil.....	1.00	15.00
60 bushels potatoes.....	.50	30.00
15 cwt. salt fish.....	6.00	90.00
		2,426.93

RECAPITULATION	
Total pay.....	\$5,988.00
Provisions.....	2,426.93
Contingencies.....	1,500.00
Medicines.....	500.00
	\$10,413.93

[Am. State Papers, Naval Affairs Vol. 1, 1794-1825.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 24 December 1798

This 24 hours first part Strong gales and thick of Snow at 1 pm Handed Topsails Sounded in 25 fathoms watter at ½ 5 p m Sounded in 14 fathoms wore Ship To Eastward at 8 pm wore Ship To westward at 11 pm Sett Close Reef Topsails at 8 am Saw Block Island Bearing N W 3 Leagues Distns Wore Ship To E n E 2 Reefs out Each Topsail and Reef out Courses at 11 am made Nomans Land Bearing E B N Gay Head N E Cudey Hunk N W plying To windard To Beat in To the Sound Brig *Pickring* [*Pickering*] in Company Dark Cloudy weather attended with Snow Squawls.

[Lat. 41. 11 North]
[Long 71. 35 West]

[NDA. Journal kept by Joseph Strout, 1798.]

[25 December 1798]

To Secretary of the Navy, from Lieutenant William Bainbridge, U. S. Navy

Guadaloupe, Baffe Terre, January 3d, 1799.

SIR, I wrote to you on the 25th November, 1798, informing you of the loss of the United States schooner *Retaliation*, under my command, captured on the 20th of said month, by the French frigates *La Volantaire* and *La Insurgente*, from France, via. Cayenne.

As I have already given you the particulars of my capture, which letter has I hope come to hand, shall omit it here. On board of the *Volunteer* to which ship I was removed from the schooner, came General Desforneaux, the particular agent of the Executive Directory of Guadaloupe, to supersede the well known brute, Victor Hughes.

When we were brought into this port, all the crew were imprisoned; myself and officers were ordered to share the same fate. To capt. St. Laurent we are indebted for our liberty on board the different ships, except Lieut. Geddes of marines, who met with the fate of a dungeon, and was cruelly and unjustly treated. After being confined on board 12 days, I obtained the liberty of coming ashore without uniform.

Having received a letter from capt. Murray, mentioning he had wrote to the agent respecting an exchange of prisoners — I waited on him to know whether he would agree on an exchange — His answer was he did not consider us as prisoners; but detained us from political motives, meant to treat us as friends and allies, as such considered us. I told him I should be glad to see such treatment realised by conduct; that I considered myself a prisoner, and every American in his island, I believed did the same. Never was more cruel treatment bestowed on prisoners, than what the greater part daily experience — His answer was these were orders given by his predecessor, and which he could not revoke while he remained here.

A day or two after I had this conversation with him, Victor Hughes was made prisoner on board the *Volunteer* frigate.

Every American anxiously waited for a change of treatment, which they had a right to expect from the promise of Desforneaux.

Hearing of the distressed situation of our citizens in goal, who were nearly in a state of starvation; amongst which are many masters of vessels, under the sole direction of a rascally goaler, who has power to insult, beat and imprison them in a dungeon, at his caprice, will and pleasure; which power he frequently exercises to the disgrace of humanity, I waited on Desfourneaux, he promised he would give orders for a change. As I had not the liberty of going to the prison, I could not immediately hear from them, finally flattered myself those orders were given; but when I had the news the treatment, if possible, was worse than before.

On the 28th ult. I waited on and informed him by letter, which you have here inclosed. He then sent an officer down to the dungeon to give orders that they should be released. There myself did I see captain Bacon without a shirt only a night gown: several other captains that had been brought out of their hammocks without hat, shoe, stocking or waistcoat — A cold, muddy ground to lay on, and was informed by them all, they were allowed about 2 ounces of raw salt meat a day. Those unfortunate men are still in that wretched hole,

cannot obtain their cloaths from the goaler, who says he put them there to punish them, and will punish them.

The *La Pensee* frigate at Point Petre, pressed between 20 and 30 American sailors that had just been brought in there by privateers, taken out of American vessels captured by them. Conceiving it my duty to demand those seamen, I did in the presence of two American masters of vessels; — told the general that the captain of *La Pensee* had taken on board by force, and unlawfully detained numbers of American citizens, who I now came to demand — if they were prisoners, put them in prison, and treat them as such, — if neutrals, as he says he considers us, he certainly can have no claim to stop them. But his neutrality is laughable.

He told me he would have them released. — The *La Pensee* remained here two days then sailed for France, without a single one being released. On board the *La Pensee Victor* is gone to France.

The general tells me he will return the schooner to me with my people, as he considers us allies, and will send all the Americans home in a flag.

He wrote our government in this manner — On his passage from France one of the frigates captured me; finding me an armed vessel belonging to the United States a cruising. His time would not admit to take a view of the situation of affairs between France and America; he ordered me in port; he should have immediately let me gone, but political reasons obliged him to lay an embargo which does not now exist, and he leaves me at liberty to depart, advising me to return to my country; with me sends all the American citizens made prisoners previous to his arrival, and an invitation for the citizens of America to come and trade, they shall be respected and treated as allies.

Instead of advising me not to return, he wished to bind me to honor that I positively shall return, and not molest any French cruisers. A great part of these citizens, have been made prisoners since his arrival, and since his acting in his official capacity. If he means to treat us as friends, why were not his prison doors open, and the distressed citizens released? And if not considered as prisoners, why does he compel them to go in a cartel contrary to their wishes, who have been robbed almost naked, and cannot obtain money or credit in this place. His not condemning the *Retaliation*, I conceive, is no step towards reconciliation, the only motive that I believe induces him to return her is, to kindle that party spirit that is dying in our country, on which the French republic has built their romantic ideas.

He now offers to return her, at the same time has suffered American merchantmen, since my arrival here, to be condemned to ten times the value of the schooner.

I shall endeavour to act like an officer belonging to an independent nation, should I see the spirit to preserve that national independency will be the case.

Being well convinced in my own mind was I to accept of her and return to my country, my government would receive me in no other manner than as a cartel.

Mr. Desforneux mentions, he advises me to return to my country — If he will give me the authority which I received from my government, which he has got and means to withhold from me, and returns the schooner without dictating and ordering me how to act, I will receive her. But if the commission which I received from my

government be withheld, new orders from him is given, and I bound to follow the orders he gives me, this is making me a prisoner, under a cloak for him to gain the merit in America for releasing the schooner, and treating us like allies. If I am a prisoner, which I have every right to consider myself, the vessel is a prize, commanding her would be commanding an enemy's vessel. If not considered as a prisoner, why bind me to act as they think proper.

Thus, sir, I have stated to you the terms on which she will be offered, & the conditions on which I will receive her; I trust they are such as will meet your and my country's approbation.

I am well assured he will not give her on these conditions, and my non compliance to his terms I expect will exasperate him to that degree to imprison me. But let my fate be what it will I am determined to act as becoming an officer of the United States.

There is from the best information I can receive, from 230 to 250 American prisoners in this island — To-morrow or next day I shall know my fate, when I shall let him know on what conditions I will receive the schooner. Should he change his mind in sending us to our country, we trust our government will recollect that they have citizens cruelly treated, not like prisoners of war, and will release us from this French bondage.

I am with due respect,
Your obedient servant,

WILLIAM BAINBRIDGE.

BENJAMIN STODDERT, ESQ.
Sec'y of the Navy.

[LC, "Coliseum and Museum and Savannah Advertiser" March 15, 1799.]

[Enclosure]

[25 December 1798]

To General Desfourneaux, Commander-in-Chief of Island of Guadalupe, from
Lieutenant William Bainbridge, U. S. Navy

GUADALOUPE, *Dec. 28th 1798.*

The friendly disposition which you appear to have for Americans, and of which I have had the proofs, makes me certain you are a stranger to the cruel treatment that some of the American citizens experienced in this place. As I do not mean to enter into an investigation of their whole treatment, I will only give a detail in part.

On Christmas night, the 25th inst. some of the prisoners were making themselves as happy as their situation would admit, by singing, without making any riotous noise, the jailer came in, and took numbers of them out and sent them to a dungeon. Had this fate fell on them who were a singing, it would then, in my opinion have been ungenerous; but not so cruel as it actually was. He took four or five American masters of vessels (who I believe are respectable citizens) out of their hammocks marched them down, without hat, shoe, or stocking, almost without any thing to cover them, put them in a dungeon, in which place 12 persons are now confined, with only a small hole to give them light and air, nearly in a state of starvation, and cannot obtain the liberty of having their clothes sent them.

As a proof of the captains being innocent of the noise, as the goaler states it, but of which, from the information I received, he was himself too much intoxicated to be a proper judge, captain Lum was asleep, when the goaler came in and took him out of his hammock. Capt. Bacon, who was also in his hammock, knowing capt. Lum to be asleep at the time of the noise, got out of his hammock, to inform the goaler that capt. Lum was innocent; for which information, he was obliged to accompany captain Lum to this dreadful place, where they are now confined.

With confidence that you will release these unfortunate men from their present situation.

Your obedient servant,

WM. BAINBRIDGE.

General DESFORNEAUX,
particular agent of the
Executive Directory of Guadaloupe.

[LC, "Coliseum and Museum and Savannah Advertiser," March 15, 1799.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 25 December 1798

This 24 hours first part fresh gales and Cloudy weather plying To windard for the Vinyard at 2 p m Sounded in 18 fathoms watter Duble Reeft Topsails at 5 pm Tact Ship To N E Nomans Land Bore E b n 7 miles Distns at 7 Pm past gay head at 8 p m one Reef out Each Topsail at 9 pm past Tarpolen [Tarpaulin] Cove at 11 pm Came To anchor in Holmes Hole five fathoms watter Brig *Pickring* [Pickering] in Companey 20 Sail in Holmes Hole Bound over the Sholes Cloudy weather wind at N N W

[NDA. Journal kept by Joseph Strout, 1798.]

To Secretary of State, from James L. Cathcart, U. S. Consul, Tripoli

PORT PENN Dec^r 26th 1798

D^r SIR I have this moment rec^d y^r of the 24th & shall punctually adhere to the directions contained therein We arrived at this place on the 24th ins^t & found the Vessels entirely closed in with the ice, which extends nearly over to the Island — This day the thaw has had a visible effect upon it, & should the atmosphere continue in the same state for two days more, we probably will put to sea with the first N W gale — Cap^t Geddes has just arrived here from Newport with Gunpowder & [word obliterated] Stores for the squadron —

I am Sir with sentiments of respect & esteem

Y^r most Obd^{nt} Hum^{le} Serv^t

JAMES LEA^t CATHCART

HON^{bl}° TIMOTHY PICKERING Esq^r

[SDA. Tripoli. Vol. 1, 1796-1799.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26th Dec. 1798

To the Sec^y Treasury

SIR M^r Humphreys has been employed in building and Superintending the equipment of all kinds of Vessels. The Algerine Vessels — the Revenue Cutters and the Vessels on the Navy Establishment, The public have a Cheap bargain of him, at 2,000 Dollars p annum for his Services.

He thinks the Algerine business should pay him half a year — the Revenue Cutters a quarter & the Navy a quarter — Will you be so good as to direct, if you approve, the collector to pay him a quarter's Salary.

I have the honor &c^s

[NDA. Req. on US T, 1798-1803.]

To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges* 26th Dec^r 1798 — 7 PM
Lat^d 27° 40' N. Long^d 66° 30' W.

SIR Situation permits only to inform you of my being well with the United States Ship under my command as per date. Having fallen in with the Ship *Charles* of Boston: capt^y Moses Barnard, own'd by M^r David Sears, from Batavia — Being in want of bread, I have furnish'd him with 300 lb. — for which his rece't is enclos'd

The weather has been heavy since I left the Delaware — but it has serv'd only to prove we have nought to fear from it: except in extreme violence indeed — The wind now favorable to proceed to my station, & no time shall be lost to effect it —

I have the honor

&c. &c.

T. T. [THOMAS TINGEY]

Hon^{ble} BRJⁿ STODDERT

[NDA. Tingey LB, 1798-1800.]

To Captain George Price, of the U. S. Revenue Cutter *General Greene*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26th Decem^r 1798. —

Cap^t GEORGE PRICE

SIR You will please to proceed, with the *General Greene*, under your Command; to New York, — where you will call on the Collector, Joshua Sands Esquire for as much provisions as your Vessel can conveniently carry. — From New York, you are to proceed, with Cap^t Leonard of the *Governor Jay*, to the Havanna, to join Cap^t Decatur — But you will receive from me, while you remain at New York additional Instructions. —

I have the honor to be &c

[NDA. OSW, Vol. 1.]

Signals to be Observed by Merchantmen under Convoy of U. S. Frigate *Constellation*,
Captain Thomas Truxtun, U. S. Navy

[26 DECEMBER 1798]

Signals to be observed by the Merchantmen under Convoy of the
Constellation Frigate, under my Command. —

N ^o 51. To get Underway.....	A red, and a blue Flag.
108. To anchor.....	Blue Flag, a white, & a red Pendnant.
4. To make Sail.....	Blue & white Pendnant
10. To shorten Sail.....	Blue Flag, & a white Pendnant
45. To tack, or ware.....	Blue & white Pend ^t and red Flag.
97. To disperse.....	White, & blue Flag, & red & white Flag
74. To follow Motions of Commo ^d	Red & white Flag, & blue & white Pend ^t
To sail in close Order.....	White & red Pend ^t & white & blue Flag.
To speak the Commodore.....	Hoist your Jack at the Main top Gall ^t Mast head
In distress.....	Hoist your Jack at the fore top Gall ^t Mast head
On seeing Land, or any Danger.	Hoist your Ensign at Mizzen Peak, or if a Boom Sail Vessel, main Peak.

HAMPTON ROADS 26th December 1798.

N. B. Should you not have the above Signal colours for Speaking the Commo-
dore, you may hoist your Ensign in Stead of them. — and Should you not have
the Colours to make the Signal of distress, You may hoist your Ensign Union
down — you may under a Similar Circumstance on Seeing land or any danger
hoist your Ensign with a Pendnant over it, at the distance of Six feet. —

THOMAS TRUXTUN.

[HS of Pa. NDA photostat. Truxtun's LB, 1798-9.]

To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass., at Mrs. Peabody's,
Boston, from Captain Moses Brown, U. S. Navy

[U. S. S.] *Merrimack* Dec^r 27th 1798.

Cap^t JOHNSON

SIR I have Just got on board find y^r Ships hold full & thirteen hh^{ds}
Bread left where we Shall store them I donte Know but Must do ye
best ever Cann you know ye bussel we have been in it has not been
possible for the officers to do any thing about a quarter Bill wach list
or boarding list, but Shall Use Every Exertion to be Ready for Sea
on Sunday if not I Shall Come to town & See you Am Sir

Y^r humble Serv^t

M. BROWN

There is not an Inch of Sheat lead on board Except that came down
from town 108^{lb}; it took ye whole that came from Newburyport to
lead Round the Different parts of ye galley.

M. B.

[H.S. of Old Newbury, Original.]

To William Pennock, Navy Agent, Norfolk, Va., from Captain Thomas Truxtun,
U. S. Navy

UNITED STATES SHIP *Constellation*
Hampton Roads 27th December 1798 —

DEAR SIR, I shall sail the first Wind. Garretson goes up to release
the two Men, and pay them their Wages &c. I dined and spent an
agreeable Day with the English Admiral the 25. Instant, and am

sorry it is not likely we shall agree on a Salute, the Circumstance stands thus. When a British Post Captain salutes a Flag Officer, two Guns less is always returned from the Ship carrying the Flag, and this Mode Admiral Vandepout proposed to me, when I mentioned my Disposition to salute him, on sailing from hence, but it is impossible for me to acquiesce without degrading the Flag of the United States.

The *Constellation* will be sailing out of a Port of the United States, and by giving the Salute, an equal Number of Guns ought to be returned. There is certainly a great Difference, between one of his own Ships saluting him, and that of a foreign Man of War, within one of her own Ports. This little Contention of Etiquet will however cause no Difference, or Offence on either Side, for I believe a good Disposition to harmonize subsists with both Parties. I am with great Respect

Your Obed^t h^{ble} Serv^t

T T[RUXTUN]

W^m PENNOCK Esq^r
Naval Agent
Norfolk.

[HS of Pa. NDA photostat, Truxtun's LB, 1798-9.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 27 December 1798

This 24 hours first part modarate gales and Cloudy weather at 1 pm abreast of the East Chopp of Holmes Hole at 3 pm Cape Poge Bore South 2 miles Distnce at 4 pm the wind Came from the S E and Tide ahead Bore away for Holmes Hole at 7 Pm Came To anchor again

Midle part Strong gales from S S E attended with Rain at 6 am waid anchor and Came over the Shoales *Pickring* in Companey at 10 am Came past Nantuket Lighthouse at mrden gott over the Shoales and Bore away North for Cape Cod all the Latter part thick weather No obbrs To Day

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of James Pity, U. S. Frigate *Constitution* Friday, 28 December 1798

Wind S.W. and Cloudy employ'd clear^r Ship for Sea Sent the Launch to Castle William for Powder @ 5 this Launch Return'd with 22 Bbls. Powder. C. C. Russell 1st Lieut. & William Amory 2^d Lieu^t Marines left the Ship and went on Shore. Jnⁿ Cordis 2^d Lieu^t was Arrested, Suspended & Discharged from further Duty for Oppression and Disobedience of Orders. @ 10 A.M. Unmoord Ship & hove Short on the Small Bower at Merdⁿ Moderate Breezes & Cloudy.

[NDA.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, U. S. Frigate
United States, 28 December 1798

In studding sails —

In jib & staysails & $\frac{1}{2}$ past 6 up courses. at 7 Tack'd to the N^e
and hove to.

At $\frac{1}{2}$ 5 A.M. made sail. At $\frac{1}{2}$ 6 saw a sail bearing S.E. At 8 spoke
a ship from Portsmouth N.H. bound to S^t Thomas's

Saw a sail bearing S by E.

[Latt^d 17.50]

[NA.]

To Josiah Parker, Chairman of Committee of House of Representatives, from
Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec [29] 1798

JOSIAH PARKER Esq^t

*Chairman of the Committee of the
House of Representatives.*

SIR I have given to the enquiries, you have done me the honor,
as Chairman of a Committee of the House of Representatives, to
make of me; all the Consideration my desire to comply promptly
with the wishes of the Committee, would permit — and now proceed
with great diffidence, to submit the result. The protection of our
Coast, the security of our extensive Country from invasion in some
of its weaker parts, the safety of our important Commerce; and our
future peace when the Maritime Nations of Europe, war with each
other, all seem to demand, that our Naval force should be aug-
mented; — so much augmented indeed, as to make the most powerful
nations desire our friendship, — the most unprincipled respect our
neutrality.

The peacefull charrector of America will afford to the world sufficient
security, that we shall not be easily provoked to carry the war into
the Country of an Enemy; and it well becomes the Wisdom of America
to provide a cheap defence to keep from our own.

Twelve Ships of Seventy four Guns, as many Frigates, and twenty
or thirty smaller Vessels, would probably be found, our Geographical
situation, & our means of annoying the Trade of the Maritime
powers, considered, a force sufficient to insure our future peace
with the Nations of Europe. It would not perhaps be hazarding
too much to say; that had we possessed this force a few years ago,
we should not have lost by depredations on our Trade, four times
the sum necessary to have created, & maintained it during the whole
time the War has existed in Europe. If we do not profit by ex-
perience, and put ourselves in a situation to resent insults, and punish
aggressions, nothing is more likely, than that in less than half a
dozen years, another occasion may be presented, for a repetition of
the same mortifying observation.

In another and a still more interesting view of this subject; mutual
safety was a leading motive, & must ever remain, a strong cement of
our Union. Whether this security can be afforded unless we are
able to Command our own Coast, — and whether the union of
all the States can be long preserved without it, are questions which

merit the most serious, & attentive consideration of American Legislators. I forbear to dwell on this fruitfull, perhaps delicate topic, However, to attend to our more pressing concerns; We cannot feel intirely secure that we are not to be exposed to great calamities from the ambition, or animosity of France, untill a considerable addition be made to our Naval force. If twelve Ship of Seventy four Guns are added to our Navey; an Invasion of any part of our Country would be rendered so difficult, that it would scarcely be attempted. — For it is not possible to conceive, that France would promise herself any advantage by an Invasion of this country, equal to the enormous expence, & still more enormous risk, if we should be so prepared to resist her; She would be obliged to employ more than double the Number of Ships of equal force, to convoy her armies, provisions, and Stores, and to keep the communication open between her armies, & her own Country. — France can calculate, and will calculate the loss and probable gain of her enterprize. — When she find's that she cannot deceive us, that she cannot arm our Citizens to carry on this work of subjugation, Insolent, and unfounded expectation! that we are determined, on manly resistance, and that we take vigorous measures, to put ourselves into a proper posture of defence. — Even France with all her Pride, and all her Heroism, will consult her Interest and avoid war with America, and like other Nations, she will discover that it will not only be just, but politic to indulge us in our favorite wish of preserving peace with all the world. Thus then, in whatever views the subject is considered; whether our object be to prevent Invasion, to protect our Commerce, to obtain a speedy, and a proper peace, to maintain peace hereafter, or by affording security to every part of our Country, to guard against the long train of Ills, which must result from disunion; the wisest, cheapest, and most peacable means of obtaining the end we aim at, will be prompt, & vigorous measures for the Creation of a Navy sufficient for defence, but not for Conquest. —

The United States are doubtless able to bear any expence necessary for their present safety, and future tranquillity; no country increases so fast in population, and resources, — and no country can incur a Debt, with such an absolute certainty of discharging it, without laying more burthens on the people; our revenue arising from the Imports, and other sources, must increase in proportion to the increase of population; and the increase of the latter is certain, no Country ever had less to fear, from the consequences of incurring any debt necessary for defence and safety. —

On the Subject of procuring Ships of 74 Guns, we probably have it in our option, to buy them or to build them; The former will be the most expeditious mode of procuring them, but the latter, if the pressure of our affairs will admit, will be the most honorable & the most advantageous for our Country. — If we buy them from a foreign Nation, it is not to be expected that we shall be able to obtain those of the best quality; & the sum given for them will not be kept at home, and distributed amongst our own Citizens; but will operate against us like an unfavourable balance of trade; my own Idea is that we certainly ought to build the Vessels, in preference to purchasing them, that immediate Measures should be taken, to secure all the Necessary timber; but that the President should be authorized to

obtain, as the exigency of our affairs may require, 12 Ships of 74 Guns by purchase or otherwise. If it should be found necessary to procure them sooner than they can be built; the Timber may be preserved by Docking, untill those purchased decay, or for a Century, if it should not be wanted sooner. —

The Estimates herewith will shew the expence of building, and equipping 12 Ships of 74 Guns, and 6 Brigs or Schooners, to mount not exceeding 18 Guns. The latter would be highly usefull in scouring the West Indies, and we have not a sufficient proportion of this Size. —

Three of the largest of the 24 Gun Ships, might be converted into Frigates of 32 Guns; The whole annual expence — of Maintaining the Navy; would then be 5,383,540-6/100 Dollars, the Annual expence of the existing navy is 2434,261.10/100 Dollars. — The difference would be the annual expence of the proposed addition 2,949,278-96/100. —

In time of peace a small proportion of this sum would be sufficient to keep the Ships, in a State of preservation. — Every material article for the building, and equipment of Ships of War, Copper excepted, and probably copper also, may be procured, the growth or manufacture, of our own Country. — It is true that we have heretofore used cordage, made of hemp of foreign growth, and imported Canvas, — and these articles constitute, if ware and tear be included, one third part of the expence of building, equipping, and refitting our Vessels of War. But Manufactories of Canvas have been theretofore established in the Eastern States; and with proper public encouragement, may be received, and made to supply, at least the public demand; — and it is most certain that any quantity of hemp, can be raised, on the Ohio, & Mississippia, the Susquehana, the Potomak, James River, and other parts of the United States; if the growers of it are assured of a ready Market, and at a price, less than that given for imported hemp; though if the prices of Cordage, and Canvas, the intire growth, & Manufacture of the Country, should be found at first a little dearer than the imported; the good policy of paying the difference, to our own Citizens, to render ourselves independent of Foreign Countries, for articles so essential to our defence cannot for a moment be doubted. —

Timber can at present be had in almost every part of the United States; but in the greatest abundance, and of the best quality on the Chasapeak Bay, and the Waters which empty into it; — and in the Southern States. The live Oak of Georgia, is thought to be almost indispensable, in the Construction of our largest Ships, to be used in those parts most subject to decay; but the White Oak of the Chasapeak, is not greatly inferior. — It is however highly desirable, to use the live Oak of Georgia as long [as] it can be obtained; more especially in Ships built Eastward of the Chasapeak; and by a proper mixture of this timber, with that of the growth of the Country, good Vessels may be built, in every part of our Country. —

The Islands on the Coast of Georgia; on which the live Oak is found, are supposed to be more healthy than the Main land; near the Coast they are also thought to be very important for the production of Cotton; hence this valuable timber is becoming scarce every where, convenient to water transportation. Two methods suggest themselves, for obtaining Supplies beyond the immediate demand. — To

buy one or two of the most Valuable Island; and cause the timber to be procured, for the future uses of the Navy; to purchase the timber, as the Islands are cleared by the Owners; and have it transported to the places fixed on for building our Ships; and docked until it be wanted. With respect to a purchase the lands are held at prices, greatly beyond what was the supposed Value of them a few years ago; and it is believed they have become less valuable for public purposes, in consequence of the Efforts which have been made, and are daily making, to clear them for Cultivation. —

On the subject of other kinds of timber possibly, when it is seen by the Citizens, that it is worth preserving, it may be sufficient to trust, in a great degree, to their attention to private Interest for the preservation of a Quantity equal to the public demand. It would, however, be but prudent to expend One hundred thousand dollars, in a way to secure enough of the White Oak, and yellow pine, both of which are indispensable, in the Construction of good Vessels; to last the public, in aid of Supplies from Individuals for ages, 100,000 Dollars could be so laid out, and I believe the Expenditure would be judicious. —

No extraordinary means are necessary to be used, for procuring Naval, & Military Stores, except, — the Articles of Hemp, Canvas, and Copper. Cannon can be made in many of the States, equal to any that could be obtained from Foreign Countries; also Muskets, & Bayonets, Pistols, Swords, Boarding pikes; & indeed every other article necessary for Ships of War. —

Although Copper Mines are found in many parts of the Country; yet the most certain means of procuring present Supplies, will be by importation; the enterprising Spirit of the Merchants has heretofore furnished enough for the public demands, and may be trusted for future supplies, so far as may be necessary for the Ships now contemplated to be added to our Navy; it is to be presumed, that before more Ships are wanted; and possibly before any that may now be authorized; are in a state to require the Copper, Means may be devised for obtaining it in the United States. —

Docks will be highly necessary, in repairing our Ships; to avoid the tedious, expencive, & sometimes dangerous, operation of heaving down. They can undoubtedly be made in the Eastern States, where the tides rise very considerably. — probably in New Hampshire, Massachusetts, or Rhode Island, Whether they can be made with equal advantage, or to answer valuable purposes; to the Southward of Rhode Island, or New York, I cannot form any accurate judgment, from any information I possess, though it would unquestionably be a great public advantage, to have a Dock, near the entrance into the Chesapeak Bay, and another still further South if Circumstances will Admit; Docks for repairing Ships, ought to be convenient to the Sea, and yet not easily accessible to an Enemy. Yards for building the Ships, where large Quantities of Materials would be deposited (the destruction of which would be an object with an enemy,) should be, according to the opinion of M^r Humphreys, a Gentleman of considerable Science, and experience, in Naval Architecture; “in the Vicinity of a Commercial City; for the Convenience of procuring able Workmen within the reach of good White Oak timber; in fresh water where the timber may be deposited without danger from the Worm; on a River running East, and West, or nearly so, with a high

Bank; and where the harbour is secure from stormy weather, and freshes, out of the reach of an enemy, and near a good stream of Water, 18 or 20 feet higher than the surface of the River; for the Convenience of making Lock Docks, sawing timber, and for many other Valuable uses." — Perhaps the most expeditious mode, of Building Ships immediately wanted, will be to set them up in several different places, & by such means, avail ourselves of the Resources of different parts of the Country; I am by no means certain that this method will not also be the most economical, under present Circumstances; & with little seasoned timber in the Country; and it will certainly distribute more equally amongst the States, the advantage which may arise, from supplying the Materials, and the Labour. But the subject being new, I am not possessed of sufficient Information, to Judge with precision where these places ought to be. At a future time when the Pressure may be less, & our Experience greater; two or three places uniting the greatest number of Advantages; may be fixed on for Building all the large Ships of the United States. — The Mode heretofore pursued, for obtaining Naval Stores for the Ships in public Service, has been, to get such supplies on the Spot; as could be procured on moderate terms by the Agent for Building or equipping the Ship; — Sending from Philadelphia or else where such articles only, as could not be so supplied, — untill it can be ascertained, what places should be selected for permanent Building Yards; no great inconvenience, will result from pursuing the mode already adopted for supplying the Naval Stores. —

Deposits of Masts, to supply quickly Vessels which may come in dismasted, will be made at Boston, and Norfolk, — measures indeed have already been taken, for this purpose; — and like deposits must be made, at New York, or Rhode Island; — other articles required by Vessels in distress; can generally be had in these places; and in our other Commercial Cities. — The business of the Naval armament being new in this Country, & complicated; it is impossible in this early Stage, to devise a perfect System; Every day experience will add to the Stock of knowledge possessed by the Country; and it may be best for the public Interest, that the Congress at their present Session, should rely a little more on Executive discretion, than may hereafter be necessary; — At the present Session it may be expedient, and sufficient, That the President be authorized to procure by purchase; or otherwise, 12 Ships of 74 Guns, and Six Brigs, or Schooners, to mount not exceeding 18 Guns; to take measures for procuring, and depositing, in docks of fresh water, & in places of Safety; such Quantities of live Oak timber, proper for Ships of 74 Guns & Frigates, not exceeding in the Whole, such parts of the Frames of 12 74 Guns Ships, & as many Frigates, as may be deemed essential to be of this Species of timber; to cause to be laid out in securing other kinds of Timber, for future uses of the Navy; a sum not exceeding, 100,000 dollars, and to cause not exceeding three Docks; to be erected for the Convenience, of repairing Ships. For so much of these objects as can be accomplished; before the next Session of Congress, an Appropriation of 1,200,000 dollars, with a promise of future Appropriations, may be sufficient. —

I have suggested no plan, for the encouragement of the Manufacture of Sail Cloths; This subject will be better understood in Congress; A

certainty of Sale, as already observed, will be encouragement enough for the Growers of hemp. —

I shall take the liberty to lay before you, in a few days; such alterations in the Rules, for the Government of the Navy; as have been suggested, by some of the most experienced Cap^{ts} with my own Observations. —

I have the Honor to be &c.

[NOTE.—The Estimates herein mentioned are printed in “American State Papers, Naval Affairs” Vol. 1, 1794–1825, pages 67 and 68.]

[NDA. Con. LB, Vol. 1.]

To Benjamin Goodhue, Chairman of Senate Committee, from Secretary
of the Navy

[PHILADELPHIA]

Navy Department 29th Decem^r 1798

BENJAMIN GOODHUE Esquire

Chairman of a Committee of the Senate. —

SIR In compliance with the request contained in your Letter of the 21. Instant, I have the honor to enclose paper A [*] containing a view of all the Vessels of War, employed in and preparing for the service of the United States. —

All those stated to be in service, have sailed, and are ordered for the West Indies. — The Ship *General Greene*, and the Ship *Adams*, it is expected will be in service, in March — and the two Baltimore Ships, nearly as soon — the Ship *Connecticut*, not before May. — The Frigates building by the Public, at Portsmouth & Norfolk will there is no doubt, I believe, be at Sea, next Summer — the Frigate at New York, I fear will be delayed 'til the fall. — and I am apprehensive the Frigates building by the Citizens, may be as long delayed — The Ships building by the Citizens of Boston, and Charleston, it is hoped, will be in service by the end of the Summer — for particular estimates of the expense of equipping the Ships not in service — and for the annual Maintenance of each, I beg leave to refer to the report of the Secretary of the Treasury — and to my report to the House of Representatives [See letter to Jonathan Dayton of 24 December 1798.] in compliance with their resolution of the 18th Instant, both which reports, were ordered to be printed. —

I have also the honor to enclose the copy of my Letter, to the Chairman of the Committee of the House of Representatives, [See letter of 29 December, 1798.] appointed on that part of the Presidents speech, relative to the Navy, which contains all the observations, I am at present prepared to make on the subject of the Navy. —

I have the honor to be &c.

[* See Enclosure A of letter of 24 December 1798 to Jonathan Dayton from Secretary of the Navy.]

[NDA. Con. LB, Vol. 1.]

To Commanders of U. S. Vessels of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec 29 1798

Circular to Commanders of Vessels

SIR It is the positive command of the President, that on no pretence whatever, you permit the public Vessel of War under your Command, to be detained, or searched, nor any of the Officers or men belonging to her, to be taken from her, by the Ships or Vessels of any Foreign Nation, so long as you are in a capacity to repel such outrage on the honor of the American Flag; — If force should be exerted to compel your Submission, you are to resist that force to the utmost of your power — and when overpowered by superior force, you are to Strike your flag and thus yield your Vessel as well as your Men — but never your men without your Vessel.

You will remember however, and it is strictly enjoined by the President, that your demeanour be respectfull & Friendly to the Vessels and people of all nations, in amity with the United States —

And that you avoid as carefully the commission of, as the Submission to insults or injuries.

I have the Honor &°

[NDA. OSW, Vol. 1.]

To Masters of Vessels under Convoy, from Captain Thomas Truxtun, U. S. Navy

[29 DECEMBER 1798]

(Circular) to Masters of Vessels under Convoy.

SIR, It is expected you will at all Times keep as near to me, as you can with Prudence, and that you will be very attentive to the Signals. Day Signals have only been given in Consequence of there being only four Vessels under Convoy, and as you would have it in your Power to follow my Motions, by keeping in a close Order of sailing. I am

Your Obed^t Servant

T. T[RUXTUN]

U. S. SHIP *Constellation*

Hampton Roads 29th Dec^r 1798

[HS of Pa. NDA Photostat, Truxtun's LB 1798-9.]

Extract from journal of James Pity, U. S. Frigate *Constellation*, Saturday 29, December 1798

Wind W. S. W. and Cloudy employ'd getting under way @ 3 Weigh'd & made Sail down the Harbour @ ½ past 3 bro't too with our head N. N. E. for Two Lighters to come along Side rec^d Sundry Stores for Ships Use. @ 5 fill'd & made Sail. @ 6 Boston Light bore W ½ S. 4 Miles dis^t at 8 Set the Watch.

[NDA.]

Extract from journal of U. S. Ship *Herald*, Captain James Sever, U. S. Navy, commanding, 29 December 1798

This 24 hours first part fresh gales and Clear weather at 2 pm the High Land of monement Bore S W 5 Leagues Distns Past point of Cape Codd Bore S E 3 Leagues Distns High Land of Marshfield West gott up T G Yard and Sett T G sails at 3 pm Tact Ship To N N W at 7 Saw Boston & Salem Lights at 8 Saw Cape Ann the wind hawld Round To the Northword Stood for Boston Light at 11 the pilott Came on Bord Run up into Nantasket Road at 2 am Came on thick Snow Storm at 7 am got under Waigh and Run up and Came To anchor off Long Warff Ends thick of Snow and Blowing heavy

[NDA. Journal kept by Joseph Strout, 1798.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, U. S. Frigate *United States*, 29 December 1798

Pleasant & fair with moderate breezes, spoke a Brig, Prat M^r [master] from N. London, for S^t Bartho^w

At 5 a sail in sight bearing S. S. W.

At 6 A. M. saw a sail in chace of us, cleared ship for Action

At 7 she in studding sails & hauled up on a wind to the N^wW^e Wore ship and gave chace. At 9 the chace made signal and American colours, which we answer'd & fired a Gun to Leeward the chace did the same At $\frac{1}{2}$ 11 the chace hove to seeing we overhauled her so fast

At M spoke the *George Washington* Ship War of the U States. Com-more Barry ordered Cap^t Fletcher to proceed to Prince Ruperts Bay in Dominica, we both bore away, made sail —

[Latt^d 16.4]

[NA.]

[December 30, 1798]

Articles of Agreement between Secretary of the Navy and William Lane of Philadelphia and William Salter of New Jersey

Articles of Agreement made this thirtieth day of December, One thousand seven hundred and ninety eight, Between Benjamin Stodert, Secretary of the Navy of the United States, for and on behalf of the said States, of the one part; and William Lane of the City of Philadelphia, and William Salter of the State of New Jersey of the other part. — as follows. —

First — The said Lane and Salter engage to deliver for the use of the United States, at some convenient wharf within the City of Philadelphia, a quantity of Iron Cannon to the amount (calculating at the prices herein after mentioned) of twenty three thousand dollars, of such caliber, and agreeably to such models as may from time to time be determined on by the Secretary of the Navy. — the largest size however not to be more than to carry an Iron ball of twenty four pounds weight.

Second — The said Cannon are to be cast in the solid, and bored truely, so as that the diameter of the bore shall correspond exactly

to each given Caliber, to be perfectly straight, and in the center of the piece from the muzzle to the breech.

Third — That from and after the twentieth day of the present month, the said Lane and Salter shall deliver upon an average, Six complete Guns weekly. —

Fourth — That the said Cannon shall be proved at the expence of the United States, agreeably to such Rules and regulations as have been customary in proving Guns for the United States: — and under the direction of such person or persons as may be appointed by the Secretary of the Navy, or his successors, who shall attend thereto whenever required, by the said Lane and Salter. But should any of the Guns burst in proving, the said Lane and Salter are to pay the expence of Powder. —

Fifth — That the said Cannon shall weigh about two Hundred pounds weight, for every pound weight of the ball which the same shall be intended to carry. —

Sixth — That the said Secretary of the Navy shall allow, and cause to be paid to the said Lane & Salter,

For every ton weight of Cannon, of a caliber to carry a Ball of ighteen or twenty four pounds weight, the sum of One hundred & birty three Dollars and one third. —

For every Ton weight of Cannon of a Caliber to carry a Ball of either Six, nine, or twelve pounds weight, the sum of one hundred & fifty Dollars. —

Seventh — That the said Secretary of the Navy shall cause to be paid to the said Lane and Salter Fourteen thousand Dollars, upon the signing and delivery of the present Contract; and as soon as Cannon is delivered to that amount shall advance a further sum of Five thousand Dollars; and as soon as Cannon shall be delivered to the amount of the sum last mentioned, shall pay for all Cannon as the same may be delivered, until the whole number contemplated by this Contract shall be completed. —

Eighth — In case any disagreement should arise with respect to the fulfilment of any part of this Contract, two persons shall be chosen by each party, who in case of disagreement, shall chuse a fifth person, and their decision shall be final. —

In Witness whereof, the parties hereto have interchangeably set their hands and seals, the day and year above said. —

BEN STODDERT
WILLIAM LANE
WILLIAM SALTER

Sealed and delivered in the presence of Garrett Cottringer

C. W. GOLDSBOROUGH

We the Subscribers do hereby engage to Guarantee the fulfilment of the within Contract on the part of the within named William Lane and William Salter. —

PHILADELPHIA *December 15 1798*

CLAYTON EARL. —

To Captain Nicholas Johnson, Navy Agent, Newburyport, Mass., at Mrs. McNeils,
Federal Street, Boston, from Captain Moses Brown, U. S. Navy

[U. S. S.] *Merrimack* Dec^r ye 30th 1798

Cap^t JOHNSON

SIR This will be handed you by M^r Cole ye pilott by whom I have Sint my Emty Cask to be fill^d With water which he will bring Down — the Guner wants 5 or 6 Shep or Goats Skins that are Dresst to fix his pouch barrels He Never got any & we have not a pouch but Six on board which is allmost as necessary as the Magezine — I wrote you I found 14 hh^{cs} of bread on Deck & ye hold full & all ye Sides of the tween Decks — I have taken M^r Titcomb in to y^e Cabin & fill^d his berth with bread I have now 6 hh^{cs} full Som of which I am filling the bags with but what to Do with the Rest pusels me — Sir the Secretary Allows three Days after ye crew is on board for Adjusting the Books and lists to be Sent on to ye Navy Dep^t I hope it wont take So long but I assure you it is A work of time — I was much Suprizd to finde So few on Board on Examination that Ever Saw a gun fired in Anger but when we Reflect on So long a peace tis no wonder. I wish people did not Raise there minds So high on this Ship th^o I think I have a good Crew if there was time for Disaplining them which you and all ye Commity very well Know has not been the case in Newburyport She could not be completed [?] and here the bitterness of the weather & Every thing hudled on board in confusion has made it Unposible my Crew was never fill^d till I brought Down y^r last Men I Now only want my Cabin Steward which you know wonte Stop Me A minute — Cap^t Green Kept on board his Sloop my powder bag with fresh [?] powder & ammuniton [?] I hant a dought but it was Intentionaly as he took money from the people to by Store and Sent them word by M^r Hooper twas Safe in his hands till they Return^d — Twas well I had ye after guns made 6 Inches longer than the others for the Ship flairs So much aft they only gest go without ye Side port — you never can make a fish [?] and man of War of a piece of wood — my Carages are all too low by five or Six Inches if a Small fellow gits to windward & [word illegible] on board I shall be puzzled to hitt him — I Shall not Come to Town Except I am wind bound after my papers are Ready — but Donte forget the Skins — I wish I was away

My best Respects & Gratitude to y^rSelf and all y^r Commity am Sir
Y^r humble Serv^t

M. BROWN

[HS of Old Newbury, Original.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, Sunday, 30 December 1798

Strong Gales & Snow Stand^d to the Southw^d under close reef'd Top Sails and fore Sail At 2 P.M. Shorten'd Sail At 3 Split the Fore Top Mast Stay Sail Sounded 40 f^m No Bottom A 7 Moderate Breezes & Rain made more Sail from 8 to 10 Winds V'ble & Rain at 10 Winds from N.W. took us all aback braced round & fill'd to ye Eastw^d @ 11 heavy Squalls f^m N.N.W. The Ship made much Water owing to her plunging badly. In Top Sails & Foresail & bro't

her too under the Mizzen Storm Stay Sail @ 4 Heavy Gales & Snow lying too under T. & Mz. Storm Stay Sails @ ½ past 6 Bore up and F. & M. Top Sails & Fore Sail @ 10 Made more Sail

At 12 Moderate employ'd clearing Decks.

[Latitude 42. 30.]

[NDA.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, U. S. Frigate *United States*, 30 December 1798

Pleasant, *George Washington* ship of War in company.

Saw the Island of Dominica bearing W.N.W. dist. 10 lea^s.

Tacked frequently in the night

Arrived at Prince Ruperts Bay Saluted the Fort 13 Guns ans^d equal Number —

[NA.]

To Secretary of State from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31. Decem^r 1798.

SECRETARY OF STATE

SIR I am directed by the President to transmit to you, a copy of the additional Instructions, he has ordered to be given to the Commanders of the Public Vessels of War, bearing date the 29th instant — which I have the honor to inclose. —

I have the honor to be &c

[NDA. Sec. State LB, 1798-1824.

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant David Stickney, U. S. Marine Corps

[U. S.] SHIP *Merrimack* NANTASKET ROAD Dec^r. 31, 1798

Major WILLIAM W. BURROWS

SIR I received yours of the 12 with two hundred Dollars enclosed to pay M^r Johnson I should not have wrote for so much but I expected to pay the Marines board myself with part of it, but M^r Johnson has since paid it, my detachment is completed and I send you a size roll of them made out agreeable to one your adjutant L^t Lewis gave me when at Newb^v Port, with an additional collom of stations for I found there was no place to disstinguish the officers from the privates in the form he gave me. I am very sorry of being under the disagreeable necessity of telling you that I was obliged to send to L^t Lilley at springfield for the remainder of my detachment wich was a Drummer and ten privates one of them wich he sent was so badly wounded in the foot that our surgeon said he was not fit to go to sea, consequently I did not recieve him but sent him back by the searjeant that came with them, and I have enlisted another man in his stead, I have given each man a months pay, the searjeant that came with them told me that the idea of their having a months pay was held up to them when they came on board of a Ship, I have taken

two months pay to myself wick I suppose is not more than customary as all the officers on board are allowed the same, if I had paper money on board or could go to town to get it I would enclose the remainder to you, for I do not want it on board as the purser is to pay me and the privates, but I cannot send it as the Ship will sail in the morning. I enclose you a bill of expences giving you credit for what I have reciev'd.

I have charged you with the postage of the letters I have reciev'd from you supposing that I ought not pay it myself, I have seven watch Coats on board.

Y^r Obed^t Serv^t

DAVID STICKNEY
L^t of Marines on board the Merrimack

[MCA. LR, 1798.]

To Captain George Price, of the U. S. Revenue Cutter *General Green*, from Secretary of the Navy

[PHILADELPHIA]
Navy Department Dec 31st 1798

Cap^t PRICE
New York

SIR The *General Green* under your command, having as much provisions on board as she will conveniently stow, and water sufficient to last you to the place of destination, and at least 40 rounds of Ammunition, I have it in command from the President, to order that without delay you proceed in Company with the *Governor Jay* Cap^t Leonard — and take under convoy the Ship *America*, with provisions for our Ships of War, to the Havanna, and cruise in the Vicinity of the Havanna, from the Matanzas to the Morea untill you fall in with Cap^t Decatur, of the *Delaware*, under whose orders you will then place yourself Vessel & Crew, — you have heretofore received your Authority to capture French armed Vessels — Armed Cruising Vessels without Commissions, are pirates and from Vessels of this description, our commerce receives a great deal of Injury — you will consider your authority to the capture or destruction of these Vessels also, and in Addition to your former Instructions it is the positive command of the President, that on no pretence whatever you permit the public Vessel of War under your command to be detained, or searched, nor any of the Officers or Men belonging to her, to be taken from her, by the Ships or Vessels of any Foreign Nation, so long as you are in a capacity to repel such outrage on the Honor of the American Flag, —

If force should be exerted to compel your submission, you are to resist that force to the utmost of your power, — and when overpowered by superior force you are to strike your flag, and thus yield your Vessel as well as your men, but never your men without your Vessel, —

You will remember however, and it is strictly enjoined by the President, that your demeanour be respectful, and friendly to the Vessels and people of all Nations, in amity with the United States — and that you avoid as carefully the Commission of, as the submission to insult or injury.

In addressing myself to a Man of courage who feels a becoming resentment for the insulted honor and injured interest of his Country, I can add nothing to stimulate his exertions or animate his Enterprize —

You have already received the Signals complete.

I am &c

I enclose Commissions for

Gerald Byrne — 1st Mate

John Mariner 2^d D^c

John S Oliver 3^d D^c

[NDA. OSW, Vol. 1.]

To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department Dec. 31st. 1798 —

WILLIAM CRAFTS Esq^r.

Charleston So Carolina

SIR I have been and am so much engaged in sending off our Vessels and with Committees of Congress, that I have not been able nor can I now attend sufficiently to letters received from you. —

Six dollars p^r month, Cloathing and one Ration p^r day is certainly as much as ought to be given to Landsmen; of which discription the Crew of a Galley ought to consist; for able seamen cannot be necessary for this Service, however as during the Winter the Galleys can be of Very little use, and as I suppose when they are equipped they can be manned at a short Notice by the Citizens upon any Emergency that may occur; it will not be worth while to encrease the Wages at present. —

If in the Spring it should be necessary, we must be governed by Circumstances, but farther South the lowness of pay does not seem an Obstacle to raising Men. — If more is given at Charleston, the pay must be raised every where;

The Seamen who engage in the Cruising Vessels have no Cloaths from the public. —

If the men for the Galleys would find their own Cloathing, at ten dollars p^r month, the public would be benefited. —

I approve of your having provided Cloathing for the French prisoners altho there has yet been no provision made by law on this subject. —

If you find other articles than those you have provided necessary, such as Shoes or Stockings you may also procure them. — Your Accounts for this Expenditure you will please to forward to the Accountant as soon as convenient. —

Your draft of the 11th Instant for 4000 dollars, has appeared, and is honored. —

Howitzers are not to be got. — Swords & Pistols cannot be necessary — Boarding pikes, muskets & Bayonets will be sufficient for any Service the Galleys can possibly be engaged in — Unnecessary Expenxe should be avoided. —

As to the insufficiency of the Goal — Is there another Goal in the State, to which the prisoners can be Removed? If there be, they

should be removed & the farther from the Sea, the cheaper they can be maintained. — Congress have as yet made no regulations nor provided funds for the keeping of the prisoners. —

Something must be done this Session; but as the States more Eastward have Goals, and are fond of keeping the prisoners for the advantage of Selling their provisions, it is not likely any Goals will be erected at the expence of the United States. —

Commissions shall be sent soon for the Cap^{ts} of the Gallies; in the mean time they can act under your appointment —

I have the Honor &C.

[NDA. GLB, Vol. 1.]

[31 December 1798]

Action Between the Ship *Perseverance*, Captain Wheatland, and a French Privateer
COPY OF A LETTER FROM CAPT. RICHARD WHEATLAND, TO HIS OWNERS

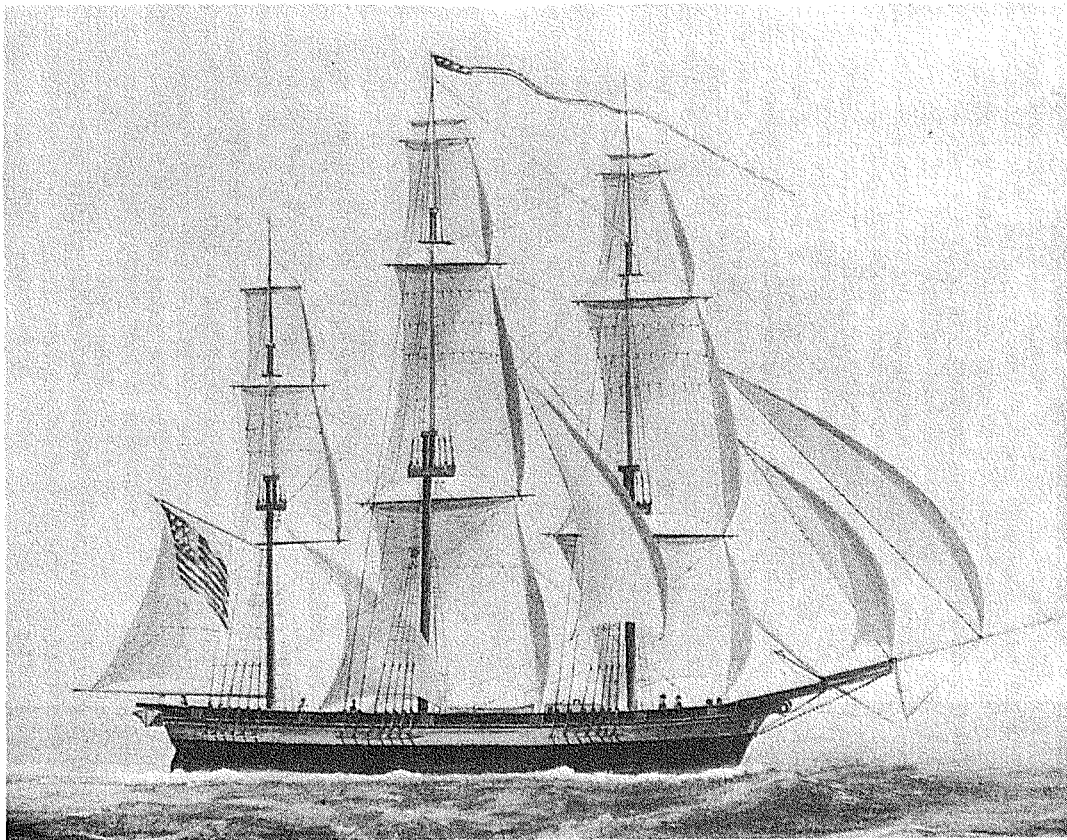
SHIP *Perseverance*, OLD STRAITS OF BAHAMA,
Jan. 1, 1799.

GENTLEMEN,

Conceiving we may possibly meet an opportunity of forwarding this immediately on our arrival at the *Havanna*, or perhaps before, induces me to give an account of our voyage thus far.

Until 26th Dec. met with nothing material, except heavy disagreeable weather, off the coast; and having the winds so far to the westward as to preclude the possibility of making our passage round the Bank, were compelled, contrary to our wishes, to go through the Old Streights of *Bahama*. On the afternoon of the 27th, were boarded by the British frigate *Romilla*, Capt. Rolles, our papers examined, and we treated with great politeness. They purchased (at our own prices) a number of articles from the cargo and of the people. Three days before, they had captured a French privateer sloop, of 10 guns and 60 men, and retook an American brig, her prize. After two hours detention, we were permitted to proceed, which we did, without meeting any interruption, until Monday, 31st December — for particulars of that day, we give an extract from a journal kept on board.

“Dec. 31st, *Key Romain* in sight, bearing south, distance 4 or 5 leagues — A schooner has been in chase of us since 8 o'clock, and has every appearance of a privateer. At 1 o'clock, P. M. finding the schooner come up with us very fast, took in steering sails, fore and aft, and stood for her; she immediately tacked and made sail from us; we fired a gun to leeward, and hoisted the American ensign to our mizen peak; she hoisted a Spanish jack at the mizen topmast head, and continued to run from us. Finding she outsailed us greatly, and wishing to get through the Old Streights, at 2 o'clock, P. M. we again about ship, and stood on our course. The schr. immediately wore, fired a gun to leeward, and kept after, under a great press of sail. At half-past 2, she again fired a gun to leeward; but perceiving ourselves in the narrows above-mentioned, we kept on, to get through them, if possible, before she came up with us, which we effected.



SHIP PERSEVERANCE, OF SALEM.

At 3 o'clock, finding ourselves thoroughly clear of Sugar Key and Key Laboos, we took in steering sails, wore ship, hauled up our courses, piped all hands to quarters, and prepared for action. The schr. immediately took in sail, struck the Spanish jack, hoisted an English union flag, and passed under our lee at considerable distance. We wore ship, she did the same, and passed each other within half musket shot. A fellow hailed us in broken English, and ordered the boat hoisted out, and the captain to come on board with his papers, which he refused: He again ordered our boat out, and enforced his orders with a menace, that in case of refusal he would *sink* us!! using at the same time the vilest and most infamous language it is possible to conceive of. By this time he had fallen considerably astern of us: He wore and came up on our starboard quarter, giving us a broadside as he passed our stern, but fired so excessively wild, that he did us very little injury, while our stern chasers gave him a noble dose of round shot and langrage. We haul'd the ship to the wind, and as he passed us, poured a whole broadside into him, with great success. Sailing faster than we, he ranged considerably ahead, tacked and again passed, giving us a broadside and a furious discharge of musketry, which they kept up incessantly till the latter part of the engagement: His musket balls reached us in every direction: but his large shot either fell short or went considerably over us: while our guns, loaded with round shot and square bars of iron six inches long, were plied so briskly, and directed with so good judgment, that before he got out of our reach we had cut his mainsail and foretopsail all to rags, and cleared his decks so effectually, that when he bore away from us there were scarcely 10 men to be seen. He then struck his English, and hoisted the flag of the "*Terrible Republic*," and made off with all the sail she could carry, much disappointed, no doubt, at not being able to give us a *fraternal embrace*. The wind being light, and knowing he would outsail us, added to a solicitude to complete the voyage, prevented our pursuing him: Indeed we had sufficient to gratify our revenge for his temerity; for there was scarcely a single fire from our guns but what spread entirely over his hull. — The action, which lasted an hour and twenty minutes, we conceived ended well; for, exclusive of preserving the property entrusted to our care, we feel a confidence that we have rid the world of some infamous pests of society — We were within musket shot the whole time of the engagement, and were so fortunate as not to receive but very trifling injury — not a person on board met the slightest harm. Our sails were a little torn; and one of the quarter-deck guns dismounted. The privateer was a schooner of 80 or 90 tons, and fought five or six guns on a side.

We are now within 48 hours sail of Havanna, where we expect to arrive in safety: Indeed we have no fear of any privateer's preventing us, unless *greatly* superior in force. — The 4 quarter-deck guns will require new carriages: one of them was entirely dismounted. We remain, &c.

RICHARD WHEATLAND.

[LC, Boston, "Columbian Centinel", 6 March, 1799.]

[31 December, 1798]

Captain Richard Wheatland, (of the *Perseverance*) in a letter from the Havana, of the 16th of January, adds —

“The Gentleman we brush'd in the Old Straits, 3 days after captured a brig from Charleston, and detained the Captain 16 days on board, and then gave him the boat and set the crew adrift. The Captain has since arrived here, and informs us that the privateer was a schooner of 8 six pounders and 50 men; that a number of her people were dangerously wounded, that she had four round shot through her bottom, a bar iron through her counter, and four feet water in her hold, when she got away; that her sails were cut entirely to pieces, and the boat on her deck was shattered by our discharge of our bar iron.

The villian fought under English colors. In fact they capture under English and American flags altogether. It is impossible to descriminate; and every armed vessel that approaches us (under whatever colours) if we can manage her, shall be fired into. The Master of the privateer observed to the Captain, while he was detained on board, that his men were armed 30 of them with pistols and a short dagger each, and were prepared and determined to board the Ship, but our booms and boarding nettings deterred him. The rascals run up along side American ships, under English Colours, and jump on board, and capture the vessel before they are sensible of it. He had no idea we should dare fire into a vessel with the English union hoisted.”

[LC, Salem, Mass., “Salem Marine Journal” March 5, 1799.]

Extract from Captain Thomas Truxtun's Journal, U. S. Frigate *Constellation*, Monday, 31 December, 1798

From the 26th of October to this Day, no very extraordinary Occurrence has turned up on Board, the Crew have been employed generally in refitting the Ship, receiving on Board her Stores, and keeping her in good Order, the common Transactions of each Day, however, are noted in the Log Book.

At one PM Wind being at West, a fine Breeze, made the Signal for the United States' Brig, *Richmond* of 16 Guns, Captain Barron, and four Merchant Vessels under Convoy to get underway, and immediately after hove up, and proceeded down the Bay. At half past 4 PM put the Pilot on Board a small Schooner at an Anchor near Cape Henry, and stood out to Sea, South East B. East under an easy Sail. At half past 5 PM had a Light put in the Poop and top Lanthorns, the Fleet all in Sight. At half past 7 Ditto spoke the *Richmond*, all the Fleet in Sight, except the Brig *Zephyre*. At 8 Ditto the Light on Cape Henry bore West North West four Leagues Distance, shortened Sail, and run under the Main and fore top Sails, which were double reefed and lowered on the Cap, until 4 AM, and then hove the Main top Sail, to the Mast, and lay to untill Day Light, when, seeing Nothing of the *Zephyre*, made Sail. At 7 Ditto hoisted the Signal for to follow Motions of Commodore, and at half

past 7 hoisted the Signal to sail in close Order, both of which were answered by the *Richmond*, all the Vessels of the Convoy except the *Zephyre*, near us.

Fresh Breezes, and a head Sea launched top Gallant Masts, unbent the Cables, stowed the Anchors, and housed the Guns.

Latitude observed 36°.30' N^o

Longitude Account 74.56 W.

[HS of Pa. NDA photostat.]

Extract from journal of James Pity, U. S. Frigate *Constitution*, Monday, 31 December 1798

Strong Gales & Squally run^t to the Eastw^d under Short Sail found we Ship'd much Water owing to our plunging & Rowling @ 4 Put the Ship before the Wind found She Steerd much bitter & took in less Water.

At 8 Strong Gales & Snow.

At 9 the Ship Labourd much & Ship'd a large Quantity of Water Kept 1 Point more to the South^d & found She Steerd easier & made less Water.

At 10 More Moderate A Merd^r heavy Gales.

[Latitude 39. 59]

[NDA.]

Extract from the journal of Lieutenant John Mullowny, U. S. Navy, U. S. Frigate *United States*, 31 December 1798

Ship *General Washington* arrived at Prince Ruperts Bay Dominica Left Prince Ruperts Bay for Fort Royal Martinico.

[NA.]

[1798]

DESIGN OF THE HEAD FOR THE FRIGATE *Constellation*

NATURE, represented in pleasing extacy at the period of the American Revolution over which she presided: she is crested with fire, her waist is encircled with the zone or signs of the zodiac, her hair and drapery loose and flowing, her right arm and head elevated, her left arm lightly resting on a large sphere, on which the *Constellation* is rising, her feet on a rock, part of which is formed into a rude pyramid, allegorical of the rapid and natural Union of the States, which took place at the commencement of the revolution, and supports the sphere aforementioned.

The Flame ascending from the top of the rock, is expressive of the fire which gave energy to the Patriots; the Water descending from the rock is an allusion to that Temperance peculiarly characteristic of the American revolution; the Scale and Mirror, at the foundation of the Pyramid, emblematic of the Truth and Justice of the cause: the Figure of the Dove or bird of peace, resting in the cap of Liberty expressive of Peace & Freedom, as principal objects of the revolution;

the Herculean club encircled with laurel, is emblematic of that heroic Virtue that defended and obtained the cause; the Broad rock on which the figure stands, is emblematic of that Independence which was the Ultimate end of the Revolution.

The Seasons represented in the trail crowning the Muses, as a pledge of the Free and Uninterrupted progress in all the pleasing branches of Science that open to View in the new World.

As I have represented the *Constellation* in its first appearance, in the Political Hemisphere, or gloriou period of the Revolution, in the head; so I have in the stern represented it in a more matured or permanent state. The centre is a large sphere with the *Constellation* inserted, resting on a massy pedestal of an artificial form, with the fasces inlayd in the pannel, emblematic of the Union and great basis on which our government rests; three large volumes and a Scroll representing the three branches of Government and Constitution, is reclining on the side of the Pedestal, and the Eagle and Arms of the United States on the other; next are two of the cardinal virtues, Fortitude and Justice, introduced as the supports, attributes indispensable with the happiness honor and independance of a Nation. Next to the figure of Fortitude on the Starboard side, is the Figure and emblem of Order, joined to the emblems of Industry and Agriculture, supported by Ceres the Goddess of agriculture in the starboard quarterpiece.

On the Larboard side, next to Justice, is the Figure and emblems of Science, joined to the Arts of Ship building; Navigation, &c. supported by Neptune, the God of the seas, in the larboard quarterpiece.

[NOTE.—No positive evidence is at present available to show that this design was actually installed on the *Constellation*.]

[HS of Pa. Truxtun Papers, Original.]

AMERICAN ARMED MERCHANTMEN, 1798

In connection with the Congressional Act of 9 July, 1798, authorizing the issue of special commissions to American privately owned vessels to attack French armed vessels in the protection of American commerce, the following list of American armed merchantmen operating during the year 1798 has been prepared from such information as is available. In view of the practice prevailing before 1798 of large merchant ships being armed with cannon it must not be assumed every ship listed had received an official commission at this time.

The data for these vessels have been obtained from various sources, including the Custom House Records of the Treasury Department; the French Spoliation papers in the U. S. Court of Claims; the Archives of the State Department; the Baker Library, Harvard University; the Essex Institute; the Massachusetts Historical Society; the Rhode Island Historical Society; and selections from the Privy Council Register (Public Record Office, London) in the Library of Congress. Contemporary newspapers of the principal American seaports have also been consulted for items bearing upon the subject, and in many instances the substance of such newspaper items has been included in the notes as indicated. Unless otherwise indicated the registry data are from custom house records in the Treasury Department.

In some cases where no specific information is available as to the registry port of a vessel, it is possible that a few of them might be of foreign registry. It is also possible that some duplication occurs in listing vessels of the same name where information is incomplete.

ACTIVE, Ship [?]. *Commander*: ————

Allowed to arm in a British port for her defence. Bound from London to Philadelphia, 1798.

[L.C., Privy Council Register, Vol. 45, p. 465; P. R. O., London.]

ADRIANA, Ship. *Tons*: 422; *Guns*: —. *Commander*: ————. *Registry Port*: Baltimore. *Owner*: Seth Barton. Built at Baltimore, in 1795.

Sold by Seth Barton to U. S. Government on 3 May 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Baltimore*.

[GAO. No. 9,803]

The *Adriana* is purchased by government, at Baltimore, and the *Herald*, at Boston, to be fitted for sea immediately as Cruisers. [*The New Hampshire Gazette*, Portsmouth, June 5, 1798.]

ADVENTURE, Ship. *Tons*: 200; *Guns*: 6, 6-pounders, 4, 12-pound carronades. *Commander*: J. Berry. *Registry Port*: New York.

Ship *Adventure*, J. Berry, six 6 pounders, four 12 pound carronades, reported due to sail 1 August [1798] from Glasgow for New York. [*Commercial Advertiser*, New York, October 3, 1798.]

ALBEMABLE, Ship. *Tons*: 230. *Commander*: Joseph Marschalk. *Registry Port*: New York (May 5, 1798). *Owners*: Gerald and John DePeyster, Jas. Scott, Israel Seaman. Built in Bertie County, N. C., in 1794.

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

ALECTO, Schooner. *Tons*: 133; *Guns*: (Built to carry 16). *Commander*: Thos Clarke. *Registry Port*: New York (Nov. 20, 1798). *Owners*: Peter Kemble and Isaac Gouverneur. Built in Connecticut in 1798.

For Sale: The new fast sailing pilot-boat built Schooner *Alecto*, lying at Murray's Wharf, Coffee house slip, burthen 133 tons, built upon the model of the schooner *Gallant* and calculated for carrying 16 guns. For further particulars inquire of Mr. Joseph W. Alsop or Isaac Riley. [*Commercial Advertiser*, New York, August 25, 1798.]

ALBERT, Brig. *Tons: 123; Guns: 6; Men: 15. Commander: Robert Gray. Registry Port: Salem.*

Issued a Clearance on September 8, 1798, at Salem and Beverly, for the North West Coast of America.

[TDA. Custom House Records.]

ALBERT, Brig. *Guns: (Pierced for 16). Commander: _____.*

Brig Alert, Portland, pierced for 16 guns. [*The Massachusetts Mercury*, Boston, August 21, 1798.]

ALBERT, Ship. *Commander: _____.*

Arrived Sloop *Farmer*, Freeman, 20 days from Jeremie. Sailed from Jeremie on the 7th of June under Convoy of the Armed Ship *Alert*, in company with the following vessels etc. [*Commercial Advertiser*, New York, July 9, 1798.]

ALBERT OF BEVERLY, Schooner. *Tons: 75; Guns: 2; Men: 7. Commander: Jacob Oliver. Registry Port: Beverly.*

Issued a clearance on November 30, 1798, at Salem and Beverly, for St. Anders.

[TDA. Custom House Records.]

ALEXANDER, Ship [?]. *Commander: _____.*

Allowed to arm in a British port for her defence. Bound from London to Virginia, 1798.

[L.C., Privy Council Register, Vol. 45, p. 582; P. R. O., London.]

ALEXANDER HAMILTON, Ship [?]. *Commander: _____.*

Allowed to arm in a British port for her defence. Bound from London to Madeira, 1798.

[L.C., Privy Council Register, Vol. 45, p. 495; P. R. O., London.]

ALEXANDRIA, Ship. *Commander: _____.* *Registry Port: Alexandria Va.*

New London, July 28th [1798]. The Ship *Hercules*, of Boston and Ship *Alexandria*, of Alexandria, with a number of others were arming in Martinique, on account of a report via Guadaloupe, of a war between France and America. [*The Massachusetts Mercury*, Boston, August 7, 1798.]

ALIGATOR, Brig. *Tons: 89. Commander: Abraham Williams. Registry Port: Gloucester, Mass. (July 16, 1798). Owner: Fitz William Sargent. Built at Newbury in 1798.*

On July 18, 1798, issued a special commission as a private armed vessel, by Collector of Customs, Gloucester, Mass.

[TDA. Custom House Records.]

ALLIANCE, Ship [?]. *Commander: _____.*

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 44, p. 433; P. R. O., London.]

AMAZON, Ship. *Tons: 369. Commander: Samuel R. Trevett. Registry: Port Boston, Mass. (August 23, 1798). Owner: Marston Watson. Built at Salem, Mass., 1798.*

On August 28, 1798 owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

AMELLA, Ship [?]. *Commander: _____.*

Allowed to arm in a British port for her defence. Bound from Liverpool to Philadelphia, 1798.

[L.C., Privy Council Register, Vol. 45, p. 447; P. R. O., London.]

AMERICA, Ship. *Guns: 18; Commander: _____ Cunningham (?). Registry Port: Philadelphia.*

"September 28, [1798] sailed from Havanna; same day at noon fell in with a French privateer schooner which we fired several shots at, she taking the advantage of a light breeze rowed away. Same day spoke the frigate *Constitution* [*Constellation*], in company with the ship *Baltimore*, waiting for the fleet to come out; Crew of both ships are all well, there had not been a sick person on board." [*Independence Chronicle*, Boston, Mass., Nov. 5, 1798, p. 146.]

AMERICA, Ship. *Commander*: ——— Pendegrass.

From Philadelphia, account of the proving of a cannon on board the Ship *America* which burst injuring Capt. Pendegrass who died several hours later. [*The Oracle of the Day*, Portsmouth, N. H., June 23, 1798.]

AMERICA, Ship. *Tons*: 700; *Guns*: 20; *Men*: 42. *Commander*: ——— ———. *W^r Brown, 1st Mate*; *Thos. Ruee, 2nd Mate*. *Registry Port*: Salem, Mass. *Owners*: Geo. Crowninshield & Sons.

Salem, May 29th, [1798] We are informed that Capt. George Crowninshield & Sons, of this town, have offered to Government, the loan of the Ship *America*, of 700 tons, at a valuation made by appraisers appointed by Government. The ship is now at New York, is a very fast sailor, well calculated for force, and will carry 28 guns. This is efficient patriotism, and may it find many imitators. [*The New Hampshire Gazette*, Portsmouth, June 5 1798.]

AMERICA, Ship. *Guns*: 20. *Commander*: ——— ———. *Registry Port*: Philadelphia, Pa. *Owners*: Joseph Antony & Co.

Ship *America*, of Philadelphia, owners Joseph Antony & Co. — 20 guns. [*Newport Mercury*, Newport, April 3, 1798.]

AMERICA, Ship. *Guns*: 16. *Commander*: ——— ———.

The *Belvidere*, Letter of Marque, of 14 guns, the *America* of 16, the *Spy*, Brig *Polly* for the Havanna, and several other vessels sailed from Reedy Island on Monday evening. [*Claypoole's American Daily Advertiser*, Philadelphia, Pa., Friday, July 20, 1798.]

Wilmington, September 2, 1798. On Sunday arrived the armed schooner *Maria Matilda*, Captain Morse, from the Havanna, who informs that on the 18th ultimo, the embargo that had existed there for 68 days was taken off, and that three French privateers put to sea the same day, one of them of 12 guns and 120 men — On the 19th sailed the American fleet of 67 sail for different ports of the United States, under the convoy of the following vessels, viz:

Ship *Fanny*, Walman, 16, 6's & 4's, of Salem

" *Eliza*, of 16 9-pounders, of Charleston

Brig *George*, 10 4's & 6's, of New York.

Two privateers remained at the Havanna when the fleet sailed, and upwards to 70 American vessels. A convoy from the Government of the United States had been anxiously looked for and expected at the Havanna — the armed vessels received 13000 dollars from the fleet for their protection. The Americans in the Havanna had been much menaced and insulted by the French privateers, but on the arrival of the Letters of Marque *America* and *Belvidere*, from Philadelphia, (both of whom gave and received salutes) a very visable alteration in their conduct was observable. [*Claypoole's American Daily Advertiser*, Philadelphia, Pa., Wednesday, September 5, 1798.]

Letter from Newcastle, October 6, [1798]: — "The Letters of Marque *America* and *Belvidere*, with a large fleet, were to sail from Havanna in 7 days after the *Spy* (Sailed from Havanna 18 days ago)." [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, October 9, 1798.]

AMERICA, Schooner. *Tons*: 139; *Guns*: 4; *Men*: 14. *Commander*: A. Odeest (?). *Registry Port*: Baltimore, Md. *Owner*: J. Yellott.

Issued a Sea Letter at Baltimore, Md., on December 8, 1798, bound for Leghorn with a cargo of Sugar & Coffee.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

AMERICAN, Brig. *Commander*: ——— ———.

Arrived Newcastle October 3, [1798] Brig *American* — left Gibraltar 18th August. The *American* is completely armed — On 11th July, in Gibraltar Straits beat off 3 privateers. [*Claypoole's American Daily Advertiser*, Philadelphia, October 6, 1798.]

AMERICAN, Brig. *Commander*: ——— ———. *Registry Port*: Philadelphia, Pa.

Captain Henshaw, retaken from the French, Sept. 21, [1798] was fired at with shot by two American armed brigs, the *Dav. Stewart*, of Baltimore, and *American*, of Philadelphia. [*The Massachusetts Mercury*, Boston, October 5, 1798.]

AMIALE, Ship. *Tons*: 252. *Commander*: Daniel C. Tillinghaste. *Registry Port*: Philadelphia, Pa. (Dec. 11, 1798). *Owner*: Jeremiah Warden. Built at Philadelphia, Pa., 1792.

The Proof of Ownership Certificate, dated Philadelphia, December 11, 1798, contains the following notation: "Surrendered April 23, 1800, Guns taken off."

[TDA. Custom House Records.]

AMIALE MATILDA, Brig. *Tons*: 231; *Guns*: 12. *Commander*: Richard Stites. *Registry Port*: Philadelphia, Pa. *Owner*: John Ketland. Built at Philadelphia, Pa., 1794.

For Sale: The Brigantine *Amiable Matilda*, mounting 12 guns, burthen 2200 barrels of flour, in complete order. Apply to Thos. & Jno. Ketland. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, November 14, 1798.]

AMITY, Ship. *Commander*: ——— Anderson.

Arrived: The armed ship *Amity*, Capt. Anderson, from Philadelphia, arrived at Morant Bay, Jam., the day Capt. Maxfield sailed. [*Commercial Advertiser*, New York, May 31, 1798.]

AMITY, Ship. *Tons*: 296; *Guns*: 10, 6-pounders; 8, 4-pounders. *Commander*: James Cook. *Registry Port*: Philadelphia, Pa. *Owner*: Peter Blight. Built at Kittery, 1794.

Arrived at Portland, ship *John*, Capt. Moses Freeman, 25 days from Jamaica — he was convoyed out by the armed ship *Amity*, Capt. Cook, of Philadelphia, who left him after getting clear of Watling Island. [*The Oracle of the Day*, Portsmouth, N. H., September 1, 1798.]

Savannah, 16 August, [1798] arrived ship *Amity*, of Philadelphia, Capt. Cooke, mounting 16 six pounders, 18 days from Jamaica. [*Claypoole's American Daily Advertiser*, Philadelphia, September 10, 1798.]

For Sale: Ship *Amity*, of Philadelphia, James Cook, 300 tons, 18 guns, 10 sixes and 8 four pounders. [*City Gazette & Daily Advertiser*, Charleston, S. C., December 10, 1798.]

AMPHITRITE, Schooner. *Tons*: 137; *Guns*: 10; *Men*: 22. *Commander*: Thomas Snell. *Registry Port*: New York (Aug. 9, 1798). *Owners*: Thomas, Samuel and Thomas Stagg, Jr., and Thos. Snell. Built at New York in 1798.

On August — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

Extract of a letter from Thomas Snell, commander of the private armed schooner *Amphitrite*, to T. Stagg, Jun., at New York:

"Grenada, September 27, 1798. — — — On 26th [August 1798] in Latitude 29° N., Longitude 53° W. fell in with a ship and schooner, being to windward of them, I bore down to speak the ship, and getting so close as to take the trumpet to speak her, at that moment we received a whole broadside from the ship, but fortunately did no damage; my people being all at their quarters I returned him the compliment: — an action commenced which lasted two hours and twenty minutes; six of my guns being dismounted and my ammunition expending fast, I thought it most prudent to quit her."

— — — [*The New Hampshire Gazette*, Portsmouth, November 21, 1798.]
Stranded on the Island de Aves, on 7 October 1798, and plundered by the French Privateer *Fleur de La Mer*, Captain Pierre d'Pine. [*Claypoole's American Daily Advertiser*, Philadelphia, Dec. 7th and 21st., 1798.]

AMSTERDAM PACKET, Ship. *Commander*: Archibald Crockatt.

For Glasgow — The American Armed Ship *Amsterdam Packet*, Archibald Crockatt, Master. [*Commercial Advertiser*, New York, November 26, 1798.]

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

ANDROMACHE, Ship [?]. *Commander* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 44, p. 273; P. R. O., London.]

ANN, Brig. *Tons:* 136; *Guns:* 10, 4-pounders, 2, large swivels. *Commander:* Richard Law. *Registry Port:* New York (Apr. 13, 1798). *Owners:* R. J. Thurston, T. G. Boyer, Thos. Clayton. Built at New York in 1792.

On December — 1798, owners executed bond for issue of special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

ANN, Brig. *Tons:* 160; *Guns:* 12. *Commander:* Robert Lord. *Registry Port:* Boston, Mass. *Owners:* William Parsons and Stephen Higginson.

On December 8, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

ANN, Schooner. *Tons:* 155; *Guns:* 10; *Men:* 20. *Commander:* Archibald Harshaw. *Registry Port:* Baltimore (Dec. 7, 1798). *Owner:* John Hollins. Built at Baltimore in 1798.

Issued a Sea Letter at Baltimore, Md., on December 8, 1798, bound for Havanna, with a cargo of wine, onions and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

ANN, Sloop. *Guns:* 10. *Commander:* ——— Lee.

Norfolk, June 19th 1798. On Sunday [June 17, 1798] arrived the Brig *Mary*, Capt. D. Young, from Savanna-la-Mar, which place he left the 21st May, in company with the Sloop *Ann*, Capt. Lee, mounting 10 guns, bound to New York. [*Commercial Advertiser*, New York, June 27, 1798.]

ANNA, Schooner. *Tons:* 123. *Commander:* Josiah Ingersoll. *Registry Port:* New York (Mar. 12, 1798). *Owner:* Abraham King. Built at West Chester, N. Y., in 1796.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

ANN AND HOPE, Ship. *Guns:* 12, 9-pounders; *Men:* 60. *Commander:* Benjamin Page. *Registry Port:* Providence, R. I. *Owners:* Brown & Ives.

Providence, July 14th 1798. Monday last [July 9, 1798] sailed for Canton the new and elegant coppered ship *Ann and Hope*, Capt. Benjamin Page, — Capt. Samuel Snow, of this town, who is appointed Consul for the United States at Canton, goes Supercargo of the Ship. She mounts [number illegible] nine pounders and carries 60 fine fellows by way of *Role D'Equipage*. [*The Massachusetts Mercury*, Boston, July 17, 1798]

“—— Sent —— a Commission for the private armed ship *Ann and Hope*, belonging to you.” [See Timothy Pickering's letter of 29th August 1798, to Brown & Ives, Providence, R. I.]

[SDA. Dom. L., Vol. 11.]

ANN AND SUSAN, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Charleston, 1798.

[L.C., Privy Council Register, Vol. 44, p. 215; P. R. O., London.]

APOLLO, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 45, p. 237; P. R. O., London.]

ARB, Schooner. *Tons:* 97; *Guns:* 2; *Men:* 10. *Commander:* William Richardson. *Registry Port:* Baltimore, Md. (Aug. 18, 1798). *Owner:* Jeremiah Yellott. Built at Talbot, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on August 18, 1798, bound for Havanna, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

ARDENT, Ship. *Tons:* 236; *Guns:* 16; *Men:* 60. *Commander:* Alexander H. Smith; C. F. Kalkman, *Supercargo*. *Registry Port:* Baltimore, Md. (April 18, 1798). *Owners:* Samuel Smith and others of Baltimore, Md. Built at Talbot, Maryland, in 1794.

Arrived yesterday ship *Ardent*, Smith, 16 days from St. Pierre [Mart.]. Came into the Capes on Monday night, and next morning saw the frigate *Constellation* in Lynhaven bay, ready for sea — Capt. Smith saluted the fort and town with 18 guns. [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, Md., June 29, 1798.]

Baltimore, July 17th [1798] Capt. Smith, of the Ship *Ardent*, of this port, bound to sea, returned yesterday, in a pilot boat from the Capes, and left his ship in Patuxent. The cause of his return is, to procure a letter of marque commission, having learnt by a pilot boat, that a French privateer was cruising between the Capes. The *Ardent*, we understand, has 60 brave American tars on board, carries 12 guns, and as Capt. Smith is a man of courage, he will no doubt give a good account of the pirate should he fall in with him. He has our prayers for his complete success. [*Commercial Advertiser*, New York, July 20, 1798.]

ASTREA, Ship. Guns: 18. Commander: ——— Price [or Prince]. Registry Port: Salem, Mass.

Issued a Clearance on August 13, 1798, at Salem and Beverly, for Cadiz. [TDA. Custom House Records.]

ATALANTA, Ship [?]. Commander: ———

Allowed to arm in a British port for her defence. Bound from Liverpool to Baltimore, 1798.

[LC., Privy Council Register, Vol. 45, p. 243; P. R. O., London.]

ATALANTE, Brig. Commander: ———

Norfolk, December 6, [1798] Yesterday arrived the American brig *Elizabeth*, from Malaga, via Gibraltar, 53 days. Sailed from Malaga in company with 15 Sail of Armed American vessels, among whom were the brig *Retaliation* and *Atalante* bound to Boston; and the brigs *Commerce* and *Mary Ann*, bound to New York. [The *Connecticut Journal*, New Haven, Conn., December 20, 1798.]

ATLANTIC, Ship. Guns: 12; Men: 13; Boys: 3. Commander: ——— Dean.

Extract from letter, dated Falmouth, England, 11 January, 1799, from U. S. Consul Rob W. Fox, to Rufus King, U. S. Minister to London: "The American ship *Atlantic* Capt'n Dean from Charleston for London arrived here yesterday on her Passage they fell in with a French Privateer of 14 Guns & an English Brig bound from London for Galway her prize, the Ship *Atlantic* Fired 2 Guns (having about 12 Guns — 13 Men & 3 Boys) at the Privateer on which she made off & on boarding the English Brig they found her in possession of some Armed Frenchmen. Capt'n Dean therefrom took possession of the Brig & has brought her into this Port — — —"

[BDA. Falmouth, CL., Vol. 1, 1790-1802.]

ATLANTIC, Ship [?]. Commander: ———

Allowed to arm in a British port for her defence. Bound from Liverpool to New Hampshire, 1798.

[LC., Privy Council Register, Vol. 45, p. 379; P. R. O., London.]

ATLAS, Schooner. Tons: 100; Guns: (Pierced for 12). Commander: ———

For Sale — The new schooner *Atlas*, about 100 tons burden; pierced for 12 guns — Now ready to receive cargo — at Fell's Point — Apply to Thomas Tenant. [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, Md., May 31, 1798.]

AUGUSTA, Ship [?]. Commander: ———

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 346; P. R. O., London.]

AURORA, Ship. Tons: 294. Commander: Thomas Sprigg Registry Port: Baltimore, Md. (Aug. 4, 1798) Owners: Andrew Valk and Christian Mayer. Built at Philadelphia, Pa., in 1785.

Contains notice of engagement between American ship *Aurora* [armed] and British frigate *Latona*. *Aurora* from Baltimore and carried a Letter of Marque, Capt. Thomas Spriggs. Captain of *Latona* says his men fired "without his orders." [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, Md., December 3, 1798.]

AURORA, Schooner. *Tons*: 110; *Guns*: 2; *Men*: 8. *Commander*: William Smith. *Registry Port*: Baltimore, Md. (Oct. 31, 1798). *Owner*: John Smith, Junr. Built in Matthews County, Va., in 1797.

Issued a Sea Letter at Baltimore, Md., on November 1, 1798, bound for Martinique, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

BARBARA, Schooner. *Tons*: 120. *Commander*: Stephen Clay. *Registry Port*: New York, N. Y. (Dec. 14, 1798). *Owners*: George Ricketts and others. Built at New Windsor, N. Y., in 1797.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA Custom House Records.]

BARBARY, Ship. *Commander*: ——— Clark. *Registry Port*: Boston, Mass.

On August 11, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA Custom House Records.]

The armed ship *Barbary*, Clark, for Boston, sailed from Hamburg October 30, [1798]. The brig *Rebecca*, 18 days from New York, arrived at Curracoa, and saluted the Commodore, who returned it. [The *Massachusetts Mercury*, Boston, Mass., December 28, 1798.]

BEAUTY, Schooner. *Tons*: 103; *Guns*: 8; *Men*: 16. *Commander*: John Haynes. *Registry Port*: Baltimore, Md. *Owner*: John Hollins.

Issued a Sea Letter at Baltimore, Md., on October 29, 1798, bound for Havanna with a cargo of spices, pepper, gin, wine and dry goods.

[Col. Baltimore, Md., Record of Sea Letters, 1798.]

BELIARIUS, Ship. *Tons*: 261; *Guns*: 4; *Men*: 16. *Commander*: Benj. Crowninshield. *Registry Port*: Salem, Mass. *Owners*: Geo. Crowninshield & Sons.

Issued a Clearance on September 13, 1798, at Salem and Beverly, for Copenhagen.

[TDA Custom House Records.]

BELVEDERE, Ship. *Tons*: 256; *Guns*: 10. *Commander*: Jonathan Reynolds. *Registry Port*: New York, N. Y. *Owner*: ——— Arden.

(Philadelphia, May 16, 1798.) Yesterday the Ship *Belvedere* arrived from London, mounts 10 guns, sailed with Convoy; May 9th, Latitude 39° N., Longitude 65° W., fell in with and engaged a French Sloop privateer, of 12 guns, full of men. The privateer bore down, and fired into the ship — which immediately returned the compliment; and after exchanging a number of shot, the pirate sheered off. She had a brig with her, under English Colors. Thus is a fine ship and cargo saved by being armed, and having a spirited Commander. [The *Salem Gazette*, Salem, Mass., May 25, 1798.]

New York, Friday, May 18, [1798]. Among the many happy consequences of Arming Merchant Vessels, we instance with peculiar pleasure the Ship *Belvidere*, Capt. Reynolds, owned by Mr. Arden of this City, which has safely arrived at Philadelphia. In the Gulf Stream Capt. Reynolds fell in with a French pirate, which gave chase to him and must unquestionably, have made prize of him, had he not possessed the means and the resolution to defend himself. No sooner had the pirate come within gun-shot than Capt. Reynolds hove to and nobly repulsed the infamous pizaroon. — Capt. Reynolds generously took under convoy the Ship *Warren*, Capt. Fawn, for Virginia. Capt. Reynolds well deserves and will doubtless receive the plaudits of his country men for preserving from French rapacity a fine ship and valuable cargo. [Commercial Advertiser, New York, May 18, 1798.]

BELVIDERE, Ship. *Guns*: 14. *Commander*: ——— ———.

The *Belvidere*, Letter of Marque, of 14 guns, the *America* of 16, the *Spy*, Brig *Polly*, for the Havanna, and several other vessels sailed from Reedy Island on Monday evening. [Claypoole's American Daily Advertiser, Philadelphia, Pa., Friday, July 20, 1798.]

BENJAMIN, Ship [?]. *Commander*: ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Lisbon, 1798.

[L.O., Privy Council Register, Vol. 45, p. 183; P. R. O., London.]

BERMUDA PACKET, Sloop. *Tons*: 108; *Guns*: 12. *Commander*: ———.

For Sale, the Sloop *Bermuda Packet*, Burthen 108 tons, Bermuda built, mounts 12 guns, sails remarkably fast, and is well found. [*Claypoole's American Daily Advertiser*, Philadelphia, Pa., Thursday, November 8, 1798.]

BETSEY, Brig. *Tons*: 104; *Guns*: 2; *Men*: 7. *Commander*: Joseph O'Cain. *Registry Port*: Baltimore, Md. (Aug. 25, 1798). *Owner*: Joseph O'Cain. Built at Portsmouth, Va., in 1797.

Issued a Sea Letter at Baltimore, Md., on August 25, 1798, bound for Havanna, with a cargo of flour and Indian meal.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

BETSEY, Schooner. *Tons*: 85; *Guns*: 2; *Men*: 8. *Commander*: T. Gossage. *Registry Port*: Baltimore, Md. *Owner*: W. Patterson.

Issued a Sea Letter at Baltimore, Md., on August 22, 1798, bound for Curacoa, with a cargo of flour and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

BETSEY AND NANA, Schooner. *Tons*: 101; *Guns*: 2. *Commander*: S. Ells. *Registry Port*: Weathersfield. *Owners*: Stels, Jona Weaver, & N. Fox.

Issued a Sea Letter at Baltimore, Md., on August 22, 1798, bound for Kingston, with a cargo of Lumber.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

BETSY, Ship [?]. *Commander*: ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 237; P. R. O., London.]

BETSY, Ship [?]. *Commander*: ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to New York, 1798.

[LC., Privy Council Register, Vol. 45, p. 182; P. R. O., London.]

BILBOA, Schooner. *Tons*: 108. *Commander*: Elijah Cobb. *Registry Port*: Boston, Mass. (May 5, 1798). *Owners*: W^m & Edward Reynolds. Built at Duxbury, Mass., in 1795.

Tuesday, August 21st, [1798] Arrived armed schooner *Bilboa*, Cobb, from St. Vincents, via Tortola, 21 days. [*The Massachusetts Mercury*, August 24, 1798.]

BLACK RIVER, Ship. *Tons*: 223. *Commander*: ——— Travis. *Registry Port*: New York, N. Y. Built in Connecticut in 1795.

On August 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

BOSTON PACKET, Brig. *Commander*: John Morgan. *Registry Port*: Savannah, Ga. *Owner*: Richard Dennis, of Savannah, Ga.

Issued Clearance on April 4, 1798, at Savannah, bound for St. Jago, Cuba.

[TDA. Custom House Records.]

Savannah, May 29, [1798]. The Brig *Boston Packet*, of this port, John Morgan, Master, on her passage to Jamaica, was attacked by two brigand boats, which she with difficulty beat off, after a severe engagement. On the 22^d of April [1798] she put into Cape Nichola Mole, from whence she proceeded under convoy to her port of destination. The *Boston Packet* was the first vessel armed in this port after the President's communication. [*Commercial Advertiser*, New York, June 18, 1798.]

BOYNE, Ship. *Tons*: 266; *Guns*: 14. *Commander*: Gilbert Floyd; Thomas Reed. *Registry Port*: New York, N. Y. (Nov. 15, 1798). *Owner*: Thomas Reed. Built at Brookhaven, N. Y., in 1796.

On November 17, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

BROOKLINE, Ship. *Tons*: 640. *Commander*: ———.

A beautiful ship of 640 tons was launched at New York the 26th Ult^o; she was intended for the Indian trade; but will be fitted for a ship of war, and offered to government, this is called the *Brookline*. [*The Oracle of the Day*, Portsmouth, N. H., Aug. 11, 1798.]

- BROTHERS**, Ketch. *Tons: 148; Guns: 8; Men: 15. Commander: John Felt.*
 Issued a Clearance on October 25, 1798, at Salem and Beverly, for Cadix.
 [TDA. Custom House Records.]
- BROTHERS**, Schooner. *Tons: 110; Guns: 4; Men: 16. Commander: S. White.*
Registry Port: Baltimore, Md. Owners: Stewart & Sons.
 Issued a Sea Letter at Baltimore, Md., on November 27, 1798, bound for
 Curacao, with a cargo of flour and dry goods.
 [Col. Baltimore, Md. Record of Sea Letters 1798.]
- BROTHERS**, Ship [?]. *Commander: ————.*
 Allowed to arm in a British port for her defence. Bound from London for
 Philadelphia, 1798.
 [L.C., Privy Council Register, Vol. 44, p. 570; P. R. O., London.]
- BUCKSKIN**, Schooner. *Tons: 162; Guns: 4; Men: 13. Commander: James
 Helms. Registry Port: Baltimore, Md. (Sept. 5, 1798). Owner: J. Smith,
 Jr. Built at Fells Point, Md., in 1798.*
 Issued a Sea Letter at Baltimore, Md., on September 5, 1798, bound for
 Martinique, with a cargo of flour.
 [Col. Baltimore, Md. Record of Sea Letters, 1798.]
 NOTE.—Also see Schooner *Highlander* (McConnell) of Baltimore.
- CALEDONIA**, Ship. *Tons: 370; Guns: 20. Commander: Francis Mallaby.*
Registry Port: New York, N. Y. (Jan. 25, 1798). Owner: William Kenwick.
 Built at Hallowell, Mass., in 1796.
 Baltimore, 3^d December, arrived Ship *Clothier*, Capt. Gardiner, of Phila-
 delphia, 16 guns, 80 men, sailed from Liverpool in company with ship
Triumph — left at Liverpool American ships: — Ship *Warren*, Capt. Fawn,
 of New York, 16 guns; armed Ship *Caledonia*, Capt. Mallaby, 20 guns.
 [Commercial Advertiser, New York, December 6, 1798.]
- CAMILLA**, Ship. *Tons: 163. Commander: Thomas Seward. Registry Port:
 Boston, Mass. (Sept. 3, 1798). Owner: Ebenezer Parsons. Built at Ames-
 bury, 1794.*
 On September 3, 1798, owners executed bond for issue of a special com-
 mission as a private armed vessel, by Collector of Customs, Boston, Mass.
 [TDA. Custom House Records.]
 A letter has been received from Capt. Seward, of the armed Ship *Camillus*
 of this port, [Boston] belonging to Mr. Eben Parsons, informing that on his
 outward passage he was attacked by two French privateers, which after an
 action he beat off — and rescued from them a Portuguese vessel, which they
 had taken. His men stood to their guns with perfect resolution, and exer-
 cised them in the most active manner. This is another proof of the expedi-
 ency of arming. Several Benefits result from the issue of this engagement,
 which all honest Americans must exult in. A Valuable ship, cargo and a
 number of brave fellows are preserved to their Country — and Piracy dis-
 appointed of its Prey. [Massachusetts Mercury, Boston, December 28, 1798.]
- CAROLINA**, Ship. *Tons: 132; Guns: 4; Men: 16. Commander: Samuel Clarke.*
Registry Port: Baltimore, Md. (March 18, 1797). Owners: Stewart & Sons.
 Built at Baltimore in 1793.
 Issued a Sea Letter at Baltimore, Md., on December 15, 1798, bound for
 New Orleans with a cargo of soap, wine, flour and dry goods.
 [Col. Baltimore, Md. Record of Sea Letters 1798.]
- CAROLINA**, Ship. *Commander: William Malcolm. Owners: Geo. Henry Inglis,
 Edward Penmore, James Gardners, of Charleston.*
 Issued a Clearance on June 29, 1798, at Savannah, bound for London.
 [TDA. Custom House Records.]
 Savannah, 27th November, Arrived ship *Carolina*, Capt. Malcolm, 53
 days from London. In Latitude 44° N., Longitude 20° W. fired on by a
 strange ship at 9 P. M. She sheered off when fire returned. [Commer-
 cial Advertiser, New York, December 12, 1798.]
- CAROLINE WILMAN**, Brig. *Tons: 124; Guns: 8; Men: 10. Commander: W.
 Creighton. Registry Port: Baltimore, Md. Owner: Jas. Biays.*
 Issued a Sea Letter at Baltimore, Md. on December 4, 1798, bound for
 Curacao, with a cargo of flour, dry goods, irons & hollow glass.
 [Col. Baltimore, Md. Record of Sea Letters, 1798.]

CARROLLTON, Ship. *Tons*: 308. *Commander*: Timothy Gardner. *Registry Port*: Baltimore, Md. (May 21, 1798). *Owners*: Richard Gettings, Lambert Smith, Timothy Gardner.

Baltimore, November 14th, 1798. Extract from the log book of the Ship *Carrollton*, Capt. Gardner "The 25th of Sept. [1798], off Portland, was hailed in the night by a schooner and sloop full of men, which we took to be French privateers: Seeing we showed a tier of guns, politely in broken English wished us good night and sheered off." [The *Salem Gazette*, Salem, Mass., December 11, 1798.]

CASSIUS, Ship. *Guns*: (pierced for 18). *Commander*: ————.

On Monday next, the 10th instant [December 1798] at 6 o'clock in the evening, will be sold by auction, at the Merchant's Coffee house, — The Ship *Cassius*, lying at the Navy Yard, with her sails, per inventory, which will be produced at the time of sale; rigging and cables as they now lay at Smith's stores above Race Street. This ship is a fast sailer and is pierced for eighteen guns. Footman & Company, Auctioneers. [Claypoole's *American Daily Advertiser*, Philadelphia, Thursday, December 6, 1798.]

CATHERINE, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence, 1798.
[L.C., Privy Council Register, Vol. 45, p. 173; P. R. O., London.]

CATHERINE, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence. Bound from Liverpool to Philadelphia, 1798.

[L.C., Privy Council Register, Vol. 45, p. 313; P. R. O., London.]

CATO, Ship. *Commander*: John Wardrope.

Portsmouth, September 29th, 1798. On Thursday last arrived in this port, 36 days from Tobago, the American private armed Ship *Cato*, commanded by John Wardrope Esq. Soon after leaving Tobago, Capt. Wardrope was chased by a French freebooter of superior force and full of men; finding that the pirate gained him fast, Capt. Wardrope wore round and prepared for Action; after which he gallantly bore down upon Monsieur Dolittle, who prudently crowded all sail to avoid fighting. By the officer like manoeuvre, an excellent Ship, Cargo and Crew were saved from a fraternal hug. [The *Salem Gazette*, Salem, Mass., October 9, 1798.]

CERES, Brig. *Tons*: 121. *Commander*: George Duplex. *Registry Port*: New York, N. Y. (May 19, 1798). *Owners*: William Craig and others. Built at New York in 1795.

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.
[TDA Custom House Records.]

CHANCE, Schooner. *Commander*: Caleb Littlefield. *Registry Port*: Newport, R. I. *Owner*: James D. Wolf, of Bristol.

On July 26, 1798, issued a special commission as a private armed vessel, by Collector of Customs at Newport, R. I.

[TDA. Custom House Records.]

Letter from Capt. Caleb Littlefield, of Schooner *Chance*, of Bristol: "Havannah, 20 December, 1798. 6 Leagues east of Havanna gave a Frenchman a good beating — he had 8 four pounders and ninety men on board — I killed three of them and wounded seven, shot away several of his shrouds and splintered his mainmast so that he was obliged to take it out. — — —"
[The *New Hampshire Gazette*, Portsmouth, N. H., January 30, 1799.]

CHARLES, Ship. *Guns*: 12, 6-pounders; *Men*: 35. *Commander*: ———— Salter

The Ship *Charles*, Captain Salter, coppered, mounts 12 six pounders, and 35 men — returns immediately to Jamaica. For passage apply as above. Peter Blight. [Claypoole's *American Daily Advertiser*, Philadelphia, Friday, December 14, 1798.]

CHARLES CARTER, Ship. *Commander*: John Bell.

The Armed American Ship *Charles Carter*, John Bell, Master, sails for London direct. [The *Norfolk Herald*, Norfolk, Va., Nov. 10, 1798.]

CHARLOTTE, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence. Bound from Liverpool for Boston, 1798.

[L.C., Privy Council Register, Vol. 44, p. 634; P. R. O., London.]

- CHARLOTTE, Ship** [?]. *Commander*: ————. Allowed to arm in a British port for her defence. Bound from London for New York, 1798. [L.C., Privy Council Register, Vol. 44, p. 96; P. R. O., London.]
- CHESAPEAKE, Ship** [?]. *Commander*: ————. Allowed to arm in a British port for her defence. Bound from London to America, 1798. [L.C., Privy Council Register, Vol. 45, p. 624; P. R. O., London.]
- CHUTEER, Ship** [?]. *Commander*: ————. Allowed to arm in a British port for her defence. Bound from London for New York, 1798. [L.C., Privy Council Register, Vol. 44, p. 186; P. R. O., London.]
- CITIZEN, Schooner.** *Tons*: 109; *Guns*: 4; *Men*: 8. *Commander*: A. Daniels. *Registry Port*: Baltimore Md. (Dec. 18, 1797). *Owners*: Stewart & Sons. Built in Matthews County, Va., in 1795. Issued a Sea Letter at Baltimore, Md., on August 16, 1798, bound for Havana, with a cargo of flour. [Col. Baltimore, Md. Record of Sea Letters 1798.]
- CITIZEN, Ship.** *Tons*: 282; *Guns*: 18; *Men*: 40. *Commander*: Ezekiel Hubbel. *Registry Port*: New York. *Owners*: Henry Whiting and others. Built at Philadelphia in 1791. For Havannah: The ship *Citizen*, Ezekiel Hubbel, Master; will mount 12 or 14 carriage guns of 4, 6 and 12 pounders, and is intended to have from 35 to 40 men. Will be ready to take in on Monday next, and will be dispatched with all convenient speed. For freight apply to Monson Hoyt, No. 142 Water Street or to Hoyt and Tom, Crane Wharf. [*Commercial Advertiser*, N. Y., August 7, 1798.] Arrived armed Ship *Citizen*, Captain Hubbel, 18 guns, 40 men, 16 days from Havannah. Few days ago spoke armed ship *Deborah*, 20 guns, bound up the Delaware conveying a number of vessels. [*Commercial Advertiser*, New York, December 6, 1798.]
- CLEOPATRA, Ship.** *Tons*: 270; *Guns*: 16; *Men*: 50. *Commander*: Walter Connor. *Registry Port*: Baltimore, Md. *Owner*: A. Brown. Arrived American Ship *Cleopatra*, Capt. Connor, from London, with news of Nelson's engagement with French fleet off Alexandria. *Cleopatra* carries 16 guns and 42 men, and gave the city a salute this morning. [*Federal Gazette & Baltimore Daily Advertiser*, Baltimore, November 17, 1798.] Issued a Sea Letter at Baltimore, Md., on December 10, 1798, bound for Hamburg, with a cargo of sugar, coffee and tobacco. [Col. Baltimore, Md. Record of Sea Letters, 1798.]
- CLEOPATRA, Ship.** *Tons*: 278. *Commander*: Thomas Wills. *Registry Port*: Philadelphia, Pa. (Jan. 23, 1798). *Owners*: Thos. M. Willing and others. Built at Philadelphia, Pa., in 1792. The Proof of Ownership Certificate, dated Philadelphia, January 23, 1798, contains the following notation, "Surrendered 11 Jany. 1799, to insert more Guns." [TDA. Custom House Records.]
- CLOTHIER, Ship.** *Tons*: 308; *Guns*: 16; *Men*: 80. *Commander*: Nath'l D. Gardner. *Registry Port*: Philadelphia. *Owner*: James Oldden. Built at Philadelphia, Pa., in 1791. We congratulate our fellow citizens on the safe arrival (yesterday and today) of the following vessels being part of the convoy from England. — (list of ships) — Parted the southern vessels off the Capes of Virginia; and off the Delaware the Armed Ship *Nancy*, *Clothier* and *Manchester* for Philadelphia. [*Commercial Advertiser*, New York, May 28, 1798.] Philadelphia, October 17th [1798]. We have information by the *William Penn*, that the Ship *Clothier*, Capt. Gardner, of this port, bound to Liverpool, had a very severe action in the Irish Channel, with a French privateer. The result is not precisely known. One account states, the privateer was beaten off — and another, that the Ship was captured. [*The Massachusetts Mercury*, Boston, Mass., October 26, 1798.]
- COLUMBUS, Ship** [?]. *Commander*: ————. Allowed to arm in a British port for her defence. Bound from London to Boston, 1798. [L.C., Privy Council Register, Vol. 45, p. 571; P. R. O., London.]

COMMERCE, Brig. Tons: 123. *Commander:* Knowles Adams. *Registry Port:* New York, N. Y. (Dec. 4, 1797). *Owners:* John Mumford and others. Built at Westerly, R. I., in 1795.

Arrived armed Brig *Commerce*, Capt. Adams, from Gibraltar. [*Commercial Advertiser*, New York, November 29, 1798.]

Norfolk, December 6, 1798. Yesterday arrived the American brig *Elizabeth*, from Malaga, via Gibraltar, 53 days. Sailed from Malaga in company with 15 Sail of Armed American vessels, among whom were the brig *Retaliation* and *Atalante* bound to Boston; and the brigs *Commerce* and *Mary Ann*, bound to New York. [*The Connecticut Journal*, New Haven, Conn., December 20, 1798.]

COMMERCE, Ship. *Commander:* ————. *Registry Port:* Boothbay.

New Castle, Delaware, October 18, [1798]. Arrived *Eagle*, Campbell, of 14 guns, on a cruize. Capt. Storey saw the *Clothier*, Gardner, from Philadelphia for Liverpool August 26, [1798]. Next day spoke ship *Commerce*, of Boothbay, who had spoken *Clothier*, and learned she had captured a French privateer of 10 guns in Longitude 40° W. [*The Massachusetts Mercury*, Boston, Mass., November 2, 1798.]

COMMERCE, Ship. *Commander:* ———— Hubbard. *Registry Port:* Kennebeck.

Baltimore, May 10, 1798. In Latitude 30° N., Longitude 70° 10' W., fell in with the ship *Commerce*, of Kennebeck, Capt. Hubbard, and Sloop *Minerva*, Capt. Tyler, of New York, both from Savannah, bound to Jamaica, out six days, both armed and keeping company. [*Commercial Advertiser*, New York, May 14, 1798.]

COMMERCE, Ship [?]. *Commander:* ————.

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 45, p. 339; P. R. O., London.]

CONCORD, Ship. Tons: 171; Guns: 5; Men: 10. *Commander:* Adam Wellman. *Registry Port:* Boston, Mass. (June 15, 1797). *Owner:* William Gray, of Salem. Built at Salisbury, in 1795. Registry canceled at Salem, June 22, 1797, and received at Boston, June 30, 1797.

Issued a Clearance on October 15, 1798, at Salem and Beverly, for Copenhagen.

[TDA. Custom House Records.]

CONNECTICUT, Ship. Tons: 339; Guns: 16, 6-pounders; Men: 50. *Commander:* Isaac Hubbard [or Hubber]; Jacob Haylander. *Registry Port:* Philadelphia, Pa. (Aug. 2, 1798). *Owner:* Peter Blight. Built at Bath, Maine, in 1796.

The Proof of Ownership Certificate, dated Philadelphia, July 7, 1797, contains the following notation: "Surrendered August 2, 1798, to insert more Guns."

[TDA. Custom House Records.]

Philadelphia, August 16th [1798]. The armed ships *Connecticut* and *Superb*, with several other outward bound vessels lay at the Brown on Sunday and it is expected got to sea on Monday last. [*Commercial Advertiser*, New York, August 17, 1798.]

CRITERION, Ship. *Commander:* ———— Clay. *Registry Port:* New London, Conn.

On April 12, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New London, Conn.

[TDA Custom House Records.]

CRUGER, Brig. Tons: 154; Guns: 8; Men: 13. *Commander:* Ebenezer Shillabar. *Registry Port:* Salem, Mass.

Captain White of the Letter of Marque schooner *Maximillian*, arrived on Saturday from La Guira, that he left there on the 13th of November [1798] and that the Brig *Cruger*, Shillabar, of and for Salem, and schooner *Experiment*, of and for New York, came out in company, and as the neighbourhood of La Guira was much infested by French privateers Captain White undertook to convoy them out of danger, and saw them safe to the Monda passage, where he left them on the 20th November, all well. [*Claypoole's American Daily Advertiser*, Philadelphia, Tuesday, December 11, 1798.]

CYGERD, Schooner. *Tons*: —; *Guns*: 2. *Commander*: T. Blackwell. *Registry Port*: Baltimore, Md. *Owners*: Will. McFadon, Jr. McFadon & R. Lawson.

Issued a Sea Letter at Baltimore, Md., on September 1, 1798, bound for St. Thomas with a cargo of flour and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

CYGNET, Schooner. *Tons*: 91; *Guns*: 8; *Men*: 10. *Commander*: Francis Blackwell. *Registry Port*: Baltimore, Md. (Sept. 1, 1798.) *Owners*: W. McFadon & Co. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on December 5, 1798, bound for St. Thomas, with a cargo of flour, candles, soap, lard, claret, and cheese.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

CYGNET, Ship. *Tons*: 210. *Commander*: John Johnson. *Registry Port*: New York, N. Y. (Mar. 13, 1798). *Owners*: Samuel Beuling, and John Johnson. Built at Guilford, Conn., in 1794.

Arrived the Armed Ship *Cygnel*, Johnson, was to sail in a few days after Capt. Wickham of New York. [*Commercial Advertiser*, New York, September 4, 1798.]

DAV. STEWART, Brig. *Commander*: ————. *Registry Port*: Baltimore, Md.

Captain Henshaw, retaken from the French, Sept. 21, [1798] was fired at with shot by two American armed brigs, the *Dav. Stewart*, of Baltimore, and *American*, of Philadelphia. [*The Massachusetts Mercury*, Boston, Mass., October 5, 1798.]

DEBORAH, Ship. *Tons*: 425; *Guns*: 20. *Commander*: Edward Yard. *Registry Port*: Philadelphia, Pa.

Arrived armed Ship *Citizen*, Captain Hubbel, 18 guns, 40 men, 16 days from Havannah. Few days ago spoke armed ship *Deborah*, 20 guns, bound up the Delaware conveying a number of vessels. [*Commercial Advertiser*, New York, December 6, 1798.]

DESPATCH, Schooner. *Tons*: 85; *Guns*: 2; *Men*: 9. *Commander*: Meinhard Soubiron. *Registry Port*: Baltimore, Md. (Aug. 23, 1798). *Owner*: Peter D'Goverts. Built in Maryland in 1798.

Issued a Sea Letter at Baltimore, Md., on August 23, 1798, bound for Havanna, with a cargo of flour, wine, & dry goods.

[Col. Baltimore, Md. Records of Sea Letters, 1798.]

DIANA, Brig. *Tons*: 124; *Guns*: 6; *Men*: 15. *Commander*: James Freeman. *Registry Port*: Boston, Mass. (Dec. 13, 1798). *Owners*: Loring, Curtis Parkmen & Hurd, of Boston, Mass. Built at Newbury in 1795.

On December 19, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

DIANA, Brig. *Tons*: 176; *Guns*: 14. *Commander*: Richard Kirkbride. *Registry Port*: Philadelphia, Pa. *Owners*: William Griffiths & others, of Philadelphia. Built at Philadelphia, Pa., in 1792.

Captured by French Privateer *Le Vautour* (Capt. LeMaitre) on 10 July 1798, while en route Philadelphia to Liverpool, in Latitude 51°30' N., Longitude 17°30' W., and carried into Bordeaux, France.

[Court of Claims Archives.]

DIANA, Brig. *Commander*: ————.

Saturday, September 8, [1798] — Brig *Diana*, from this place [Boston] for the West Indies, armed, has been captured by a French cruiser of treble her force. [*The Massachusetts Mercury*, Boston, Mass., Sept. 11, 1798.]

DIANA, Ship. *Tons*: 160. *Commander*: Edward Davis. *Registry Port*: Boston, Mass. (July 17, 1798). *Owner*: Edward Davis. Built at Amesbury, Mass., in 1794.

Armed ship *Diana* convoyed 50 Sail of Americans to Boston, arrived December 2, [1798]. [*Commercial Advertiser*, New York, December 9, 1798.]

DIANA, Ship. *Tons:* 205; *Guns:* 10, 4-pounders. *Commander:* Richard Flinn. *Registry Port:* Philadelphia, Pa. (Dec. 14, 1798). *Owner:* Philip Nicklin. Built at Philadelphia, Pa., in 1790.

For Sale — Ship *Diana*, burden 2100 barrels of flour, Philadelphia built — pierced for 14 guns — mounts 10 new 4-pounders. [*Claypoole's American Daily Advertiser*, Philadelphia, October 29, 1798.]

DIANA, Ship. *Guns:* 8. *Commander:* William Harrison; *W^r Clark, Chief Mate;* Mr. Blake, *Supercargo;* Jacob Boos, *Surgeon.* *Registry Port:* New York, N. Y.

Among list of ships taken by the French privateer *Jean Bart*, Peter Lafitte, Master, mounting 14 guns (12, 9-pounders, 150 men): Ship *Diana* from New York mounting 8 guns, bound to Demarara, taken 48 hours after leaving New York — William Harrison, Captain — William Clark, Chief Mate — Mr. Blake, supercargo — Mr. Jacob Boos, surgeon — John Hanton, boatswain — Henry Taylor gunner — John Sinclair, 2nd carpenter; — Passenger, Mr. W. Parkinson. (Capt. Harrison and the Steward sent with the ship). [*Commercial Advertiser*, New York, May 25, 1798]

Capt. Isaac Very arrived at Alexandria from this port, [Salem]. In Latitude 38°30' N., Longitude 70°30' W. he was brought too by the privateer *Jean Bart*, Peter Lafitte, mounting 14 guns (12 of which were 9 pounders) and 150 men. She put on board him 27 men belonging to prizes she had taken, and then steered S. E. with the *Diana* under her lee. The ships she had taken were the *Merchant*, Roseter, from New York for Bristol, taken when 24 hours out; Ship *Thomas*, Holland, 70 days from Liverpool; Ship *Diana*, from New York, mounting 8 guns, bound to Demarara, taken when 48 hours out, (The Captain & the Steward remained in their ship.) The persons put on board Capt. Very express their thanks for his kind and polite attention to them. [*The Salem Gazette*, Salem, Mass., June 1, 1798]

DIANA, Ship. *Commander:* ——— Pindar. *Registry Port:* New York.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y. [TDA. Custom House Records.]

DIANA, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Savannah, 1798.

[L.C., Privy Council Register, Vol. 45, p. 562; P. R. O., London.]

DISPATCH, Ship. *Commander:* ——— Drew. *Registry Port:* Boston, Mass.

On August 10, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

DOLPHIN, Ship. *Tons:* 139; *Guns:* 2, 4-pounders; *Men:* 12. *Commander:* John Dunwell; Geo. W. Allen, *1st Mate.* *Registry Port:* Providence, R. I. *Owner:* Stephen Dexter, Providence, R. I.

Issued a Special Commission on October 16, 1798, by Collector of Customs, Providence, R. I., as shown on Abstract of Commissions issued, dated Custom House, Providence, R. I., 18 January 1799, signed by Jeremiah Olney, Collector.

[R. I. Historical Society.]

DOVE, Brig. *Tons:* 94. *Commander:* Jesse Hollis. *Registry Port:* Boston Mass. (Dec. 6, 1798). *Owners:* Frederick W^r Geyer, Jr. and Thomas Geyer, of Boston. Built at Kittery in 1786.

On December 6, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

DRAGON, Schooner. *Tons:* 73; *Guns:* 2; *Men:* 7. *Commander:* Richard Bishop. *Registry Port:* Baltimore, Md. (August 31, 1798). *Owner:* Thomas Tenant. Built in Dorchester County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on September 1, 1798, bound for St. Thomas with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

EAGLE, ———. *Guns*: 14. *Commander*: ——— Campbell.

New Castle, [Delaware] October 18, [1798] Arrived *Eagle*, Campbell, of 14 guns, on a cruise. Capt. Storey saw the *Clothier*, Gardner, from Philadelphia for Liverpool August 26, [1798]. Next day spoke Ship *Commerce*, of Boothbay, who had spoken *Clothier*, and learned she had captured a French privateer of 10 guns in Longitude 40° W. [The *Massachusetts Mercury*, Boston, Mass., November 2, 1798.]

EAGLE, Ship. *Guns*: 16; *Men*: 75. *Commander*: ——— Morrison. *Registry Port*: Charleston.

In our last we mentioned a report, that the Havana fleet was convoyed by Spanish armed ships: we find however that the Convoy was entirely American and consisted of the Ships *Fanny*, Wellman, of Salem, 16 guns, 60 men; the Ship *Eagle*, Morrison, of Charleston, 16 guns and 75 men; Brig *Fanny*, Orman, 14 guns and 40 men; Brig *Rainbow*, 10 guns and 20 men. There were 13 Spanish Ships of War lying at the Havana but none of them came as convoy. [The *Salem Gazette*, Salem, Mass., September 14, 1798.]

EDINBURG PACKET, Ship [?]. *Commander*: ——— ———.

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 44, p. 279; P. R. O., London.]

ELEANOR, Schooner. *Tons*: 107; *Guns*: 6; *Men*: 13. *Commander*: Philip Graybell. *Registry Port*: Baltimore, Md. (Oct. 17, 1798). *Owners*: Smith, Buchanan, Hollins, and others. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on October 18, 1798, bound for Curacoa, with a cargo of flour, sugar, port and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

ELIZA, Bark. *Tons*: 187; *Guns*: 5; *Men*: 12. *Commander*: Moses Townsend.

Issued a Clearance on December 18, 1798, at Salem and Beverly, for Canton.

[TDA. Custom House Records.]

ELIZA, Brig. *Commander*: ——— Dennet.

Stonington, July 26th, [1798] — Arrived schooner *Olive*, J. Hull, 23 days from Tortola. The *Olive* sailed from Newfield, 27th February, [1798], bound to St. Bartholomews and St. Croix; was captured the 22^d of March and ordered for Guadaloupe; next day recaptured by the English and sent to St. Johns, Antigua; paid salvage, and sailed May 3^d for Newfield: May 21st Latitude 39° N., Longitude 72°30' W., captured by the French, and ordered for Guadaloupe; June 14th recaptured by a British ship and sent into St. Johns, Antigua; paid a second salvage and sailed for Newfield, June 28th, under convoy of the brig *Eliza*, Dennet; quitted the fleet, and was captured by the French; two days after was recaptured by one of the convoy ships and brought into the fleet; in consequence of the vicissitudes of this voyage the Commodore restored the vessel to the Master without salvage, and certified it on his sea-letter, and requested it might be shewn to the government of the United States. [The *Massachusetts Mercury*, Boston, Mass., August 7, 1798.]

ELIZA, Brig. *Tons*: 134. *Commander*: Christopher O'Connor. *Registry Port*: Philadelphia, Pa. (March 2, 1798). *Owner*: John Testart. Built at Falmouth, Mass., in 1793.

The Proof of Ownership Certificate, dated Philadelphia, Pa., March 2, 1798, contains the following notation: "Surrendered March 30, 1799, Guns being taken from on board."

[TDA. Custom House Records.]

ELIZA, Brig. *Tons*: 170. *Commander*: Jacob Peterson. *Registry Port*: Philadelphia, Pa. (Dec. 8, 1798) *Owner*: James Yard. Built at Philadelphia in 1794.

The Proof of Ownership Certificate, dated Philadelphia, July 6, 1797, contains the following notation: "Surrendered December 8, 1798, to insert Guns".

[TDA. Custom House Records.]

ELIZA, Brig. Tons: 132; Guns: 4, 12-pounders; Men: 12. Commander: Thomas Woodberry, Jr. Registry Port: Salem, Mass. Owner: William Orme.

Issued a Clearance on December 12, 1798, at Salem and Beverly, for Bilboa.

[TDA. Custom House Records.]

ELIZA, Ship. Tons: 380; Guns: 12; Men: 30. Commander: Neil McNeil. Registry Port: Charleston, S. C.

Allowed to arm in a British port for her defence. Bound from London to Charleston, S. C., 9th of January 1798.

[L.C., Privy Council Register, Vol. 43, p. 32; P. R. O., London.]

For London — To sail on or before the 31st instant, the Copper bottomed Ship *Eliza*, Neil McNeil, Commander. Burthen 380 tons, mounts ten 24 and two 9 pounders, with men answerable; sails remarkably fast and will positively be ready for sea by the time mentioned. For Freight or Passage, having elegant accommodations for Passengers, apply to Captain McNeil on board at Beale's Wharf, or to Muir & Boyd. [*City Gazette and Daily Advertiser*, Charleston, S. C., Monday, 28th May, 1798.]

Charleston, October 1, 1798. The Ship *Eliza*, McNeil, of this port for London, was taken by a French privateer, after an obstinate engagement, in which several of the crew of the *Eliza* were killed and carried into Passage. The London papers contain the following articles, which refer to the *Eliza*, Captain McNeil, and to the privateer which capture her:

"PARIS, July 26,

"The Ship *L'Heureux Decide*, of Bordeaux, Capt. Noel, has taken after an engagement of an hour and an half, a vessel of 330 tons and 13 guns, the greater part of which were 36 pounders. It was bound from Charleston to London, under American colours, and it was not until it had been brought into port, that it was discovered to be an American. Its Cargo consisted of 154 chests of white sugar; 212 bags ditto; 126 chests of brown sugar; 400 bags of coffee; 260 bales of cotton; 65 hogsheads tobacco; 317 bbls rice, 12 bbls of indigo, and 18,000 Staves".

"LONDON, August 1, 1798.

"The American vessel from Charleston, the capture of which is stated in the last French papers, supported a running fight for two hours against a very superior force, and would perhaps have finally effected his escape, but the French in the true spirit of piracy, hoisted the bloody flag: Upon seeing which the American Commander, in tenderness to some female passengers he had on board, immediately surrendered." [The *Virginia Herald*, Fredericksburg, October 16, 1798.]

ELIZA, Ship. Guns: 16. Commander: ——— Morrison. Registry Port: Charleston, S. C.

Capt. Doane, of the Brig *Mercury*, from the Havanna, has furnished us with the following particulars: On the 18th [August, 1798] sailed from the Havanna, under convoy from the ships *Eliza*, of 16 guns, Capt. Morrison, of this port (the Commodore); ship *Fanny*, of Salem, 16 guns; and the brig *George*, Greggs, of New York, of 12 guns. Nothing remarkable happened in the fleet until the 25th instant, when a frigate, which proved to be the *Prevoyante*, Captain Wemiss, fell in with the fleet, and captured the ship *Bernstross*, under Danish colors, bound for this port; a schooner, under Danish colors, bound for Rhode Island; and several Americans. When she was last seen she appeared to have nine sail in possession. She fired two shot at the *Mercury*, but did not pursue her. Capt. Doane left the fleet, and did not fall in with it until the next morning. Nothing material happened afterwards. Capt. Morrison left the general convoy, and saw the vessels belonging to this port safe to the Bar yesterday; he is bound to New York. Capt. Doane speaks in the highest terms of the conduct of Capt. Morrison; he says it is impossible for any man to have been more attentive than he was to the vessels under his care. Capt. Doane was informed by Capt. Hatch, one of the fleet, that a French privateer had been in the fleet, in the night of Sunday last, and fired several shot; but he had no information of her capturing anything. [*City Gazette and Daily Advertiser*, Charleston, S. C., Wednesday, 29th August, 1798.]

ELIZA, Ship. *Tons:* 289; *Guns:* 4. *Commander:* James Odell; William Ingersoll, 1st Mate. *Registry Port:* Boston, Mass. *Owner:* Francis Amory.

Captured by French Privateer *Don Guichote* (Capt. Opimtin) on 13 February 1798, and recaptured by English Frigates *Nymphé*, *Phaeton* & *Mermaid* on 21 February 1798, while en route Boston to Amsterdam, in Latitude 49° 10' N., Longitude 10°30' W., and carried into Plymouth, England.

[Court of Claims Archives.]

ELIZA, Ship. *Commander:* ————

Commission authorized to be issued to the Ship *Eliza* by Collector of Customs, New York. See Timothy Pickering's letter of November 26, 1798, to Jno. Morrison of New York.

[S.D.A. Dom. L., Vol. 11.]

ELIZA, Snow. *Guns:* 10, 6-pounders and 6 Swivels. *Commander:* Perry Benson. *Registry Port:* Baltimore, Md. *Owners:* S. Smith & Buchanan.

Arrived the snow *Eliza*, Capt. Perry Benson, from London, last from Fal-mouth, which he left the 23^d March [1798]. Every ship in the convoy was armed, except the *Montezuma* and *Carlisle*. The *Eliza* saluted the City this morning with 16 guns. [*Commercial Advertiser*, New York, May 10, 1798]

Baltimore, October 19, 1798. On the 19th of August, [1798] Latitude 47° N., Longitude 26°14' W., a brig of 12 guns (French) boarded the Ship *George Washington*, Capt. Sampson, and informed Capt. Sampson that they had fallen in with, and had an engagement with the Ship *Eliza* of Baltimore, about the 10th or 12th of August. The privateer had suffered much, and reported that the *Eliza* would have sunk her, had not she fired so high. The privateer robbed the *George Washington* of a main-top-mast, and several other articles. Capt. Sampson was not informed, to his recollection, whether the *Eliza* was bound to or from Europe, but that she escaped being taken. (It is supposed that the above was the Snow *Eliza*, of Baltimore, owned by S. Smith and Buchanan, she having left Liverpool, homeward bound, on the 27th of July 1798, armed with 10 six pounders and 6 twelves.) [*The Salem Gazette*, November 2, 1798.]

ELIZABETH, Ship. *Commander:* ————

Wednesday, Sept. 5th, [1798] Arrived Ship *Sally*, Campbell, Liverpool, 47 days. Sailed in company with armed ships *Elizabeth*, for Savannah; and *Sally* for New York, parted August 26th Latitude 44° N., Longitude 67° W. [*The Massachusetts Mercury*, Boston, Mass., Sept. 7, 1798.]

ENTERPRIZE, Ship. *Tons:* 142. *Commander:* Joseph Moseley. *Registry Port:* Salem, Mass. *Owners:* Joseph Moseley, and others of Salem. Built at Almsbury, [Amesbury] Mass., in 1794.

Arrived Boston 13th November [1798] armed Brig *Orlando*, Henderson, 30 days from St. Petersburg — Sailed thence with 9 armed American vessels under Commodore Thorndike in *Sally* of Beverly — and *Reliance*, Webber of Boston; *Enterprize*, Osmore, and *Sukey*, of Salem. [*Commercial Advertiser*, New York, November 20, 1798.]

ESTHER AND ELIZA, Schooner [?]. *Commander:* ————

Delaware, Wilmington, August 25th, [1798] The *Esther and Eliza* which was fitted out as a Letter of Marque against the French, is carried into Bermuda. [*The Massachusetts Mercury*, Boston, Mass., Sept. 7, 1798.]

EVELINA, Schooner. *Tons:* 133; *Guns:* 12; *Men:* 30. *Commander:* Henry Tyson. *Registry Port:* Baltimore, Md. (July 12, 1798) *Owner:* James Barry. Built at Baltimore in 1798.

Norfolk, September 25, [1798] Arrived last Saturday in Hampton Roads, 12 days from Havanna, schooner *Evelina*, Tyson, mounting 12 guns and 30 men, bound to Baltimore. [*Claypoole's American Daily Advertiser*, Philadelphia, October 3, 1798.]

EXCHANGE, Brig. *Tons:* 185; *Guns:* 6; *Men:* 10. *Commander:* William Richardson.

Issued a Clearance on September 13, 1798, at Salem and Beverly, for Copenhagen.

[T.D.A. Custom House Records.]

EXPERIMENT, Brig. *Guns*: 20; *Men*: 70. *Commander*: ——— Jemry. *Registry Port*: Philadelphia, Pa.

Baltimore, August 28, [1798]. Left at Kingston Schooner *Polly*, Davis, Philadelphia, carried in cargo libelled; *Yeatman*, Crane, Philadelphia; *Experiment*, Jemry, Philadelphia, of 20 guns and 70 men; *Polly*, Blackhouse, Philadelphia. All to sail the 8th of August, under convoy of the *Experiment* and *Polly*. [*Commercial Advertiser*, New York, August 31, 1798.]

EXPERIMENT, Schooner. *Tons*: 85; *Guns*: 4; *Men*: 12. *Commander*: Samuel Knap. *Registry Port*: Baltimore, Md. (Aug. 10, 1798). *Owners*: David Stewart & Sons. Built at Norfolk, Va., in 1797.

Issued a Sea Letter at Baltimore, Md., on December 5, 1798, bound for Havana, with a cargo of butter, flour and dry goods.

[Col. Baltimore, Md., Record of Sea Letters, 1798.]

FABIUS, Ship [?]. *Commander*: ———.

Allowed to arm in a British port for her defence. Bound from London for New York, 1798.

[L.C., Privy Council Register, Vol. 44, p. 271; P. R. O., London.]

FACTOR, Ship. *Guns*: 10. *Commander*: ——— Farrell; Sharpe, 1st Mate. *Registry Port*: New York.

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

On December 16, 1798, while en route from New York to London, had an engagement with and was captured by the French privateer, *Intrepid*, of 22 guns; after taking Captain Farrell on board the privateer, the *Factor* escaped during the night and proceeded to Liverpool under command of her first mate, Sharpe. [*Commercial Advertiser*, New York, April 17, 1799.]

FACTOR, Ship. *Commander*: John Kemp. *Registry Port*: New York[?].

Yesterday arrived the ships *Sampson*, Rook, from Canton, and the *Factor*, Kemp, from London. On passing the Fort, they each fired a salute, one of 12 and the other 13 guns. [*Commercial Advertiser*, New York, May 14, 1798.]

FAIR AMERICAN, Ship. *Commander*: ——— Provost. *Registry Port*: New York.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

FAIR AMERICAN, Ship. *Tons*: 231; *Guns*: 12. *Commander*: Henry Treadwell. *Registry Port*: New York.

Arrived the Ship *Fair American*, Capt. Treadwell, of and for New York, was to clear from Greenock on the 25th of June. She mounts 12 guns. [*Commercial Advertiser*, New York, August 29, 1798.]

FAME, Ship. *Tons*: 180; *Guns*: 8. *Commander*: John Brown. *Registry Port*: New York, N. Y. (Feb. 12, 1798). *Owner*: John Jukel, of New York, N. Y. Built at Philadelphia in 1791.

Captured by French privateer *La Vengeance* (Capt. Francois Lange) on March 16, 1798, while en route New York to Port au Prince, in Latitude 22°45' N., Longitude 68°52' W., and carried into Porto Rico.

[State Dept. Archives.]

FAME, Ship. *Tons*: 274. *Commander*: William Story. *Registry Port*: New York, N. Y., (Dec. 4, 1798). *Owners*: Geo. Barnwall and L. Steinbach. Built at Sag Harbor, N. Y., in 1795.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Customs House Records.]

FAME, Ship. *Guns*: 16 carriage, 4 and 6 pounders. *Commander*: Seth Webber. Permitted to arm [in a British port] on December 18, 1798, bound from Liverpool to Leghorn.

[Privy Council Register, Vol. 45, p. 52, P. R. O., London.]

FANNY, Brig. *Tons:* 98; *Guns:* 2; *Men:* 8. *Commander:* George Billups. *Registry Port:* Baltimore, Md. (Sept. 9, 1798). *Owners:* Smith Buchanan & others. Built in Maryland in 1790.

Issued a Sea Letter at Baltimore, Md., on September 17, 1798, bound for Surinam with a cargo of pork, beef, flour & dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

FANNY, Brig. *Guns:* 14; *Men:* 40. *Commander:* ——— Orman [or Ormond].

Baltimore, September 3, [1798] Schooner *Sisters*, Johns, 14 days from the Havannah, sailed under convoy of 6 armed vessels, with a fleet consisting of about 70 sail of Americans. The following vessels were employed by the fleet under bonds, to defend them from everything: Ship *Eliza*, Morrison, of 16 guns, 75 men; Ship *Fanny*, Wellman, of 16 guns, 60 men; Brig *George*, Gregg, of 15 guns, 30 men. The following Captains pledged their honors, to defend the fleet in case of emergency: Capt. Orman, Brig *Fanny*, 14 guns, 40 men; Capt. Cobb, Brig *Rainbow*, 10 guns, 15 men; Capt. Morse, Schooner *Maria Matilda*, 8 guns, 20 men, and several others with more or less guns. [Commercial Advertiser, New York, September 6, 1798.]

FANNY, Brig. *Guns:* 10. *Commander:* ———. *Registry Port:* Charleston.

New York, December 31st 1798 The *Amiable Creole* sailed in company with the Brig *Fanny*, of Charleston, of 10 guns; Brig *Mercury*, of Charleston, of 16 guns; Bark *Hope*, of Boston, of 10 guns, and a number of others not armed. The *Baltimore* convoyed the fleet to Latitude 29° N. and then every one made the best of his way. [The Salem Gazette, Salem, Mass., January 8, 1799.]

FANNY, Ship. *Commander:* Daniel H. Braine. *Registry Port:* New York.

On December —, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

FANNY, Ship. *Guns:* 16; *Men:* 60. *Commander:* ——— Wellman. *Registry Port:* Salem, Mass.

Arrived Schooner *Lisbon*, from Havanna, having been convoyed by American Ship *Eliza*, Capt. Morrison, of Charleston, carrying 16 Guns and 75 men; the Ship *Fanny*, Wellman, of Salem, with 16 Guns and 60 men; and the Brig *George*, Gregg, of New York, with 10 guns and 35 men. [The Norfolk Herald, Norfolk, Va., Sept. 6, 1798.]

Salem, September 14th [1798]. In the *Salem Gazette* of Tuesday last it was mentioned that the Havanna fleet was convoyed by Spanish armed ships; we find, however, that the convoy was entirely American, and consisted of the Ship *Fanny*, Wellman, of Salem, 16 guns and 60 men; the Ship *Eagle*, Morrison, of Charleston, 16 guns and 75 men; Brig *Fanny*, Orman, 14 guns and 40 men; Brig *Rainbow*, 10 guns and 20 men. There were 13 Spanish Ships of War lying at the Havanna, but none of them came as convoy. Commodore Wellman, on his arrival in port, gave a federal and truly joyful salute. Much anxiety has been entertained for the safety of the property now arrived, as the French pirate boats had been a long time waiting at the Havanna for its sailing, to take it under convoy to a French port; but they at length found that they would have too many guns to encounter, and had waited in vain. [The Oracle of the Day, Portsmouth, N. H., Sept. 22, 1798.]

FANNY AND JANE, Brig. *Tons:* 142; *Guns:* 2; *Men:* 8. *Commander:* P. Gisse. *Registry Port:* Baltimore, Md. *Owner:* J. Carrere.

Issued a Sea Letter at Baltimore, Md., on August 21, 1798, bound for Havanna, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

FAVORITE, Ship. *Tons*: 160; *Guns*: 6; *Men*: 14; *Boys*, 2. *Commander*: Richard Marner. *Registry Port*: New York, N. Y. (May 21, 1798). *Owners*: Chas. Moulton and John Thompson. Built at New London, Conn., in 1789.

On October — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y. [TDA. Custom House Records.]

Falmouth (Jamaica) November 14th 1798 Friday arrived here the American armed Ship *Favourite*, Mariner, in 20 days from New York. *Favourite* attacked by French Privateer November 3rd, 1798, south end of Heneaga — exchanged shots — privateer escaped on account of having sweeps which she put out, and plenty of men to man them. The wind failed and *Favourite* could not continue the chase. *Favourite* had 6 guns, 14 men & 2 boys. [The *Salem Gazette*, Salem, Mass., January 8, 1799.]

FELICITY, Schooner. *Tons*: 131; *Guns*: 10; *Men*: 20. *Commander*: Johans Lowe. *Registry Port*: Baltimore, Md. (Aug. 1798). *Owner*: John Hollins. Built at West River, Md., in 1796.

Issued a Sea Letter at Baltimore, Md., on November 26, 1798, bound for Havanna and Vera Cruse with a cargo of wine, brandy and dry goods. [Col. Baltimore, Md. Record of Sea Letters, 1798.]

FELICITY, Ship. *Commander*: ————. *Registry Port*: Alexandria, Va.

New York, June 8, 1798. The Ship *Felicity* of Alexandria being fortunately Armed, protected herself and 3 other American vessels from a French pirate who lately attacked them. [The *Salem Gazette*, Salem, Mass., June 15, 1798.]

FINANCIER, Ship. *Commander*: — Clark.

Saturday, October 27, [1798] arrived Ship *Financier*, Clark, Arch-Angel 44 days. Sailed in company with Capts. Wheatland, [*Perseverance*] of Salem, Down[ing], of Salem. Left there Capt. Smith, of Salem. On Tuesday last spoke Ship *Sultan* and *John Jay*, from Boston, bound out. The *Financier* on anchoring saluted the town. [The *Massachusetts Mercury*, Boston, Mass., October 30, 1798.]

FIVE BROTHERS, Ship. *Guns*: 12, 6-pounders; *Men*: 40. *Commander*: — Phillips. *Registry Port*: Boston, Mass.

On December 26, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass. [TDA. Custom House Records.]

FLY, Brig. *Tons*: 179; *Guns*: 6; *Men*: 14. *Commander*: Francis Smithwick. *Registry Port*: Baltimore, Md. (Nov. 27, 1798). *Owner*: William Cole. Built at Norfolk, Va., in 1795.

Issued a Sea Letter at Baltimore, Md., on November 28, 1798, bound for Cadiz, with a cargo of tobacco, rice and staves. [Col. Baltimore, Md. Record of Sea Letters, 1798.]

FOUR SISTERS, Ship. *Tons*: 177; *Guns*: 2; *Men*: 11. *Commander*: Isaac Rea.

Issued a Clearance on December 26, 1798, at Salem and Beverly, for Savannah.

[TDA. Custom House Records.]

FOUR SISTERS, Ship. *Commander*: — M'Lean.

New London, June 24th [1798] Sailed Armed Ship *Four Sisters*, Commodore M'Lean, convoying Brigs *Horatio*, Whiting; *Matilda*, Smith; *Hope* — etc. for West Indies. [Commercial Advertiser, New York, June 30, 1798.]

FOX, Brig. *Tons*: 113. *Commander*: Benjamin Ward. *Registry Port*: New York, N. Y. (Dec. 4, 1798). *Owner*: John B. Desdoity. Built at New York in 1793.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y. [TDA. Custom House Records.]

FOX, Schooner. *Tons*: 118; *Guns*: 4; *Men*: 8. *Commander*: James Mitchell. *Registry Port*: Baltimore, Md. (May 17, 1798). *Owner*: Ashbel Wellea. Built at Chatham, Conn., in 1797.

Issued a Sea Letter at Baltimore, Md., on December 13, 1798, bound for La Guira, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

FOXWELL, Ship. *Guns:* 20, 4 and 6 pounders; *Men:* 30. *Commander:* ———
Stephens.

“The American Ship *Foxwell*, Capt. Stephens, mounting 20 guns (4 and 6 pounders) with 30 men, will * * * be ready to sail hence for Boston * * * by the 25th of this month (September) * * *” (From Elias Vander Horst’s letter of 14th September 1798, at Bristol, England, to Secretary of State, Washington.)

[State Dept. Archives, Bristol, Vol. 1, 1791-1799.]

FRANKLIN, Ship. *Tons:* 243. *Commander:* James Devereaux. *Registry Port:* Boston, Mass. (Dec. 3, 1798). *Owner:* Jas. Dunlap, of Boston. Built at Salem, Mass., in 1796.

For *Hamburgh*, — provided sufficient freight offers, — the fast sailing, copper-bottomed, armed ship *Franklin*, burthen 250 tons, lying at Foster’s Wharf; will sail with all possible expedition. For freight or passage apply to John Hancock at store, No. 8 Merchants Row. [The *Massachusetts Mercury*, Boston, Mass., Sept. 21, 1798.]

FRANKLIN, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 45, p. 572; P. R. O., London.]

FRIENDSHIP, Schooner. *Tons:* 111; *Guns:* 1; *Men:* 9. *Commander:* Herbert Woodberry.

Issued a Clearance on September 26, 1798, at Salem and Beverly, for Bilboa.

[TDA. Custom House Records.]

FRIENDSHIP, Ship. *Tons:* 342; *Guns:* 8; *Men:* 21. *Commander:* Israel Williams. Issued a Clearance on September 25, 1798, at Salem and Beverly, for Hamburg.

[TDA. Custom House Records.]

GALEN, Ship. *Tons:* 261; *Guns:* Pierced for 18; *Men:* 30. *Commander:* John Mackay. *Registry Port:* Boston, Mass. (Dec. 10, 1798). *Owners:* Eliakim Morse and Benj. Eddy of Boston. Built at Charlestown in 1798.

For London, the new ship *Galen*, John Mackay, Commander, will be ready to receive freight on board in six days, and will sail with all possible dispatch; she is built for a regular Trader, of the best materials, and by the most approved workmen, and under the direction of an old experienced Commander; calculated for a prime sailor, and pierced for 18 guns, and will carry 30 men, has excellent accommodations for passengers. For freight and passage please apply to E. Morse, No. 6 Dock St. [The *Massachusetts Mercury*, Boston, Mass., November 13, 1798.]

GALLOT, Schooner. *Tons:* 140. *Commander:* Thomas Hudson. *Registry Port:* New York, N. Y. (June 1, 1798). *Owners:* N. G. Rutgers and others. Built in Connecticut in 1798.

On September — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

GALLANT, Schooner. *Tons:* 124 [?]; *Guns:* 16 [?]. *Commander:* Thomas Pierce [?]. *Registry Port:* New York [?] (June 14, 1798). *Owners:* Jno. Jukel [?]. Built at Say Brook, Conn., in 1798 [?].

For sale — The new fast sailing pilot-boat built schooner *Alecto*, lying at Murray’s Wharf, Coffee house slip, burthen 133 tons, built upon the model of the schooner *Gallant* and calculated for carrying 16 guns. For further particulars inquire of Mr. Joseph W. Alsop or Isaac Riley. [Commercial Advertiser, New York, August 25, 1798.]

GANGES, Ship. *Tons:* 504; *Commander:* ——— ———. *Registry Port:* Philadelphia, Pa. (6 July 1796). *Owners:* Thomas Willing, Thomas Mayne Willing, and Thomas W. Francis. Built at Philadelphia in 1795.

Sold by the owners to the U. S. Government on 3 May 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Ganges*.

[GAO, No. 9749.]

GENERAL WASHINGTON, Ship. *Tons: 252; Guns: 16. Commander: John Latimer. Registry Port: Philadelphia, Pa. (Dec. 12, 1798). Owner: Daniel W^m Coxe. Built at Wilmington, Del., in 1790.*

For Freight or Charter to the Havanna on reasonable terms, the ship *General Washington*, a staunch fast sailing vessel, of about 3000 barrels burthen, will mount 16 guns and be well manned and fitted for defence. Apply to Daniel W. Coxe, No. 113 Walnut Street, near Fourth Street. [*Claypoole's American Daily Advertiser*, Philadelphia, Friday, Dec. 14, 1798.]

GENERAL WASHINGTON, Ship. *Tons: 231. Commander: Francis Roberts. Registry Port: Boston, Mass. Owners: W^m Parsons and Stephen Higginson. Built at Bradford, Mass., in 1798.*

On December 17, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

GENERAL WAYNE, Ship. *Tons: 199. Commander: John Seaman. Registry Port: New York, N. Y. (May 16, 1798). Owners: Chas. Watkins and others. Built at Cape Elizabeth in 1794.*

Brig *Amiable Creole*, Orr, 21 days from Havanna and reports the armed ship *General Wayne*, Seaman, was there. [*Commercial Advertiser*, New York, December 27, 1798.]

GEORGE, Brig. *Tons: 135; Guns: 15; Men: 30. Commander: David Gregg. Edward Healy. Registry Port: New York, N. Y. (Apr. 27, 1798). Owner: John G. Lockwood. Built in North Carolina in 1786.*

Arrived Schooner *Liabon*, from Havanna, having been convoyed by American Ship *Elixa*, Capt. Morrison, of Charleston, carrying 16 guns and 75 men; the Ship *Fanny*, Wellman, of Salem, with 16 guns and 60 men; and the Brig *George*, Gregg, of New York, with 10 Guns and 35 men. [*The Norfolk Herald*, Norfolk, September 6, 1798.]

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

GEORGE WASHINGTON, Ship. *Tons: 624; Guns: 24 9-pounders, 8 6-pounders. Commander: ————. Registry Port: Providence, R. I. Owner: John Brown.*

Purchased by the U. S. Government in October 1798; fitted out as a vessel of the U. S. Navy, as the U. S. S. *George Washington*.

[NDA.]

GEORGIA PACKET, Brig. *Tons: 113; Guns: 12. Commander: Richard Thomas. Registry Port: New York, N. Y. (May 4, 1798). Owner: John Blagge. Built at Philadelphia in 1791.*

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

GOOD HOPE, Brig. *Tons: 187; Guns: 2; Men: 10. Commander: Jonathan Neale.*

Issued a Clearance on December 8, 1798, at Salem and Beverly, for Bilboa.

[TDA. Custom House Records.]

GRACE, Brig. *Tons: 106; Guns: 2; Men: 8. Commander: John Thompson. Registry Port: Baltimore, Md. (Apr. 7, 1797). Owners: John Thompson & Archibald Shaw. Built at Great Choptank, Md., in 1795.*

Issued a Sea Letter at Baltimore, Md., on October 6, 1798, bound for Baracoa, with a cargo of flour and pork.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

GRACE, Ship. *Tons: 253. Commander: James Drummond. Registry Port: New York, N. Y. (Aug. 11, 1798). Owners: W^m Livandervort & James Drummond. Built at New York in 1792.*

On August — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

GRAY, Ship [?]. *Commander: ————.*

Allowed to arm in a British port for her defence. Bound from London for New York, 1798.

[L.C., Privy Council Register, Vol. 44, p. 186; P. R. O., London.]

GREYHOUND, Schooner. *Tons:* 90. *Commander:* Elnathan Clark. *Registry Port:* New York, N. Y. (Oct. 27, 1797). *Owners:* John Blagge, and Daniel Hawley. Built at New London, Conn., in 1797.

On August — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

GREYHOUND, Schooner. *Tons:* 78; *Guns:* 2; *Men:* 9. *Commander:* Jos. Deshields. *Registry Port:* Baltimore, Md. (Aug. 23, 1798). *Owners:* Gittings & Smith Co. Built in Matthews County, Va., in 1796.

Issued a Sea Letter at Baltimore, Md., on August 23, 1798, bound for Havana, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

GREYHOUND, Ship [?]. *Commander:* ———.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 45, p. 392; P. E. O., London.]

HAMBURGH PACKET, Ship. *Tons:* 322; *Guns:* 10 carriage. *Commander:* Silas Swain. *Registry Port:* Philadelphia, Pa. (31 October 1795). *Owners:* Philip Nicklin and Robert E. Griffith. Built at Philadelphia in 1794.

Sold by the owners to the U. S. Government on 5 May 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Delaware*.

[GAO, No. 9,800.]

HANCOCK, Ship. *Commander:* ——— Crocker. *Registry Port:* Boston, Mass.

On August 22, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

HANNAH, Brig. *Tons:* 138; *Guns:* 1; *Men:* 8. *Commander:* Benja. Swett. William Wyman.

Issued a Clearance on May 26, 1798, at Salem and Beverly, for Cadiz.

Issued a Clearance on December 11, 1798, at Salem and Beverly, for Tranquebar. (W^m Wyman, Commander)

[TDA. Custom House Records.]

HANNAH, Schooner. *Tons:* 101; *Guns:* 6; *Men:* 13. *Commander:* John Griste; John Proctor, *Mate;* Richard Thompson, *2nd Mate.* *Registry Port:* Marblehead, Mass. *Owners:* Loring & Curtis, of Marblehead.

Captured by French Privateer *Filibustier* (Capt. Peter Icard) on 10 December 1798, while en route Marblehead to Mediterranean, 6 leagues off Malaga, Spain, and carried into Malaga.

[SDA.]

HANNAH, Ship. *Guns:* 6. *Commander:* Richard Fryer. *Registry Port:* Portsmouth, Va. *Owner:* John Cox, Portsmouth, Va.

Captured by French Privateer *La Vengeance*, of Bordeaux, on 14 September 1798, while en route Portsmouth, Va. to London, England, and carried into Port Passage, Spain.

[SDA.]

HANNAH, Ship. *Guns:* 18. *Commander:* ——— Morland.

"The American Ship *Hannah*, Capt. Morland, and the American Brig *Pallas*, Capt. Collins, the former with 18 Guns and the latter with 14, the first for Boston, the second for Charleston * * *" (From Elias Vander Horst's letter of 11 October 1798, at Bristol, England, to Rufus King, London).

[SDA.]

HARMONY, Schooner. *Commander:* ——— Price. *Owner:* ——— Price.

May 14th, [1798] loss of the armed three masted Schooner *Harmony*, Captain Price, who sailed on Saturday, the 5th instant from this port for Surinam. (She was struck by a squall "which overset her and she filled", 10 people were drowned. They were taken off the wreck by Schooner *Betsy*.) The *Harmony*, we understand, was a Danish bottom and belonged to the Captain. [The *Connecticut Journal*, New Haven, Conn., May 23, 1798.]

170 NAVAL OPERATIONS; NOVEMBER 1798—MARCH 1799

HARMONY, Ship. *Guns*: 14. *Commander*: ——— Kollock. *Registry Port*: Philadelphia, Pa.

Yesterday arrived the ship *Harmony* of Philadelphia, Capt. Kollock, in 120 days from Calcutter. The *Harmony* mounts 14 guns, and fired a salute of 15 guns as he passed the Fort on Governor's Island. [*Commercial Advertiser*, New York, Saturday evening, April 28, 1798.]

HARPLER, Ship. *Guns*: 20. *Commander*: ——— ———. *Registry Port*: Boston, Mass.

Arrived yesterday schooner *Fair Trader*, Capt. Osburn, in 20 days from St. Christophers. Sailed in company with a fleet of about 230 English and 75 Americans under convoy of 10 frigates and sloops. In Latitude 22° N., the Americans left the English fleet under convoy of the Ship *Harpler*, of Boston, of 20 guns, and several others armed. The schooner *James*, of 8 guns, and a brig, left us in Latitude 29° N. [*Commercial Advertiser*, New York, August 23, 1798.]

HARRIET, Brig. *Commander*: ——— Brightman.

Arrived, Thursday, May 2, 1798, Brig *Harriet*, Brightman, St. Vincents, 30 days, sailed in company with six American vessels, among them the *Atlantic*, Perkins; and the *Two Friends*, Blanchard, for Boston. The *Harriet* being armed served as convoy. [The *Massachusetts Mercury*, Boston, Mass., May 4, 1798.]

HAWKE, Schooner. *Tons*: 69; *Guns*: 2; *Men*: 7. *Commander*: Joseph Lovett, Jr.

Issued a Clearance on December 20, 1798 at Salem and Beverly, for St. Anders.

[TDA. Customs House Records.]

HAZARD, Brig. *Guns*: 8 carriage. *Commander*: ——— Nash. *Registry Port*: Boston, Mass.

On November 9, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

Boston, February 21st 1799, Capt. Nash, in the Brig *Hazard*, of this port, armed with 8 carriage guns on the 17th December, 1798, off Bilboa bar, having a pilot on board, was attacked by 2 French privateers, one of 8 guns, and 50 men, and the other of 2 guns and 30 men, which he fought two hours and a half, and finally beat off — but 2 French luggers coming out of St. Anthony's harbour, of 10 guns each, Capt. Nash was obliged to bear down to 2 English luggers, to whom he gave 500 dollars, to convoy him to Bilboa bar. Capt. Nash had 6 of his carriage guns dismounted by having block wheels. We hope this circumstance will operate as a caution to those concerned, to see that their gun-carriages are mounted on sufficient wheels. [The *Salem Gazette*, Salem, Mass., February 22, 1799.]

HAZARD, Brig. *Tons*: 126. *Commander*: Francis Roberts. *Registry Port*: Boston, Mass. (July 13, 1797). *Owners*: William Parsons & Stephen Higginson. Built at Haverhill in 1791.

Boston, October 11th 1798. This day arrived Brig *Hazard*, Roberts, from Hamburg, 54 days. She is well armed and on anchoring saluted the town with a federal discharge, which was returned by the *Joseph*, a well armed brig. [The *Salem Gazette*, Salem, Mass., October 16, 1798.]

HAZARD, Ship. *Commander*: Richard Gardner. *Registry Port*: Salem, Mass.

Issued a Clearance on November 16, 1798, at Salem and Beverly, for Cadiz and Gibraltar.

[TDA. Custom House Records.]

HELEN, Schooner. *Commander*: ——— ———.

The American Armed Schooner *Helen*, will sail for St. Thomas. [The *Norfolk Herald*, Norfolk, December 18, 1798.]

HENRY, Sloop. *Guns*: 6, 3-pounders, 2, 2-pounders. *Men*: 14. *Commander*: ——— Casach.

Chased by a French privateer, on December 28, 1798, in Latitude 20° N., Longitude 62° 30' W., and escaped. [Claypole's *American Daily Advertiser*, Philadelphia, March 19, 1799.]

HERALD, Ship. *Tons*: 279; *Guns*: 19. *Commander*: Edward Davis. *Registry Port*: Boston, Mass. (Oct. 27, 1797). *Owner*: Edward Davis, of Boston. Built at Newbury in 1797.

Wednesday, May 1, Arrived Ship *Herald*, Davis, London, 45 days. Sailed with a fleet of 50 Sail of American vessels under convoy of a British 64 gun ship and a sloop of war: — (List of convoys follows.) March 31, a French privateer came in sight of the *Herald's* guns, and then bore away. The *Herald* has 19 guns mounted. [The *Massachusetts Mercury*, Boston, Mass., May 4, 1798.]

Sold by Edward Davis to the U. S. Government, on 12 June 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Herald*.

[GAO, No. 9847.]

HERALD, Ship. *Tons*: 325. *Commander*: Richard Derby. *Registry Port*: Boston, Mass. (Dec. 13, 1798). *Owners*: Ebenezer Preble & Sam'l Parkman, of Boston. Built at Falmouth, Mass., in 1797.

On December 17, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

HERCULES, Ship. *Tons*: 498; *Guns*: 20. *Commander*: Benjamin Hinds. *Registry Port*: Boston, Mass. (Feb. 16, 1798). *Owner*: Ebenezer Frothingham. Built at Exeter, 1793.

New London, July 28, [1798.] The Ship *Hercules*, of Boston, and Ship *Alexandria*, of Alexandria, with a number of others were arming in Martinique, on account of a report via Guadaloupe, of a war between France and America. [The *Massachusetts Mercury*, Boston, Mass., August 7, 1798.]

Friday, August 24th [1798] — Arrived Ship *Hercules*, mounting 20 guns, Capt. Hinds, from Martinico, 30 days. Sailed with Convoy. [The *Massachusetts Mercury*, Boston, Mass., August 28, 1798.]

HIGHLANDER, Schooner. *Tons*: 138; *Guns*, 12; *Men*: 21. *Commander*: Thomas McConnell. *Registry Port*: Baltimore, Md. (Oct. 16, 1798). *Owner*: Gabriel Wood. Built at Havre de Grace, Md., in 1796.

Issued a Sea Letter at Baltimore, Md., on October 11, 1798, bound for Martinique, with a cargo of flour, wine, candles and tobacco.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

Alexandria, December 29, [1798]. Armed schooners *Neptune* and *Welcome Return*, owned by Robert T. Hooe, commanded by Capts. Willis and Gutherie, arrived from St. Kitts — Sailed December 1, in company with armed Schooner *Buckskin*, Capt. Helm, of Baltimore — passenger with Capt. Willis, Capt. Thomas M^cConnell captured in Schooner *Highlander*, 12 guns, of Baltimore, 22 men, on 4th November, in Latitude 19° 10' N., Longitude 50° W. — 1st Mate shot in shoulder — 2nd Mate killed — 3 seamen wounded — Privateer *Guadaloupe* 12 guns, 96 men — engaged 3 galleons. [New York Spectator, New York, January 5, 1799.]

HOPE, Bark. *Guns*: 10. *Commander*: ————. *Registry Port*: Boston, Mass.

New York, December 31st 1798. The *Amiable Creole* sailed in company with the brig *Fanny*, of Charleston, of 10 guns; Brig *Mercury*, of Charleston, of 16 guns; Bark *Hope*, of Boston, of 10 guns, and a number of others not armed. The *Baltimore* convoyed the fleet to Latitude 29° N. and then every one made the best of his way. [The *Salem Gazette*, Salem, Mass., January 8, 1799.]

HOPE, Brig. *Tons*: 118; *Guns*: 4; *Men*: 10. *Commander*: James Mills. *Registry Port*: Baltimore, Md. (Oct. 23, 1798). *Owners*: P. D'Gavert and Thos. Nicholls. Built at Nanticoke, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on October 23, 1798, bound for Demirara with a cargo of soap, oil, wine, dry goods and perfumery.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

HOPE, Schooner. *Tons*: 86; *Guns*: 2; *Men*: 7. *Commander*: J. Benson. *Registry Port*: Baltimore, Md. *Owners*: Rogers & Owings.

Issued a Sea Letter at Baltimore, Md., on August 23, 1798, bound for Havanna with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

HOPE, Ship. *Guns, 18; Men: 60. Commander: Elijah Clark. Registry Port: Boston, Mass.*

Ship *Hope*, Clark, of Boston, mounting 18 guns and having 60 men; and Capt. Boswell, of Boston, in a ship [*Sally*] of 16 guns and 50 men, have preserved a number of American vessels in the West Indies from French piracy. [*The Massachusetts Mercury*, Boston, Mass., Sept. 7, 1798.]

HOPE, Ship. *Tons: 157; Guns: 4; Men: 10. Commander: George Hastie. Registry Port: Baltimore, Md. Owner: John Savage.*

Issued a Sea Letter at Baltimore, Md., on November 30, 1798, bound for Bilbao with a cargo of sugar, staves, tobacco and cocoa.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

HOPE, Ship. *Commander: Benjamin Smith. Registry Port: Newport, R. I. Owner: Chas. D. Wolf, of Bristol.*

On December 17, 1798, issued a special commission as a private armed vessel by Collector of Customs at Newport, R. I.

[TDA. Custom House Records.]

HOPE, Ship. *Guns: 12. Commander: ————. Registry Port: Norwich.*

Convoy sailing from Cape Nicholas Mole under convoy of armed Ships *Hope* and *Sally*, bound to Philadelphia. [*Claypoole's American Daily Advertiser*, Philadelphia, October 5, 1798]

A Convoy sailed from Cape Nicholas Mole, about September 9th, [1798] consisting of about 30 Sail of American vessels, chiefly for the Southern States, under protection of the Ships *Hope*, of 12 guns, and *Sally*, of 14, both belonging to Norwich. [*The Salem Gazette*, Salem, Mass., October 9, 1798.]

HOULBROOK, Ship [?]. *Commander: ————.*

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 44, p. 406; P. R. O., London.]

HUNTER, Ship. *Tons: 236; Guns: 8; Men: 17. Commander: Ebenezer Smith. Registry Port: Boston, Mass. (May 8, 1798). Owners: Jos. Smith & others of Boston. Built at Falmouth, Mass., in 1790.*

Captured by French Privateer *La Bonne Mere*, on June, 13 1798, while en route Boston to Martinique and carried into Basseterre, Guadaloupe.

[Court of Claims Archives.]

An account by Mr. Samuel Prince of the capture of the armed ship *Hunter*, Ebenezer Smith, Captain, of Portsmouth, bound for Martinique, by a French Privateer of 8 guns and 80 men, and the barbarous treatment shown by the Frenchmen. [*The Oracle of the Day*, Portsmouth, N. H., July 14, 1798]

Capt. Brewster who arrived at New London on the 11th instant, in 16 days from Guadaloupe, says, Capt. Smith had died of his wounds. [*The New Hampshire Gazette*, Portsmouth, N. H., July 24, 1798.]

HUNTER, SHIP. *Commander: ————. Registry Port: New York, N. Y.*

Extract of a letter from the American Agent at Algeciras to Mr. Uzarde, the American Consul at Cadiz, March 12, 1798: "On the 12th [March 1798] the copper bottomed ship *Hunter*, of New York, was brought in here, she is loaded with fish, oil, nankeens, muslins, etc., and bound to Genoa, Marsailles, and the East Indies. There is a dispute between the French and Spanish privateers to know who boarded her first. The Captain unfortunately fired one of his guns, he says with powder and to leeward, but the Captors say he fired in his defense, with shot. I fear he will have much trouble in getting clear, as his cargo is valuable." [*Commercial Advertiser*, New York, May 17, 1798.]

INDEPENDENCE, Ship. *Tons*: 150; *Guns*: 12, 4-pounders; *Men*: 20. *Commander*: Isaac Parker. *Richard Hutchins, 1st Mate*; William Armington, *2nd Mate*. *Registry Port*: Providence, R. I. *Owner*: George Lane, of Charlestown, Mass. Built at Providence, R. I., in 1796.

Issued a special commission on December 12, 1798, by Collector of Customs, Providence, R. I., as shown on Abstract of Commissions issued, dated Custom House, Providence, R. I., 18 January 1799, signed by Jeremiah Olney, Collector.

[R. I. Historical Society.]

On December 12, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs at Providence, R. I.

[TDA. Custom House Records.]

INDIAN CHIEF, Ship [?]. *Commander*: ————

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 44, p. 279; P. R. O., London.]

INDUSTRY, Schooner. *Tons*: 75; *Guns*: 2; *Men*: 7. *Commander*: Joseph Myrick. *Registry Port*: Baltimore, Md. (Aug. 21, 1798). *Owner*: J. Carrere. Built at Somerset, Md., in 1795.

Issued a Sea Letter at Baltimore, Md., on August 21, 1798, bound for Jeremie, with a cargo of flour.

[Col. Baltimore, Md., Record of Sea Letters, 1798.]

INDUSTRY, Ship. *Commander*: ———— Vickery.

Extract from letter, dated London, 3 December, 1798, from Lane & Frazer to Elias Hasket Derby, relative to the latter's ship *Benjamin*: "the Ship [*Benjamin*] is now in the Downes, and we expect will sail with the Convoy that is to see the Trade to the Coast of Africa they are under Sailing orders & will go the first fair wind unless she is previously joined by the American Ships *Industry*, Capt. Vickery, bound to Virginia and the *Majesty*, Capt. Cox, bound to Philadelphia who are both well armed & mann'd & will keep company together & give the *Benjamin* their Signals."

[Essex Institute.]

INDUSTRY, Ship [?]. *Commander*: ———— Rudd. *Registry Port*: New York, N. Y. [?]

On November —, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

INTEGRITY, Brig. *Tons*: 174. *Commander*: James Gillinder. *Registry Port*: New York, N. Y. (June 18, 1798). *Owners*: Isaac Gouveneur and Peter Kemble. Built at Rye, N. Y., in 1796.

On December —, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

IRIS, Schooner. *Tons*: 92; *Guns*: 4; *Men*: 9. *Commander*: William Yerby. *Registry Port*: Baltimore, Md. (Oct. 16, 1798). *Owners*: W. McFadon & J. McFadon. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on October 17, 1798, bound for St. Thomas, with a cargo of flour, soap, and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

IRIS, Ship [?]. *Commander*: ————

Allowed to arm in a British port for her defence. Bound from London for Virginia, 1798.

[L.C., Privy Council Register, Vol. 44, p. 28; P. R. O., London.]

ISABELLA, Schooner. *Tons*: 133; *Guns*: 8; *Men*: 25. *Commander*: Thomas C. Howe. *Registry Port*: Baltimore, Md. (Dec. 27, 1798). *Owners*: Lloyd Buchanan & H. Courteny. Built in Matthews County, Va., in 1798.

Issued a Sea Letter at Baltimore, Md., on December 27, 1798, bound for Cadix, with a cargo of cocoa and sugars.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

JAMES, Schooner. Guns: 8. Commander: ————

Arrived yesterday, schooner *Fair Trader*, Capt. Osburn, in 20 days from St. Christophers. Sailed in company with a fleet of about 230 English and 75 Americans under convoy of 10 frigates and sloops. In Latitude 22° N., the Americans left the English fleet under convoy of the Ship *Harpler*, of Boston, of 20 guns, and several others armed. The schooner *James*, of 8 guns, and a brig, left us in Latitude 29° N. [*Commercial Advertiser*, New York, August 23, 1798.]

J. AND FANNY, Brig. Tons: 177; Guns: 2; Men: 9. Commander: W. Smith. Registry Port: Baltimore, Md. Owners: Smith & Biays.

Issued a Sea Letter at Baltimore, Md., on November 5, 1798, bound for Cadiz.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

JANE, Ship [?]. Commander: ————

Allowed to arm in a British port for her defence. Bound from London to Philadelphia, 1798.

[L.C., Privy Council Register, Vol. 45, p. 447; P. R. O., London.]

JANE MARIA, Brig. Tons: 169. Commander: Robert Jones. Registry Port: New York, N. Y. (Apr. 10, 1798). Owners: Gerard & John DePeyster. Built at New York in 1796.

On October —, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

JASON, Brig. Tons: 112; Guns: 16; Men: 52. Commander: John Hargous. Registry Port: Philadelphia, Pa.

From the Coffee House Books, Philadelphia, July 19, 1798: Arrived at the Port this morning, the Brig *Jason*, Capt. Hargous, of 16 guns and 52 men, and 5 passengers for Jeremie and the Mole, with a fleet of Merchantmen under Convoy. [*The Salem Gazette*, July 27, 1798.]

JAY, Ship. Tons: 230. Commander: Thomas Dyer. Registry Port: New York, N. Y. (March 22, 1798). Owners: John Gilbert, James Ardent, & Price DePeyster. Built at Berkeley, Mass., in 1794.

New York — Arrived Ships *Jay*, (armed) Dyer, Hull, 54 days; *Fame*, Havens, Hull, 54 days, and *Fair American*, (armed) Treadwell, Greenock, 49 days. [*The Massachusetts Mercury*, Boston, Mass., September 11, 1798.]

JEREMIAH, Schooner. Tons: 85; Guns: 2. Commander: Thomas Harris. Registry Port: Baltimore, Md. (Aug. 18, 1798). Owners: Jona. Harrison & Thos Harris. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on August 18, 1798, bound for Havanna, with a cargo of flour, meal, corn & bread.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

JOHN, Ketch. Tons: 258; Guns: 3; Men: 15. Commander: Stephen Phillips. Registry Port: Salem, Mass.

Issued a Clearance on May 26, 1798, at Salem and Beverly, for Cadiz.

[TDA. Custom House Records.]

JOHN, Ship [?]. Commander: ————

Allowed to arm in a British port for her defence. Bound from London for Venice, 1798.

[L.C., Privy Council Register, Vol. 44, p. 620; P. R. O., London.]

JOHN JAY, Ship [?]. Commander: ————

Allowed to arm in a British port for her defence. Bound from London to Boston, 1798.

[L.C., Privy Council Register, Vol. 45, p. 152; P. R. O., London.]

JOSEPH, Brig. Commander: ———— Hopkins.

(Boston, August 17th, [1798]. From the Mediterranean) Captain Hopkins, who arrived yesterday from Leghorn, was one of the first who armed in defense of his property and rights; and the first to return from Europe, in evidence of the wisdom and policy of the measure. [*The Connecticut Journal*, New Haven, Conn., August 22, 1798.]

JUNO, Brig. *Tons*: 132; *Guns*: 2; *Men*: 9. *Commander*: W. Young. *Registry Port*: Baltimore, Md. *Owner*: James Clark.

Issued a Sea Letter at Baltimore, Md., on November 24, 1798, bound for Figuiera, with a cargo of Indian corn and staves.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

KINGSTON, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 43, p. 648; P. R. O., London.]

LARK, Schooner. *Tons*: 78; *Guns*: 2; *Men*: 8. *Commander*: W. Creighton. *Registry Port*: Baltimore, Md. (Dec. 21, 1797). *Owners*: Smith & Buchanan. Built at Westerly, R. I., in 1795.

Issued a Sea Letter at Baltimore, Md., on August 18, 1798, bound for Havanna, with cargo of flour, wine, vary goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

LARK, Schooner. *Tons*: 78; *Guns*: 2; *Men*: 7. *Commander*: M. McKee. *Registry Port*: Baltimore, Md. *Owner*: James Biays.

Issued a Sea Letter at Baltimore, Md., on December 4, 1798, bound for Curacoa, with a cargo of flour and hollow glass.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

LAVINIA, Brig. *Tons*: 196; *Guns*: 14. *Commander*: John Cassin. *Registry Port*: Philadelphia, Pa. (Dec. 6, 1798). *Owner*: William Craymond. Built at Philadelphia in 1794.

(New Haven, October 3, [1798] — Custom House): Sunday last arrived Brig *Lavinia*, Capt. Cassin, of 14 guns, belonging to Philadelphia. [The *Connecticut Journal*, New Haven, Conn., October 3, 1798.]

LEXINGTON, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence. Bound from London for Philadelphia, 1798.

[L.C., Privy Council Register, Vol. 44, p. 301; P. R. O., London.]

LIBERTY, Schooner. *Tons*: 45; *Guns*: 2; *Men*: 8. *Commander*: Moses Bunker. *Registry Port*: Baltimore, Md. (Oct. 31, 1798). *Owner*: Robert Charles Boistemdry. Built in Talbot County, Md., in 1796.

Issued a Sea Letter at Baltimore, Md., on November 1, 1798, bound for Cuba.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

LIBERTY, Ship. *Guns*: 20. *Commander*: ———— Freeman. *Registry Port*: Salem, Mass.

Norfolk, November 27, [1798] An arrival here, spoke at sea, off St. Jago, the Ship *Liberty*, Freeman, of 20 guns, of Salem, on a cruise. [The *Massachusetts Mercury*, Boston, Mass., December 11, 1798.]

LIBERTY, Ship. *Tons*: 269. *Commander*: Andrew Miller. *Registry Port*: Philadelphia, Pa. (Dec. 6, 1798). *Owners*: James Crawford and William Rusk. Built at Philadelphia in 1792.

The Proof of Ownership Certificate, dated Philadelphia, Dec. 6, 1798, contains the following notation: "Surrendered Nov. 30, 1799, to insert 2 more Guns".

[TDA. Custom House Records.]

LIGHT-FOOT, Brig. *Commander*: ———— Waite.

New London, 2nd December [1798] Armed Brig *Light-Foot*, Waite, sailed from Demarara, Martinique, 7th November, [Commercial Advertiser, New York, December 8, 1798.]

LION, Brig. *Commander*: ————.

Norfolk, November 1, [1798] Arrived Schooner *Regulator*, Capt. Forsythe, sailed from Antigua in company with armed Brig *Lion*, for New York, 7th October, Latitude 21°12' N., Longitude 64° W., overhauled by Privateer, but *Lion* lay by and Privateer left. [Commercial Advertiser, New York, November 19, 1798.]

LITTLE FANNY, Schooner. *Tons*: 102. *Commander*: Peter Fosdick. *Registry Port*: Philadelphia, Pa. (Dec. 8, 1798.) *Owner*: Mathew Randall. Built at Ferry Point, Va., in 1795.

The Proof of Ownership Certificate, dated Philadelphia, February 15, 1798, contains the following notation: "Surrendered December 8, 1798, to insert Guns".

[TDA. Custom House Records.]

LITTLE JOHN, Schooner. *Tons*: 93. *Commander*: Gad Peck. *Abel Bunker. Registry Port*: New York, N. Y. (Aug. 14, 1798.) *Owner*: Benjamin F. Haskin. Built at New York in 1796.

On September — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y. (Peck.)

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y. (Bunker.)

[TDA. Custom House Records.]

LONDON PACKET, Ship. *Tons*: 271; *Guns*: 18; *Men* 50. *Commander*: William Anderson. *Registry Port*: Baltimore, Md. (Dec. 11, 1790). *Owners*: J. Anderson & H. Goldsborough. Built at Baltimore, Md., in 1790.

Issued a Sea Letter at Baltimore, Md., on October 23, 1798, bound for Demarara with a cargo of flour, beef, pork, fish, brandy and wine.

[Col. Baltimore, Md., Record of Sea Letters, 1798.]

LOUISA, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence. Bound from London to New York, 1798.

[LC., Privy Council Register, Vol. 45, p. 318; P. R. O., London.]

LUCIA, Ship. *Commander*: ———— Tilden. *Registry Port*: Boston, Mass.

On December 25, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

LUCKY OWNER'S DELIGHT, Schooner. *Tons*: 131. *Commander*: Richard Nichols. *Registry Port*: New York, N. Y. (Dec. 19, 1798). *Owner*: Nath'l Ingraham. Built in Connecticut in 1798.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

LUCRETIA, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence, 1798.

[LC., Privy Council Register, Vol. 44, p. 273; P. R. O., London.]

LUCY, Ship. *Guns*: 10. *Commander*: ———— Meek. *Registry Port*: Salem Mass.

Saturday, September 13, 1798. We had great accounts (says Capt. H. [Howland Comdg. Brig *George*]) at Elsinore, of war between France and America, which caused some of the vessels to arm at Copenhagen. Capt. Meek, in the Ship *Lucy* of Salem, took on board 10 guns and shipped a number of men extraordinary. [The *Salem Gazette*, Salem, Mass., October 19, 1798.]

LUCY, Snow. *Tons*: 149. *Commander*: Enoch Rust, Jr. *Registry Port*: Boston, Mass. (June 5, 1797). *Owner*: Jonathan Merry, of Boston. Built at Wells, Mass., in 1794.

On October 2, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

LUNA, Barque. *Guns:* 4. *Commander:* ——— Millbury.

Newbury-Port, June 5th [1798]. Sunday, [June 3,] arrived the armed barque *Luna*, Capt. Millbury, 23 days from Martinico via Tortola, 15 days. Came out under convoy, with a fleet of 265 sail British vessels and 50 sail of Americans. The convoy captured 6 French privateers and drove one ashore, who were lurking round the fleet, waiting a favourable opportunity to take some out. The *Luna* carries 4 guns, and on coming up saluted the town, 16 French passengers came in the *Luna*. Left at St. Pierres ship *Fortitude*, of Portland. [*The New Hampshire Gazette*, Portsmouth, N. H., June 19, 1798.]

LURFT, Brig. *Tons:* 137; *Guns:* 4; *Men:* 8. *Commander:* P. Savemen. *Registry Port:* Baltimore, Md. *Owners:* Stewart & Sons.

Issued a Sea Letter at Baltimore, Md., on August 16, 1798, bound for Havanna, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MAJESTY, Ship. *Commander:* ——— Cox.

Extract from letter, dated London, 3 December, 1798, from Lane & Fraser to Elias Hasket Derby relative to the latter's ship *Benjamin*: "the Ship [*Benjamin*] is now in the Downs, and we expect will sail with the Convoy that is to see the Trade to the Coast of Africa they are under Sailing orders & will go the first fair wind unless she is previously joined by the American Ships *Industry*, Capt. Vickery bound to Virginia and the *Majesty*, Capt. Cox bound to Philadelphia who are both well armed & mann'd & will keep company together & give the *Benjamin* their Signals."

[Essex Institute.]

MANCHESTER, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from London for Philadelphia, 1798.

[L.C., Privy Council Register, Vol. 44, p. 620; P. R. O., London.]

MARIA, Schooner. *Tons:* 72; *Guns:* 1; *Men:* 7. *Commander:* William Cole.

Issued a clearance on December 21, 1798, at Salem and Beverly, for Bilbao.

[TDA. Custom House Records.]

MARIA, Ship. *Guns:* 16; *Men:* 50. *Commander:* Geo. H. Inglis.

Charleston, June 19th [1798]. The Copper bottomed Armed Ship *Maria*, Geo. H. Inglis, *Commander*, bound to London, went down to the roads yesterday and gave the City a salute of 17 guns. The *Maria* is completely equipped, mounts 16 guns, most of them 9 pounders, and carries men in proportion. [*Commercial Advertiser*, New York, July 12, 1798.]

MARIA MATILDA, Schooner. *Tons:* 107; *Guns:* 8; *Men:* 20. *Commander:* Geo. William Morse. *Registry Port:* Philadelphia, Pa. *Owner:* Lewis De Noailles. Built at Baltimore, Md., in 1797.

Wilmington, September 2, 1798. On Sunday arrived the armed schooner *Maria Matilda*, Captain Morse, from the Havanna, who informs that on the 18th ultimo, the embargo that had existed there for 68 days was taken off, and that three French privateers put to sea the same day, one of them of 12 guns and 120 men — On the 19th sailed the American fleet of 67 sail for different ports of the United States, under convoy of the following vessels, viz: Ship *Fanny*, Walman, 16 6's & 4's, of Salem; Ship *Eliza*, of 16 9-pounders, of Charleston; Brig *George*, 10 4's & 6's, of New York.

Two privateers remained at the Havanna when the fleet sailed, and upwards to 70 American vessels. A convoy from the government of the United States had been anxiously looked for and expected at the Havanna — The armed vessels received 13,000 dollars from the fleet for their protection. The Americans in the Havanna had been much menaced and insulted by the French privateers, but on the arrival of the Letters of Marque *America* and *Belvidere*, from Philadelphia, (both of whom gave and received salutes) a very visible alteration in their conduct was observable. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, September 5. 1798.]

178 NAVAL OPERATIONS; NOVEMBER 1798—MARCH 1799

MARS, Brig. *Tons:* 142; *Guns:* 5; *Men:* 14. *Commander:* Joseph Ome.

Issued a Clearance on November 14, 1798, at Salem and Beverly, for Cadiz & Malaga.

[TDA. Custom House Records.]

MARTHA, Ship. *Tons:* 340; *Guns:* 9; *Men:* 25. *Commander:* John Prince, Jr.

Issued a Clearance on November 26, 1798, at Salem and Beverly, for Cadiz and Gibraltar.

[TDA. Custom House Records.]

MARTIN, Schooner. *Guns:* 8; *Men:* 7. *Commander:* Nath. Williams. *Registry Port:* Gloucester, Mass.

While en route to Cadiz with a cargo of beef, pork, rice and butter, was captured on 26 April 1798, by a French privateer and conducted into St. Lucar.

[American State Papers, Vol. 2, p 448.]

MARTIN, Ship. *Tons:* 265; *Guns:* 12, 9-pounders. *Commander:* Nathaniel Cobling [or Cooley].

American Ship *Martin*, Nat. Cobling, Master, with 12 nine pounders and small arms equivalent, 265 tons — ready to receive cargo soon. [The *Norfolk Herald*, Norfolk, October 20, 1798.]

MARY, Brig. *Tons:* 165; *Guns:* 6; *Men:* 12. *Commander:* William Auld. *Registry Port:* Baltimore, Md. (Dec. 19, 1798). *Owner:* Gabriel Wood. Built at Mount Holly, N. J., in 1789.

Issued a Sea Letter at Baltimore, Md., on December 19, 1798, bound for Martinique, with a cargo of flour, bread, rice, corn, pork, lard and wine.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MARY, Brig. *Tons:* 127; *Guns:* 2; *Men:* 8. *Commander:* David Geinmill [or Gemmill]. *Registry Port:* Baltimore, Md. (Feb. 10, 1798). *Owner:* James Biays. Built in Matthews County, Md., in 1795.

Issued a Sea Letter at Baltimore, Md., on October 1, 1798, bound for St. Johns, with a cargo of flour, meal, rice, and corn.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MARY, Brig. *Tons:* 120. *Commander:* Samuel Hall. *Registry Port:* Boston, Mass. (May 11, 1798). *Owner:* William Parsons. Built at Newberryport in 1794.

Mentions armed Brig *Mary*, Capt. Hall, 60 days from Gottenburg. [*Salem Gazette*, Salem, Mass., October 9, 1798.]

MARY, Schooner. *Tons:* 71; *Guns:* 2; *Men:* 7. *Commander:* Edward Bodin. *Registry Port:* Baltimore, Md. (Sept. 1, 1798). *Owners:* Hugh Thompson & others. Built in Dorchester County, Md., in 1797.

Issued a Sea Letter at Baltimore, Md., on September 1, 1798, bound for Surinam with a cargo of flour, tobacco, candles, oil, brandy, soap, clarret and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MARY, Ship. *Tons:* 178. *Commander:* Benjamin Cushing. *Registry Port:* Boston, Mass. (Jany. 27, 1798). *Owner:* Joseph Hurd. Built at Bristol, in 1793.

On December 28, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

MARY, Ship. *Commander:* ——— Hunter.

New York, 3rd October [1798] Ship *Mary*, Hunter, to sail for Charleston from Greenock, 25th July [1798], well armed and well manned. [*Claypoole's American Daily Advertiser*, Philadelphia, October 6, 1798.]

MARY, Ship [?]. *Commander:* ——— ———.

Allowed to arm in a British port for her defence. Bound from Poole to Mediterranean, 1798.

[LC., Privy Council Register, Vol. 45, p. 232; P. R. O., London.]

MARY, Snow. *Commander*: ——— Holland, Jr. *Registry Port*: Boston, Mass.

On December 27, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass. [TDA. Custom House Records.]

MARY ANN, Brig. *Commander*: ——— ———.

Norfolk, December 6, [1798] Yesterday arrived the American brig *Elizabeth*, from Malaga, via Gibraltar, 53 days. Sailed from Malaga in company with 15 Sail of Armed American vessels, among whom were the brig *Retaliation* and *Atalante* bound to Boston; and the brigs *Commerce* and *Mary Ann*, bound to New York. [The *Connecticut Journal*, New Haven, Conn., December 20, 1798.]

MARYLAND, Ship. *Tons*: 380; *Guns*: 18; *Men*: 50. *Commander*: A. Cain
Registry Port: Baltimore, Md. *Owner*: J. Barry.

Issued a Sea Letter at Baltimore, Md., on November 8, 1798, bound for Havana with a cargo of pepper, almonds, raisins, apples & dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MATILDA, Sloop. *Commander*: ——— Harriett.

Extract from the log book of the Sloop *Matilda*, Capt. Harriett, 21 days from Barbadoes: "Wednesday, December 19th, [1798] in sight of Cape Henry Light-house, at sun rise, discovered a schooner standing athwart our fore-foot, she fired a gun and hoisted American colors, we immediately hoisted English colors, and returned a gun to leeward; we then hailed and requested her to come under our lee, as the captain wished to speak her; but she stood off upon a wind; we then fired a gun a-head, and shortly after another a-stern, to bring her too; when she unexpectedly brought her whole battery to bear upon us, and gave a broad side, which we returned, and tacked and stood from her, not wishing to engage, at the same time firing another gun to leeward as a signal of friendship. The schooner tacked and stood after us, and gave us another broadside, which we returned. Shortly after spoke her, and was told her name was the *Resolution*, from Barbadoes to Alexandria, but could not learn the Captain's name." The Schooner called the *Resolution* in the above account, is the schooner *Welcome Return*, Capt. Guthrie, belonging to Col. Hoce of this town. [The *Massachusetts Mercury*, Boston, Mass., January 8, 1799.]

MAXIMILIAN, Schooner. *Tons*: 104. *Commander*: Henry White. *Registry Port*: Philadelphia, Pa. *Owner*: David Maffet. Built at Pleasant Point, Va., in 1797.

Arrived at New Castle, the armed schooner *Maximilian*, White, 21 days from La Guira. On the 21st August, [1798] in Latitude 29° N., the *Maximilian* was chased for 8 hours by 2 ships and a brig, but out-sailed them. [Claypoole's *American Daily Advertiser*, Philadelphia, Monday, September 3, 1798.]

Captain White of the Letter of Marque Schooner *Maximilian*, arrived on Saturday from La Guira, that he left there on the 13th of November [1798] and that the Brig *Cruger*, Shillabar, of and for Salem, and schooner *Experiment*, of and for New York, came out in company, and as the neighbourhood of La Guira was much infested by French privateers Captain White undertook to convoy them out of danger, and saw them safe to the Monday passage, where he left them on the 20th of November all well. [Claypoole's *American Daily Advertiser*, Philadelphia, Tuesday, December 11, 1798.]

MECHANIC, Ship. *Tons*: 186; *Guns*: 8; *Men*: 16. *Commander*: Alexander Hillman. *Registry Port*: Baltimore, Md. (Nov. 17, 1798). *Owners*: Smith & Biays. Built on Nanticoke River, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on November 19, 1798, bound for Surinam, with a cargo of beef, pork, fish, flour, wine, gin and lard.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

MELPOMENE, Ship. *Tons*: 278; *Guns*: 18. *Commander*: W^m Majestrie. *Registry Port*: Philadelphia, Pa. (?):

Arrived Saturday morning at the Fort, the Ship *Melpomene*, Capt. Majestrie, of 18 guns. [General *Aurora Advertiser*, Philadelphia, June 19, 1798.]

MERCHANT, Ship. *Commander:* ————

The *Merchant* from hence to London, made her passage in 22 days — will sail on her return, about the last of September, [1798] armed. [The *Massachusetts Mercury*, Boston, Mass., October 19, 1798.]

MERCURY, Ship. *Tons:* 123. *Commander:* Moses Pearson. *Registry Port:* Boston, Mass. *Owner:* John Coffin Jones. Built at Pittston in 1785.

On July 21, 1798, special commission as a private armed vessel sent to John Gavino, U. S. Consul, Gibraltar, by Secretary of State Timothy Pickering, to be delivered to this vessel. See Pickering's letter of July 21, 1798, to John Gavino.

[S.D.A. Inst. to Min., Vol. 4, 1797-1798.]

MERCURY, Ship. *Guns:* 18, 6 and 4 pounders; 6 swivels. *Commander:* Robert Roberts.

Allowed to arm in a British port for her defence, 2 June 1798. Bound from London for Baltimore, via Hull.

[L.C., Privy Council Register, Vol. 44, p. 6; P. R. O., London.]

MERCURY, Ship [?]. *Commander:* ————

Allowed to arm in a British port for her defence. Bound from London to Philadelphia, 1798.

[L.C., Privy Council Register, Vol. 45, p. 626; P. R. O., London.]

MILMS STANDISH, Schooner. *Tons:* 90. *Commander:* Nathaniel Carver, Jr. *Registry Port:* Plymouth, Mass. (May 7, 1796). *Owner:* N. C. Davis. Built at Plymouth, Mass., in 1795.

On December 18, 1798, issued a special commission as a private armed vessel, by Collector of Customs, at Plymouth, Mass.

[T.D.A. Custom House Records.]

MINERVA, Ship. *Tons:* 278. *Commander:* Nathaniel Goodwin. *Registry Port:* Boston, Mass. (Dec. 11, 1798). *Owner:* John Codman. Built at Boston, Mass., in 1793.

On December 11, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[T.D.A. Custom House Records.]

MINERVA, Ship. *Tons:* 202; *Guns:* 16; *Men:* 28. *Commander:* Edward West. *Registry Port:* Salem, Mass. *Owner:* Nathaniel West.

Issued a Clearance on November 16, 1798, at Salem and Beverly, for Cadiz.

[T.D.A. Custom House Records.]

MINERVA, Sloop. *Commander:* ———— Tyler. *Registry Port:* New York, N. Y.

Baltimore, May 10, [1798]. In Latitude 30° N., Longitude 70°10' W., fell in with the ship *Commerce*, of Kennebeck, Capt. Hubbard, and Sloop *Minerva*, Capt. Tyler, of New York, both from Savannah, bound to Jamaica, out six days, both armed and keeping company. [Commercial Advertiser, N. Y., May 14, 1798.]

MOLLY, Ship. *Tons:* 340; *Guns:* 18. *Commander:* ———— Hodges. *Registry Port:* Philadelphia, Pa. *Owners:* Nicklin & Griffith.

Wednesday, July 18th [1798] — Brig *Delight*, for Rhode Island, sailed four days before, in company with the *Molly*, Hodges, for Philadelphia, of 18 guns; the *Peggy*, for New York, and an armed ship for Halifax. [The *Massachusetts Mercury*, Boston, Mass., July 20, 1798.]

For Liverpool. The Armed Ship *Molly*. Burthen 340 tons, a stout well found vessel; she is now ready to receive cargo . . . apply to Nicklin & Griffith. [Claypoole's American Daily Advertiser, Philadelphia, December 14, 1798.]

MONTESUMA, Ship. *Tons:* 347. *Commander:* ————. *Registry Port:* Baltimore, Md. *Owner:* Wm. Taylor (?).

Sold by the owner to the U. S. Government on 26 June 1798, and fitted out as a vessel of the U. S. Navy, as the U. S. S. *Montesuma*.

[G.A.O. No 2,224.]

MOUNT VERNON, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence. Bound from London for Baltimore, 1798.

[L.C., Privy Council Register, Vol. 44, p. 600; P. R. O., London.]

NADIR, Ship. *Guns*: (Pierced for 20). *Commander*: ————.

Friday, December 14th [1798] — A ship called the *Nadir*, pierced for 20 guns, was launched at Philadelphia on the 8th instant. [The *Massachusetts Mercury*, Boston, Mass., December 18, 1798.]

NANCY, Brig. *Tons*: 143; *Guns*: 4; *Men*: 12. *Commander*: Thomas Barker. *Registry Port*: Salem, Mass.

Issued a Clearance on December 17, 1798, at Salem and Beverly, for Spain.

[TDA. Custom House Records.]

NANCY, Brig. *Tons*: 161. *Commander*: Peter Taylor; Jas. Dryburgh, *Mate*. *Registry Port*: New York, N. Y. *Owner*: Thos. Buchanan. Built at Norwalk, Conn., in 1797.

Extract of a letter from Shelburne, N. S., dated August 1st, [1798]: "This has come to anchor the brig *Nancy*, Capt. Taylor, of New York, belonging to Messrs. Thomas Buchanan and Co. from that City bound to Madeira; which was captured in sight of that Island by a French privateer mounting 20 guns; and was retaken by the Master and two boys, from seven French *Sans Culottes* (the prize master and two men) Four of whom it was found necessary to throw overboard in the effort to recapture the vessel. Latitude 30° 30' N., Longitude 69° W., fell in with the *Nymph*, armed brig of New York, convoying 14 Americans, each ship received on board some of our unfortunate Countrymen." [The *Massachusetts Mercury*, Boston, Mass., August 24, 1798.]

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

NANCY, Brig. *Tons*: 157; *Guns*: 4; *Men*: 14. *Commander*: Thomas Williams. *Registry Port*: Salem, Mass.

Issued a Clearance on October 17, 1798, at Salem and Beverly, for Gibraltar.

[TDA. Custom House Records.]

NANCY, Ship. *Tons*: 297. *Commander*: David Deas. *Registry Port*: New York, N. Y. (Dec. 10, 1798). *Owners*: Hay Stevenson & others. Built at New York in 1787.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

NANCY, Ship. *Tons*: 330; *Guns*: 10, 6-pounders; *Men*: 27. *Commander*: Melzar Joy. *Registry Port*: Boston, Mass. *Owners*: Nath. Fellows, Sam'l Brown and Melzar Joy. Built at Haverhill, Mass., in 1796.

Issued a special commission as a private armed vessel on August 8, 1798, by Secretary of State Timothy Pickering. See Pickering's letter of August 9, 1798, to Nath'l Fellows, Boston, Mass.

[S.D.A. Dom. L., Vol. 11.]

NANCY, Ship. *Commander*: ———— Orne. *Registry Port*: Portsmouth, N. H.

Portsmouth, November 3rd [1798] Arrived here yesterday, the private armed ship *Nancy*, of Portsmouth, Capt. Orne, from London via Boston. The town was saluted as she came up. [The *Massachusetts Mercury*, Boston, Mass., November 6, 1798.]

NANCY, Ship. *Commander*: ————.

We congratulate our fellow citizens on the safe arrival (yesterday and today) of the following vessels, being part of the convoy from England. — (list of ships) — Parted the southern vessels off the Capes of Virginia; and off the Delaware the armed Ship *Nancy*, *Clothier* and *Manchester* for Philadelphia. [Commercial Advertiser, New York, May 28, 1798.]

NANCY, Ship. *Tons:* 299; *Guns:* 14. *Commander:* ————.

For Sale — Ship *Nancy*, 299 tons, mounting 14 cannon, completely equipped. [*Commercial Advertiser*, New York, November 15, 1798.]

NANCY, Ship [?]. *Commander:* ————.

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[L.C., Privy Council Register, Vol. 45, p. 572; P. R. O., London.]

NEPTUNE, Brig. *Tons:* 160; *Guns:* 2; *Men:* 10. *Commander:* Hezekiah Flint. *Registry Port:* Salem, Mass. *Owners:* Joseph Peabody and others —

Issued a Clearance on September 10, 1798, at Salem and Beverly, for Copenhagen.

[TDA. Custom House Records.]

NEPTUNE, Schooner. *Guns:* 12, carriage and 6, swivels. *Commander:* Abel Willis. *Registry Port:* Alexandria, Va. *Owner:* Robert Hooe.

Alexandria, 23 October [1798] Sailed for Barbadoes Schooner *Neptune*, Capt. Willis, 12 carriage guns and 6 swivels, & Schooner *Welcome Return*, Capt. Guthrie, 6 carriage guns and 12 swivels, both fitted out at Alexandria by R. T. Hooe, Esq. [*The New Hampshire Gazette*, Portsmouth, N. H., November 7, 1798.]

NEPTUNE, Ship. *Guns:* 16. *Commander:* ————.

The Sloop *Elizabeth*, for this port [New York] left Jeremie, in company with the *Elsa*, under convoy of the Ship *Neptune*, of 16 guns, bound to Philadelphia. [*Commercial Advertiser*, New York, August 11, 1798.]

NEW JERSEY, Ship. *Tons:* 401; *Guns:* 10; *Men:* 30. *Commander:* George Clay. *Registry Port:* Philadelphia, Pa.

Captured by French Privateer *La Bourdaine* (Capt. John Pellet) of St. Domingo, on 13 February 1798, while en route Canton to Philadelphia, in Latitude 23°30' N., Longitude 62° W., and carried into St. John, P. R.

[Court of Claims Archives.]

NIMBLE, Schooner. *Tons:* 55. *Commander:* James Daniel. W^m Marrener. *Registry Port:* New York, N. Y. (July and Nov. 1798). *Owners:* Mathew Daniel, James Daniel, Joseph Stulitz, and Philip Mark. Built at New York in 1796.

On July — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y. (Daniel.)

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y. (Marrener.)

[TDA. Custom House Records.]

NORTHERN LIBERTY, Ship [?]. *Commander:* ———— Askough.

Thursday, August 30th [1798] The *Northern Liberty*, Askough, from New York for Canton, was spoke May 15th Latitude 35°41' N., Longitude 48°53' [or 58'] W.; the day before had beat off a French privateer with one broadside. [*The Massachusetts Mercury*, Boston, Mass. August 31st, 1798.]

NYPH, Brig. *Commander:* ———— Palmer. *Registry Port:* New York, N. Y.

Alexandria, August 18th [1798] Sailed in company with 20 American vessels under convoy of the armed Brig *Nymph*, Capt. Palmer, of New York. [*Commercial Advertiser*, New York, August 24, 1798.]

NYPH, Brig. *Tons:* 177; *Guns:* 14 4-pounders, 2 6-pounders. *Men:* 44. *Commander:* Charles Hardy; *Registry Port:* Philadelphia; *Owner:* Louis Crouisillat.

Sailed from Philadelphia on 8 December 1798 for LaGuira, having been armed for her protection before sailing.

[Court of Claims Archives.]

OCEAN, Ship. *Tons:* 500. *Commander:* ———— Morris.

Ship *Ocean*, Morris, (500 tons) arrived from East Indies and saluted the town, has a rich cargo. [*Commercial Advertiser*, New York, December 22, 1798.]

OLIVE BRANCH, Bark. Tons: 158; Guns: 4; Men: 10. Commander: Joseph J. Knap.

Issued a Clearance on September 12, 1798, at Salem and Beverly, for Copenhagen.

[TDA. Custom House Records.]

ORANGE, Brig. Commander: Freeman Mayberry. Registry Port: Newport, R. I. Owner: Freeman Mayberry, of Newport, R. I.

On December 5, 1798, issued a special commission as a private armed vessel, by Collector of Customs at Newport, R. I.

On 5 December 1798, issued a Clearance at Newport, R. I. for Africa.

[TDA. Custom House Records.]

ORLANDO, Brig. Tons: 128. Commander: ——— Henderson. Registry Port: Boston, Mass. Owner: Fred'k W^m Geyer.

Tuesday, November 13th [1798] — Arrived armed brig *Orlando*, Henderson, St. Petersburg, 53 days from Elsinour. Passengers, etc. Capt. Henderson sailed from St. Petersburg with nine armed American vessels (being all in port) under Commodore Thorndike, in the *Sally*, of Beverly. [The *Massachusetts Mercury*, Boston, Mass., November 16, 1798.]

On December 6, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

OSMORE, (———). Commander: ——— ———. Registry Port: Salem, Mass.

Arrived Boston 13th November [1798], Armed Brig *Orlando*, Henderson, 30 days from St. Petersburg — Sailed thence with 9 armed American vessels under Commodore Thorndike in *Sally* of Beverly — and *Reliance*, Webber, of Boston; *Enterprise*, Osmore, and *Sukey*, of Salem. [Commercial Advertiser, New York, November 20, 1798.]

OTSEGO, Ship. Tons: 202; Guns: 10. Commander: Gad Peck. Registry Port: New York, N. Y. (Dec. 1, 1798). Owner: Benj. F. Haskin. Built at New York in 1794.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

PACIFIC, Ship. Commander: Solomon Ingraham.

An armed ship called the *Pacific*, Capt. Ingraham, has sailed from Connecticut, [Norwich, May 10, 1798] for Calcutta. The first enterprize of the kind from that State. [The *Massachusetts Mercury*, Boston, Mass., May 15, 1798.]

PACIFIC, Ship. Guns: 14; Men: 15. Commander: ——— Kennedy.

Extract from letter dated Lisbon, Portugal, 3 January 1799, from W^m Smith, U. S. Minister to Portugal, presumably to Secretary of State Timothy Pickering: "Yesterday I rec'd a letter from Capt. Kennedy of the Ship *Pacific*, bound from London to Charleston, dated at Vigo informing me of his being captured by a french privateer. He sail'd with the Convoy but was separated * * * The *Pacific* had 14 Guns & only 15 Men, & her Muster-roll is not signed by a Magistrate."

[Mass. HS. Pickering Papers, Vol. 24.]

PACIFIC, Ship [?]. Commander: ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Philadelphia, 1798.

[LC., Privy Council Register, Vol. 45, p. 571; P. R. O., London.]

PACKET, Ship. Tons: 287; Guns: 20, 6-pounders. Commander: John Trott. Registry Port: Boston, Mass. (June 4, 1797). Owners: Andrew Leach & Geo. Watson, of Boston. Built at Newbury, in 1797.

Tuesday, October 16th [1798] Reached this port, after a passage of only twenty-two days from land to land, the ship *Packet*, Capt. Trott, from Liverpool. She mounts 20 six-pounders. [The *Massachusetts Mercury*, Boston, Mass., October 19, 1798.]

PADDY, Brig. *Guns*: 8; *Men*: 15. *Commander*: Peter Caruth. James Kennedy, *Supercargo*. *Registry Port*: Charleston, S. C.

Following quoted from American Consul M. Young's letter to State Department, dated at Madrid, October 1, 1799: "Of the brig *Paddy* (Sugars, segars, and Campeachy wood) Peter Caruth, Master, of Charleston; eight guns and fifteen men: the whole owned by Thomas Tunno and John Price, and consigned to James Kennedy, *Supercargo*; seized at Cadiz, in October 1798 as the property of His Catholic Majesty."

[American State Papers, Vol. 2, p. 445.]

PALLAS, Brig. *Guns*: 14. *Commander*: ——— Collins.

"The American Ship *Hannah*, Capt. Morland, and the American Brig *Pallas*, Capt. Collins, the former with 18 Guns and the latter with 14, the first for Boston, the second for Charleston — — —" [From Elias Vander Horst's letter of 11 October 1798, at Bristol, England, to Rufus King, London.]

[S.D.A. Bristol, Vol. 1, 1791-1799.]

PALMYRA, Ship. *Tons*: 227; *Guns*: 10, 3-pounders and 4, 18-pound carronades; *Men*: 20. *Commander*: Cornelius Towle; Ewdard Mark, *1st Mate*; Charles L. Hyatt, *2nd Mate*. *Registry Port*: Providence, R. I. *Owners*: Jno. I. Clark & W^m F. Megee, Providence, R. I.

Issued a special commission, on October 12, 1798, by Collector of Customs, Providence, R. I., as shown on Abstract of Commissions issued, dated Custom House, Providence, R. I., 18 January 1799, signed by Jeremiah Olney, Collector.

[R. I. Historical Society.]

PATRIOT, Schooner. *Tons*: 47; *Guns*: 2. *Commander*: T. Manning. *Registry Port*: Baltimore, Md. *Owner*: William Patterson.

Issued a Sea Letter at Baltimore, Md., on August 31, 1798, bound for Curacao, with a cargo of flour and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

PATTY, Brig. *Guns*: 4. *Commander*: George Ropes. *Registry Port*: Salem Mass.

Among list of American prizes that have been carried into St. Martins: Brig *Patty*, Ropes, of Salem, with 4 guns, bound to Carthagea. [*Commercial Advertiser*, New York, May 10, 1798.]

PENELOPE, ———. *Guns*: 14. *Commander*: William Flagg.

Portsmouth, December 8th [1798] In Latitude 39° 40' N., Longitude 68° 30' W., spoke the United States brig *Pickering*, (in company with the *Herald*, and the *Penelope* of 14 guns, Capt. W^m Flagg). Had under convoy a brig from Halifax with guns on board for the fort at Charleston, S. C. [The *Massachusetts Mercury*, Boston, Mass., December 14, 1798.]

PENNSYLVANIA, Ship [?]. *Commander* ——— ———.

Allowed to arm in a British port for her defence. Bound from Hull to Philadelphia, 1798.

[LC., Privy Council Register, Vol. 45, p. 277; P. R. O., London.]

PEREGRINE, Brig. *Tons*: 165; *Guns*: (pierced for 16). *Commander*: ———
———. *Owners*: Jones & Clarke.

Saturday [December 8, 1798] was launched, for Messrs. Jones and Clarke, the Brig *Peregrine*, coppered bottom, pierced for 16 guns, clear of stern chacoers, 165 tons burthen, built by Messrs Crispin and Ashton, of the Northern Liberties, and drafted by the former. For beauty and symmetry of proportion, judges of Ship Building agree that this vessel is equal to any heretofore built in the vicinity of the city, although the draft of her was made by a person not more advanced in years than the age of nineteen: We trust the progressing state of Naval architecture in the Union, will continue to receive new lustre from the established abilities of those ship wrights [*Claypoole's American Daily Advertiser*, Philadelphia, Saturday, December 8, 1798.]

PERSEVERANCE, Ship. *Tons*: 245. *Commander*: Richard Wheatland. *Registry Port*: Salem, Mass. *Owners*: Simon Forrester and others, of Salem. Built at Haverhill in 1794.

On December 7, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

Beat off French Privateer in Old Bahama Straits, 31 December 1798. *Salem Gazette*, 5 March 1799.]

[TDA. Custom House Records.]

PERSEVERANCE, Ship. *Tons*: 320; *Guns*: 16. *Commander*: James [David] Williamson. *Registry Port*: Philadelphia, Pa. (Dec. 27, 1798). *Owners*: Thos. Willing and others. Built at Philadelphia, Pa., in 1791.

For Sale: The Ship *Perseverance*, James Williamson, master, just arrived from San Domingo, built in Philadelphia of live oaks and cedar, copper sheathed in London, burthen 320 tons, mounting 16 guns, and may be prepared for sea in a few days. Apply to: Thos. & Jno. Ketland. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, November 14, 1798.]

NOTE.—The Proof of Ownership Certificate, dated Philadelphia, Dec. 27, 1798, gives the name of the master as David Williamson.

[TDA. Custom House Records.]

PETAFSCO, Ship. *Tons*: 230; *Guns*: 10; *Men*: 20. *Commander*: J. H. Hill. *Registry Port*: Baltimore, Md. *Owners*: S. Smith & Buchanan Co.

Issued a Sea Letter at Baltimore, Md., on November 5, 1798, bound for London, with a cargo of coffee, sugar and cotton.

[Col. Baltimore, Md. Record of Sea Letters 1798.]

PHENIX, Snow. *Tons*: 150; *Guns*: 6; *Men*: 14. *Commander*: Isaac Smith.

Issued a Clearance on December 18, 1798, at Salem and Beverly, for Spain.

[TDA. Custom House Records.]

PHILADELPHIA, Ship. *Guns*: 12, 4 and 6 pounders. *Commander*: ——— Bliss Ship *Philadelphia*, Capt. Bliss — “armed with 12, 4 & 6 pounders, with men, etc. proportionate —” (See Elias Vander Horst's letter of 17th August 1798, written at Bristol, England.)

[SDA. Bristol, Vol. 1, 1791-1799.]

PIGOU, Ship. *Tons*: 362; *Guns*: 6 and 4 pounders. *Commander*: John Green. *Registry Port*: Philadelphia, Pa. *Owner*: Mordecai Lewis. Built at Philadelphia, Pa., in 1792.

Newport, August 11, [1798] Latitude 40°50' N., Longitude 70°20' W., spoke the ship *Pigou*, from Liverpool, bound to New York, who bro't too the brig *Delight*, by firing a gun and informed him he was on a cruise. [*Commercial Advertiser*, New York, August 20, 1798.]

PILGRIM, Ship. *Guns*: 20. *Commander*: ——— ———.

Extract from letter, dated Rio Demerary, 23 December 1798, from Thomas Atwood to Davis & Hedge, Jr.: “I shall sail on the 24 or 25 without fail under the Convoy of the Ship *Pilgrim* mounting 20 guns and four other Ships — mounting from 14 to 18 guns — — —.”

[Baker library, Harvard University.]

PLANTER, Brig. *Tons*: 226. *Commander*: Archbald Maxwell. *Registry Port*: Philadelphia, Pa. (Dec. 27, 1798). *Owners*: Richard H. Wilcocks, and others. Built at Philadelphia, Pa., in 1793.

The Proof of Ownership Certificate, dated Philadelphia, March 9, 1798, contains the following notation: “Surrendered to insert Guns, 27 Dec. 1798.”

[TDA. Custom House Records.]

PLANTER, Ship [?]. *Commander*: ——— ———.

Allowed to arm in a British port for her defence. Bound from Bristol to Virginia, 1798.

[LC, Privy Council Register, Vol. 45, p. 99; P. R. O., London.]

PLATO, Schooner. *Tons*: 93; *Guns*: 4; *Men*: 11. *Commander*: Pliny Hamilton. *Registry Port*: Baltimore, Md. (Nov. 17, 1798). *Owner*: Thomas Tenant. Built in Talbot County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on November 17, 1798, bound for Vera Cruz with a cargo of wine, cheese, butter and dry goods.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

POLLY, Brig. *Guns:* 6, 4-pound guns, swivels. *Commander:* W^r Backhouse. *Registry Port:* Philadelphia.

For Kingston and Savanna La Mar: The Armed Brig *Polly*, W^r Backhouse, Master, for freight or passage to the Captain on board at Lynch and Staughton's Wharf or W^r and George R. A. Ricketts, No. 51 Front Street. [*Commercial Advertiser*, New York, May 31, 1798.]

POLLY, Ship [?]. *Commander:* ————

Allowed to arm in a British port for her defence. Bound from London for Baltimore, 1798.

[L.C., Privy Council Register, Vol. 44, p. 300; P. R. O., London.]

POLLY, Ship [?]. *Commander:* ————

Allowed to arm in a British port for her defence. Bound from Liverpool to New York, 1798.

[L.C., Privy Council Register, Vol. 45, p. 171; P. R. O., London.]

PORCUPINE, Brig. *Guns:* 6. *Commander:* ——— Brooks.

Arrived Brig *Porcupine*, Capt. Brooks, armed with 6 guns, in 13 days from St. Kitts. Capt. Brooks convoyed the following vessels, etc. [*Commercial Advertiser*, New York, June 19, 1798.]

PORTLAND, Ship. *Commander:* ——— Peel. *Registry Port:* Boston, Mass.

On November 30, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

PORT MARY, Ship. *Tons:* 249. *Commander:* Stephen H. Morrell. *Registry Port:* New York, N. Y. (Nov. 23, 1798). *Owners:* Gracie & Lennox, of New York. Built at Flatbush, N. Y., in 1793.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

PRINCESS ROYAL, Packet. *Commander:* ——— Skinner.

Boston, Tuesday, August 7th, 1798. The *Princess Royal*, Packet, Capt. Skinner, sailed from Falmouth, June 12th, [1798] with the May and June mails for Halifax. She had 19 passengers. June 22^d, [1798] off Western Islands, was attacked by a privateer of 12 guns after an engagement 2 1/4 hours she sheered off. Having received much damage in her masts, sails and rigging. A number of bodies of Frenchmen were thrown overboard. The Packet received considerable damage in her sails and rigging but lost no men. [The *Massachusetts Mercury*, Boston, Mass., August 7, 1798]

The *Princess Royal*, Packet, anchored in the river this morning. Capt. Skinner was not wounded in the engagement with the privateer as reported. He is in good health. [*Commercial Advertiser*, New York, August 14, 1798.]

PROVIDENCE, Ship [?]. *Commander:* ————

Allowed to arm in a British port for her defence. Bound from Plymouth to London, 1798.

[L.C., Privy Council Register, Vol. 45, p. 418; P. R. O., London.]

PRUDENCE, Ship. *Guns:* 4; *Men:* 12. *Commander:* ———— *Registry Port:* Philadelphia, Pa.

Issued a Sea Letter at Baltimore, Md., on December 4, 1798, bound for Lisbon, with a cargo of Indian corn, bees wax and staves.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

PRUDENT, Brig. *Tons:* 161; *Guns:* 10; *Men:* 20. *Commander:* Lewis Brantz. *Registry Port:* Baltimore, Md. (Nov. 23, 1798). *Owners:* Adrian Valck & Christian Mayer. Built at Baltimore, Md., in 1798.

Issued a Sea Letter at Baltimore, Md., on November 23, 1798, bound for Cadiz and Leghorn, with a cargo of sugar and cocoa.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

QUEBEC, Sloop. *Commander:* Leonard Chester.

New London, 24 September [1798]. Arrived armed sloop *Quebec*, Leonard Chester, from Windward Island, 18 days from Turks Island, left at St. Thomas August 27, [1798] 15 sail of French privateers. [*Claypoole's American Daily Advertiser*, Philadelphia, September 29, 1798.]

RACHEL, Schooner. *Tons: 91; Guns: 2; Men: 6. Commander: James Lang. Registry Port: Baltimore, Md.*

Issued a Sea Letter at Baltimore, Md., on August 25, 1798, bound for Cape Nicholas Mole, with a cargo of flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

RAINBOW, Brig. *Tons: 160; Guns: 10; Men: 20. Commander: Barnabas Cobb. Registry Port: Boston, Mass. (Dec. 11, 1797). Owners: Cornelius Durant, & Cornelius D. Battelle. Built at Freeport in 1792.*

In our last we mentioned a report, that the Havana fleet was convoyed by Spanish armed ships: we find however that the Convoy was entirely American and consisted of the Ship *Fanny*, Wellman, of Salem, 16 guns, 60 men; the Ship *Eagle*, Morrison, of Charleston, 16 guns and 75 men; Brig *Fanny*, Orman, 14 guns and 40 men; Brig *Rainbow*, 10 guns and 20 men. There were 13 Spanish Ships of War lying at the Havana but none of them came as convoy. [The Salem Gazette, Salem, Mass., September 14, 1798.]

RAMBLER, Schooner. *Tons: 131. Commander: W^m Harrison. Registry Port: New York, N. Y. (Dec. 15, 1798). Owners: G. Barnwall, J. N. Lawrence, & Jno. Dayton. Built in Connecticut in 1798.*

On ——— 1798, owners executed bond for issuing a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

RAMBLER, Ship. *Guns: 10; Men: 35. Commander: ——— Delany. Registry Port: Charleston, S. C.*

Yesterday [Sunday, August 12, 1798] arrived in the Road, the Ship *Rambler*, Delany; snow *Rebecca*, Thomas; and schooner *Polly*, of Philadelphia; all from Martinico, 22 days passage. These vessels sailed from Martinico under a British convoy. Five days ago, in Latitude 26° N., they fell in with a French privateer schooner, of 6 or 8 guns, which sheered off, on the *Rambler's* making preparations to engage her. The *Rambler* mounts 10 guns, and has 35 men. [City Gazette and Daily Advertiser, Charleston, S. C., Monday, 13th August, 1798.]

RANGER, Brig. *Guns: 16. Commander: ——— ———.*

“——— *Ranger*, which vessel is not only armed with 16 Guns, but is a remarkably swift sailer.” (From Elias Vander Horst's letter of 20th August 1798, at Bristol, England, to Rufus King, London.)

[SDA. Bristol, Vol. 1, 1791-1799.]

RANGING POLLY, Schooner. *Commander: ——— Smith.*

Arrived the Schooner *Ranging Polly*, Capt. Smith, 18 days from Martinique. Sailed in company with the Brig *Porcupine*, Brooks for New York. On Saturday morning last, on the edge of soundings, saw an armed schooner which bore down on him, and fired two guns at him, but finding Capt. Smith prepared to give him a warm reception, the privateer hauled her wind and stood off. [Commercial Advertiser, New York, June 27, 1798.]

READY [MONEY?], Brig. *Commander: ——— ———. Registry Port: Baltimore, Md.*

Baltimore, July 3, [1798] Arrived yesterday brig *Dispatch*, Henshaw, 13 days from Havana. Left Brig *Ready Mo[n]ey* [3rd letter missing] of Baltimore, detained by Government on account of having Guns on board. [General Aurora Advertiser, Philadelphia, July 6, 1798.]

REBECCA, Brig. *Tons: 129. Commander: Alexander Smith. Registry Port: New York, N. Y. (Feb. 2, 1797). Owner: James Scott. Built in New London, Conn. in 1796.*

On October — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

REBECCA, Brig. *Commander: ——— ———.*

The armed ship *Barbary*, Clark, for Boston, sailed from Hamburg, October 30, [1798]. The brig *Rebecca*, 18 days from New York, arrived at Curraoca, and saluted the Commodore, who returned it. [The Massachusetts Mercury, Boston, Mass., December 28, 1798.]

REBECCA, Ship. *Guns*: 16. *Commander*: ——— Corran.

Philadelphia, May 16, [1798] Arrived *Rebecca*, Corran, of 16 guns, Virginia. Yesterday arrived here the Ship *Belvidere*, of New York, Capt. Reynolds, 46 days from London, who sailed with the fleet, but parted company on the 5th day. She is armed with 12 six-pounders and on entering the port fired a federal salute. [*Commercial Advertiser*, New York, May 16, 1798.]

REBECCA, Ship. *Tons*: 231; *Guns*: 26-pounders; *Men*: 18. *Commander*: Benjamin Thayer; Richard Brown, *1st Mate*; John Benthall, *2nd Mate*. *Registry Port*: Providence, R. I. *Owner*: Stephen Dexter, Providence, R. I.

Issued a special commission, on December 15, 1798, by Collector of Customs, Providence, R. I., as shown on Abstract of Commissions issued, dated Custom House, Providence, R. I., 18 January 1799, signed by Jeremiah Olney, Collector.

[R. I. Historical Society.]

REBECCA, Ship [?]. *Commander*: ——— ———.

Allowed to arm in a British port for her defence. Bound from London to America, 1798.

[LC., Privy Council Register, Vol. 45, p. 369; P. R. O., London.]

REBECCA, (———). *Commander*: ——— ———.

The *Rebecca*, from Charleston, for Goree, has been captured by the English; her naval stores and gunpowder taken out, and landed, and the vessel liberated. [*The New Hampshire Gazette*, Portsmouth, N. H., May 8, 1798.]

NOTE.—No definite record that this vessel was armed.

RECOVERY, Ship [?]. *Commander*: ——— ———.

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[LC., Privy Council Register, Vol. 45, p. 283; P. R. O., London.]

REINDEER, Ship. *Guns*: 1 (19 wooden Guns). *Commander*: ——— Motley.

Boston, Tuesday, September 18th, 1798. Capt. Motley, late of the ship *Reindeer*, arrived at Portland, on Friday last from Guadaloupe. Capt. Motley's ship made a show of 20 guns, 19 of which were of wood — she was bound to Martinique; and when nearly in sight of the Island, was fallen in with by a French privateer. On drawing near, the arch pirate called out, that he knew it was an American vessel, and that, if a single gun was fired, he would murder every person on board. Capt. Motley answered that his wanting guns was the only reason for not using them. The *Reindeer* was conducted into Guadaloupe, and instantly condemned. Hughes said, if *Le Croyable* was condemned he would imprison every American in his island. A Boston Schooner bound into Guadaloupe was taken while entering. She had cleared from America June 30th [1798]. The French knew of the non-intercourse bill, and therefore said she was not bound to Guadaloupe, indicating that no American would evade the Law in such way. [*The Massachusetts Mercury*, Boston, Mass., Sept. 18, 1798.]

RELIANCE, Ship. *Commander*: ——— Webber. *Registry Port*: Boston, Mass.

Arrived Boston 13th November [1798], Armed Brig *Orlando*, Henderson, 30 days from St. Petersburg — Sailed thence with 9 armed American vessels under Commodore Thorndike in *Sally* of Beverly — and *Reliance*, Webber, of Boston; *Enterprise*, Osmore, and *Sutey*, of Salem. [*Commercial Advertiser*, New York, November 20, 1798.]

REPUBLICAN, Ship. *Tons*: 292; *Guns*: 2; *Men*: 14. *Commander*: James Simpson. *Registry Port*: Baltimore, Md. (June 5, 1798). *Owners*: Lloyd Buchanan & Co., & Henry Courtenay. Built at Baltimore, Md., in 1790.

Issued a Sea Letter at Baltimore, Md., on November 29, 1798, bound for Falmouth, with a cargo of tobacco, sugar, and coffee.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

Captured by French Privateer *Spartiate* (Capt. Pinson, 20 guns) on 23 December 1798, while en route Baltimore to Falmouth, England, in Latitude 44°16' N., Longitude 37°5' W., and carried into Corunna, Spain.

[SDA.]

- RESOLUTION, Ship** [?]. *Commander*: ————. Allowed to arm in a British port for her defence. Bound from Gosport, 1798.
[LC., Privy Council Register, Vol. 44, p. 273; P. R. O., London.]
- RETTALIATION, Brig.** *Guns*: 14; *Men*: 40. *Commander*: ——— Knap. *Registry Port*: Boston, Mass.
Saturday, December 8th — Ship *Maria*, Parker, and brig *Retaliation*, Knap, of 14 guns and 40 men, belonging to Boston, from Gibraltar, anchored in Milford Road December 2, [1798]. [*The Massachusetts Mercury*, Boston, Mass., December 11, 1798.]
- RICHARD, Schooner.** *Tons*: 54; *Guns*: 2. *Commander*: R. Easton. *Registry Port*: Baltimore, Md. (Sept. 23, 1797). *Owner*: Gittings Smith. Built in Northumberland County, Md., in 1797.
Issued a Sea Letter at Baltimore, Md., on August 29, 1798, bound for Surinam, with a cargo of provisions and dry goods.
[Col. Baltimore, Md. Record of Sea Letters, 1798.]
- RILSON, Ship** [?]. *Commander*: ————. Allowed to arm in a British port for her defence. Bound from London for Virginia, 1798.
[LC., Privy Council Register, Vol. 44, p. 170; P. R. O., London.]
- ROBA & BETSEY, Ship.** *Guns*: 16, 6 and 9 pounders; *Men*: 30. *Commander*: ——— Vimmo.
"American ship *Roba and Betsey*, Capt. Vimmo, — mounting 16, 6 & 9 pounders, with 30 Men" — (See Elias Vander Horst's letter of 7th August 1798, written at Bristol, England, no addressee.)
[SDA. Bristol, Vol. 1, 1791-1799.]
- ROBERTSON, Brig.** *Guns*: 12. *Commander*: George Wakefield. *Registry Port*: Norfolk, Va. *Owners*: Randolph & Armstead, of Norfolk, Va.
"The American armed Brig *Robertson*, George Wakefield, Master, will sail for Havanna." [*The Norfolk Herald*, Norfolk, December 1, 1798.]
- ROEBUCK, Ship.** *Guns*: 24. *Commander*: ——— Burrows.
May 8th, [1798] Extract of a letter from Yarmouth, May 7th: "The *Roebuck* of 24 guns, Capt. Burrows, has captured a privateer fitted out by and the individual property of Victor Hughes." [*The Connecticut Journal*, New Haven, Conn., July 18, 1798.]
- ROSE, Brig.** *Tons*: 163. *Commander*: John Meany. *Registry Port*: Philadelphia, Pa. (Dec. 7, 1798). *Owners*: Thos. Fitzsimons, & John Meany. Built at Portsmouth, Va., in 1794.
The Proof of Ownership Certificate, dated Philadelphia, Dec. 7, 1798, contains the following notation: "Surrendered July 19, 1799, to insert more Guns".
[TDA. Custom House Records.]
- RUBY, Ship.** *Guns*: 12. *Commander*: James Messroon, and ——— Stafford.
For Sale — Ship *Ruby*, James Messroon, pierced for 16 guns, carries 12 "double-fortified fours". [*City Gazette & Daily Advertiser*, Charleston, S. C., November 2, 1798.]
For Liverpool, armed ship *Ruby*, Capt. Stafford. [*City Gazette & Daily Advertiser*, Charleston, S. C., November 20, 1798.]
- RUSSELL, Ship.** *Tons*: 317. *Commander*: William Wood. *Registry Port*: Newport, R. I.
For Sale. — The Ship *Russell*, 316 tons, together with her cannon, blunderbusses, small arms * * * having all her guns, sails, rigging and stores as she came from Canton. [*Newport Mercury*, Newport, R. I., December 18 1798.]

SALLY, Bark. *Tons:* 181; *Guns:* 8; *Men:* 14. *Commander:* Moses Endicott; Charles Wilson, *1st Mate*; Jonathan Robbins, *2nd Mate*. *Registry Port:* Salem Mass. *Owners:* Thos. Saunders, Joseph Peabody & others.

The *Sally*, Endicott, of 8 guns, for Salem, with a number of other Americans, sailed from Havanna, November 7, 1798, under an American Convoy, leaving four French privateers there, who dared not come out. [*The Salem Gazette*, Salem, Mass., December 18, 1798.]

SALLY, Ship. *Guns:* 12; *Men:* 50; *Commander:* ——— Boswell.

Friday, 8th. Sailed, Commodore Clark's Squadron, for the West Indies, consisting of the following vessels, viz: Ship *Hope*, E. Clark, 16 guns; Ship *Sally*, Boswell, 12 guns; Brig *Juno*, Stocking; Brig *Susannah*, Hull; Brig *James*, Miller; Brig *Esquebo*, Cook; Brig *Thomas*, Pratt; Schooner *Lark*, Gilbert; Schooner *Jenny and Hannah*, Billings; Schooner *Favorite*, Denison; Schooner *Dauphin*, Goodwin; Sloop *Defiance*, Capt. unknown; Sloop *Negotiator*, Chester. [*The Connecticut Journal*, New Haven, Conn., June 13, 1798.]

SALLY, Ship. *Commander:* ——— Campbell.

Wednesday, Sept. 5th, [1798] — Arrived Ship *Sally*, Campbell, Liverpool, 47 days. Sailed in company with armed ships *Elizabeth*, for Savannah; and *Sally*, for New York, parted August 26th [1798] Latitude 44° N., Longitude 67° W. [*The Massachusetts Mercury*, Boston, Mass., Sept. 7, 1798.]

SALLY, Ship. *Commander:* ——— Morgan. *Registry Port:* New York, N. Y. [?]

Extract from U. S. Consul James Maury's letter of July 9, 1798, Liverpool, to Rufus King, U. S. Minister, London: "The packet * * * for Mr. Pickering with one for Mr. Morris in the armed Ship *Sally*, Morgan, for New York tomorrow."

[SDA. Liverpool, Vol. 1, OL., 1790-1800.]

NOTE.—Also see Ship *Sally* (Campbell).

SALLY, Ship. *Tons:* 203; *Guns:* 2; *Men:* 15. *Commander:* Nicholas Thorndike. *Registry Port:* Beverly Mass.

Issued a Clearance on June 23, 1798, at Salem and Beverly, for Copenhagen.

[TDA. Custom House Records.]

The Ship *Sally*, Capt. Nicholas Thorndike, arrived at Beverly, on Wednesday last from Copenhagen, bringing as part of her Cargo 80 pieces of Cannon, 200 Muskets with Bayonets, 200 pair of Pistols, and a quantity of powder. [*The Salem Gazette*, Salem, Mass., November 9, 1798.]

SALLY, Ship. *Guns:* 14. *Commander:* ———. *Registry Port:* Norwich.

A Convoy sailed from Cape Nichola Mole, about September 9th, [1798] consisting of about 30 Sail of American vessels, chiefly for the Southern States, under the protection of the Ships *Hope*, of 12 guns, and *Sally*, of 14, both belonging to Norwich. [*The Salem Gazette*, Salem, Mass., October 9, 1798.]

SALLY RUFFIN, Schooner. *Tons:* 83. *Commander:* Benjamin Franklin. *Registry Port:* New York, N. Y. (Nov. 24, 1798). *Owners:* Stephen Tillinghast & Libbus Loomis. Built in North Carolina in 1798.

On November — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

SAMPSON, Ship. *Tons:* 341. *Commander:* John Rooke. *Registry Port:* New York, N. Y. *Owners:* Peter Kimble & others. Built at Philadelphia in 1788.

Yesterday arrived the ships *Sampson*, Rooke, from Canton, and the *Factor*, Kemp, from London. On passing the Fort, they each fired a salute, one of 12 and the other 13 guns. [*Commercial Advertiser*, New York, May 14, 1798.]

SARAH, Ship. *Tons: 230; Guns: 10, 4-pounders. Commander: Thomas Hopkins.* *Registry Port: Boston, Mass. (Oct. 24, 1798). Owners: Gorham & Eben Parsons.* Built at Newburyport in 1790.

Marine Intelligence [Boston] Thursday, June 7, [1798] Arrived Ship *Sarah*, Hopkins, an armed vessel, from Algiers. In coming to anchor she fired a salute. The crew of the *Crescent*, frigate, came passengers in the above vessel. Off Madeira, was chased by a French privateer. He shortened sail; but the privateer kept up a constant fire. When she came up with Capt. Hopkins, he was ordered to hoist out his boat and come on board with his papers; which he refused; but offered them for inspection if the privateer's boat was sent along side. Upon which the pirate poured a broad side into the ship, which injured the rigging but did no other damage. Captain Hopkins returned this civility with a full discharge of his guns, which put the buccanier to flight. The Algerines were highly pleased with the frigate. The seamen which were sent out with the *Crescent*, have returned seasonably; and it is not doubted they have the spirit to continue in their Country's service, to support its honor, interest and independence. [The *New Hampshire Gazette*, Portsmouth, June 12, 1798.]

SARATOGA, Ship [?]. Commander: ————

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[LC., Privy Council Register, Vol. 44, p. 38; P. R. O., London.]

SHARK, Schooner. Commander: ———— Beal. Registry Port: Boston, Mass.

On September 27, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

SISTERS, Schooner. Tons: 79; Guns: 2; Men: 7. Commander: Richard Johns. Registry Port: Baltimore, Md. (Sept. 9, 1797). Owner: Sam'l Walker. Built in Matthews County, Va., in 1797.

Issued a Sea Letter at Baltimore, Md. on September 22, 1798, bound for Jeremie with a cargo of wine, candles, soap, beef and pork.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

SISTERS, Ship [?]. Commander: ————

Allowed to arm in a British port for her defence. Bound from Liverpool to Smyrna, 1798.

[LC., Privy Council Register, Vol. 45, p. 291; P. R. O., London.]

SMALLWOOD, Ship. Tons: 287; Guns: 16. Commander: ———— Johnston. Registry Port: Alexandria, Va. (May 11, 1798). Built in Maryland in 1784.

[TDA.]

Ship *Smallwood*, Capt. Johnston, of Alexandria, was to sail from Barbadoes in a few days to convoy American vessels home. [Times and Alexandria Advertiser, Alexandria, September 15, 1798.]

SOPHIA, Ship. Tons: 258; Guns: 10. Commander: John Smith. Registry Port: Baltimore, Md. (Dec. 11, 1798). Owners: J. Smith, Jr., & J. Biays. Built at Philadelphia in 1790.

Issued a Sea Letter at Baltimore, Md., on December 11, 1798, bound for Hamburg, with a cargo of sugar, coffee & tobacco.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

SOUTH CAROLINA, Ship [?]. Commander: ————

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[LC., Privy Council Register, Vol. 45, p. 266; P. R. O., London.]

SPREN, Schooner. Guns: 2. Commander: J. Arnold. Registry Port: Baltimore, Md.

Issued a Sea Letter at Baltimore, Md., on August 27, 1798, bound for Havanna, with a cargo of Flour.

[Col. Baltimore, Md. Record of Sea Letters, 1798.]

SPY, Ship. Commander: ————

Newcastle, October 5. Arrived from Havanna Ship *Spy*, well armed. [Commercial Advertiser, New York, October 11, 1798.]

STAG, Ship. Commander: ——— Dalton. Registry Port: Norfolk, Va.

From late Jamaica Papers — Kingston, June 2, [1798] The vessels which arrived from America, on Sunday, came under convoy of the Armed Ship *Stag*. The schooner from Philadelphia joined them in the Turks Island passage. [*Commercial Advertiser*, New York, July 24, 1798.]

Cleared: The Ship *Stag*, Dalton, of and for Norfolk, from Jamaica, is sent into Port Cavallo, and libelled on suspicion of being British property, having armed in Jamaica. [*Commercial Advertiser*, New York, August 1, 1798.]

STAR, Ship. Tons: 263; Guns: 10. Commander: Joseph Woodman. Registry Port: Philadelphia, Pa. (March 23, 1798). Owner: Daniel W^o Coxe. Built at Philadelphia in 1794.

For New Orleans — The Ship *Star*; a staunch good vessel, mounting 10 guns, and will be well manned and fitted for defence; For freight or passage apply to Daniel W. Coxe. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, December 5, 1798.]

STOCKPORT, Ship [?]. Commander: ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Pennsylvania, 1798.

[L.C., Privy Council Register, Vol. 45, p. 315; P. R. O., London.]

ST. TAMANY, Ship [?]. Commander: ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Virginia, 1798.

[L.C., Privy Council Register, Vol. 45, p. 274; P. R. O., London.]

SUXEY, Brig. Tons: 102; Guns: 1; Men: 9. Commander: William Patterson. Registry Port: Salem, Mass.

Issued a Clearance on July 9, 1798, at Salem and Beverly for Copenhagen. On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York. N. Y.

[TDA. Custom House Records.]

SUPERB, Ship. Commander: ——— ———.

The Armed Ships *Connecticut* and *Superb* with several other outward bound vessels lay at the Brown on Sunday and it is expected got to sea on Monday last. [*Claypoole's American Daily Advertiser*, Philadelphia, Wednesday, August 15, 1798.]

SUPERB, Ship. Tons: 282. Commander: George Fernald. Registry Port: Boston, Mass. (Oct. 11, 1798). Owner: Ebenezer Oliver. Built at Kittery in 1793.

On October 12, 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, Boston, Mass.

[TDA. Custom House Records.]

SWALLOW, Schooner. Tons: 120; Guns (pierced for 14). Commander: ——— Leffingwell.

For Sale: The Schooner *Swallow*, Capt. Leffingwell, burthen 120 tons. A new vessel built in Virginia on the pilot boat construction, and pierced for 14 guns; sails remarkably fast — If not disposed of in a few days, will then take freight for Norfolk. Apply on board at the Coffee House Slip, or to Patrick & Todd, No. 36 William Street. [*Commercial Advertiser*, New York, August 27, 1798.]

SWANWICK, Ship [?]. Commander: ——— ———.

Allowed to arm in a British port for her defence. Bound from Liverpool to Pennsylvania, 1798.

[L.C., Privy Council Register, Vol. 45, p. 620; P. R. O., London.]

SWIFT, Schooner. Tons: 100. Commander: John Tremells. Registry Port: New York, N. Y., (Dec. 18, 1798). Owners: Jno. H. Lawrence & Jon^a. Dayton. Built in Connecticut in 1798.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

SYLPH, Brig. Commander: ————.

London, March, [1798] The vessels of the convoy taken, 11 in number, are on their passage home under convoy of the *Sylph* Brig. [*General Aurora Advertiser*, Philadelphia, May 15, 1798.]

SYMPATHY, Ship. Tons: 190; Guns (pierced for 20). Commander: ————.

For Sale: The fast sailing new ship *Sympathy*, Virginia built, and calculated to carry guns, having 8 ports on a side, besides the bow ports and two ports for stern chasers; having a spar deck which gives a greater safety to the crew in time of action. This vessel is built out of the very best materials, and every attention has been paid to make her strong, and her frame has been put up in the manner of the frigate *United States*, timbers being iron bolted together before they were raised; her burthen 190 tons. John Bigar, South Front Street, No 208.

N. B. If the above ship is not sold, she will be chartered or freighted to St. Thomas. [*Claypoole's American Daily Advertiser*, Philadelphia, Thursday, July 26, 1798.]

TARTAR, Brig. Tons: 140; Guns (pierced for 18). Commander: Ralph Pigot
Registry Port: New York, N. Y.

Cleared from Philadelphia for Norfolk on August 13, 1798.

[TDA. Custom House Records.]

TEASER, Schooner. Guns: 8; Men: 80. Commander: Charles O'Brien.

Charleston, 7 September, [1798] Schooner *Teaser*, Charles O'Brien, 8 guns, 80 men, captured French Privateer of 12 guns and 120 men and took her into St. Kitts, 25 July, [1798]. [*The New Hampshire Gazette*, Portsmouth, Oct. 9, 1798.]

THETIS, Ship [?]. Commander: ————.

Allowed to arm in a British port for her defence. Bound from London to Petersburg, 1798.

[LC., Privy Council Register, Vol. 45, p. 397; P. R. O., London.]

THOMAS RUSSELL, Ship. Tons: 253; Guns: 10; Men: 25. Commander: Bernard Magee. *Registry Port:* Boston, Mass. (June 20, 1798). *Owner:* Thos. H. Perkins. Built at Charlestown, in 1796.

Following extract from Letter Book of T. H. Perkins, 12 June 1798, to Willing & Francis, Philadelphia: Procure a Letter of Marque for "the ship *Thomas Russell*, Bernard Magee, Master, . . . to mount 12 4-pounders and 6 swivels; 25 to 30 men."

[Massachusetts Historical Society.]

(Salem, Friday, June 22, 1798) The Ship *Ulysses*, Capt. Josiah Orne, of this port for Batavia and the *Thomas Russell*, of Boston, for Canton, sailed from hence on Tuesday, each having 10 guns and 25 men. [*The Salem Gazette*, Salem, Mass., June 29, 1798.]

TRIAL, Ship. Tons: 235. Commander: Bourn Thomas. *Registry Port:* Philadelphia, Pa. *Owner:* J. M. Pintard.

Captured by French Privateer *Escamoteur* (Capt. Dronaux) on 6 May 1798, while en route Madeira to Cape Verde Islands, in Latitude 30°40' N., Longitude 19°50' W., and carried into Canary Islands. Condemnation document states that Ship was armed, but does not specify the number of guns that she carried.

[Court of Claims Archives.]

TRIMMER, Schooner. Tons: 60. Commander: James Daniel. *Registry Port:* New York, N. Y. (Dec. 1, 1798). *Owners:* Geo. Wattles, Jno. Blagge, & James Daniel. Built at New York in 1798.

On December — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y.

[TDA. Custom House Records.]

TRIO, Ship [?]. Commander: ————.

Allowed to arm in a British port for her defence. Bound from Liverpool to America, 1798.

[LC., Privy Council Register, Vol. 45, p. 565; P. R. O., London.]

TRITON, Galliot. *Commander*: William Osborne. *Registry Port*: Savannah, Ga.

Savannah, June 1st, [1798], Capt. William Osborne, late Commander of the Galliot *Triton* from this port bound to Martinico, who beat off one French privateer, and was afterwards captured by another, after an obstinate resistance (as mentioned in our paper of the 14th ult.) has died of his wounds at St. Martins. [*Commercial Advertiser*, New York, June 23, 1798.]

Extract — from Savannah. "The *Triton*, Osborne, from Savannah, to Martinique, an American vessel, is taken by a French privateer, and the crew have been put to death under singular circumstances. The *Triton*, a well armed merchant vessel was met by a French privateer, which, wishing to seize her, was beat off after a smart action. A second French privateer in company with the other, afterwards attacked the *Triton* in her retreat, and was beat off also. The first privateer again came up with the *Triton*, when, after another smart action, the *Triton* was boarded, and in a scuffle about striking the colors of the American Ship, her Captain shot at the French Commander, in consequence of which the whole crew of the *Triton* were put to death." [*The Oracle of the Day*, Portsmouth, N. H., September 1, 1798.]

TRIUMPH, Ship. *Commander*: ————.

Allowed to arm in a British port for her defence, 1798.

[L.C., Privy Council Register, Vol. 44, p. 279; P. R. O., London.]

TRIAL, Brig. *Tons*: 167; *Guns*: 4; *Men*: 11. *Commander*: Thomas Talbut; Richard Gamble, *Supercargo*. *Registry Port*: Philadelphia, Pa. *Owner*: James Baxter, of Philadelphia. Built at Woolwich, Mass., in 1791.

Entered Bayonne, France, thinking it Bilbao, on 27 Sept. 1798, while en route Philadelphia to Bilbao, Spain. Was sunk by authorities (French) at Bayonne.

[Court of Claims Archives.]

TWO FRIENDS, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence. Bound from London to Charleston, 1798.

[L.C., Privy Council Register, Vol. 45, p. 89; P. R. O., London.]

TYARA, Ship. *Commander*: Edwin George.

Baltimore, October 16, [1798] Captain Hindrickson in Latitude 31° N., Longitude 68° W., September 16, [1798] spoke armed ship *Tyara*, Capt. Edwin George, with 2 brigs under convoy 9 days out from Philadelphia for Antigua. [*Claypoole's American Daily Advertiser*, Philadelphia, October 19, 1798.]

ULYSSES, Ship. *Tons*: 163. *Commander*: David Lamb. *Registry Port*: Boston, Mass. (Aug. 18, 1798). *Owners*: Joshua Loring, Benj. Goddard, Robt. Williams, Henry Bass, Barzilla Holmes, all of Boston. Built at Amesbury, Mass., in 1794.

On August 18, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Boston, Mass.

[T.D.A. Custom House Records.]

ULYSSES, Ship. *Tons*: 340; *Guns*: 10; *Men*: 25. *Commander*: Josiah Orne. *Registry Port*: Salem, Mass. *Owner*: William Gray, Jr.

Issued a Clearance on June 25, 1798, at Salem and Beverly, for Batavia.

[T.D.A. Custom House Records.]

Salem. The Ship *Ulysses*, Capt. Josiah Orne, of this port for Batavia and the *Thomas Russell*, of Boston, for Canton, sailed from hence on Tuesday, each having 10 guns and 25 men. [*The Salem Gazette*, Salem, Mass., June 29, 1798.]

UNION, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence. Bound from Liverpool for Baltimore, 1798.

[L.C., Privy Council Register, Vol. 44, p. 568; P. R. O., London.]

VENNELIA, Ship. *Tons*: 226. *Commander*: William Paine. *Registry Port*: New York, N. Y. (July 6, 1797). *Owner*, Joseph Covachick. Built at New York in 1795.

On August — 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, New York, N. Y. [TDA. Custom House Records.]

VENUS, Ship. *Tons*: 246. *Commander*: Joseph Spague. *Registry Port*: Boston Mass. (May 31, 1798). *Owner*: John C. Howard. Built at Pittston in 1795

Friday, October 19th [1798] Arrived Ship *Venus*, Capt. Spague, from Liverpool, 25 days from Land's End. She is well armed. [The *Massachusetts Mercury*, Boston, Mass., October 23, 1798.]

VIGILENT, Ship. *Tons*: 223; *Guns*: 8; *Men*: 21. *Commander*: Thomas Boyle. *Registry Port*: Baltimore, Md. (Nov. 20, 1798). *Owner*: J. Carrere. Built in Somerset County, Md., in 1798.

Issued a Sea Letter at Baltimore, Md. on November 20, 1798, bound for Vera Cruse with a cargo of Brandy, wine, butter, and dry goods. [Col. Baltimore, Md. Record of Sea Letters, 1798.]

VIRGINIA, Ship [?]. *Commander*: ————

Allowed to arm in a British port for her defence. Bound from Liverpool for Maryland, 1798.

[L.C., Privy Council Register, Vol. 44, p. 149; P. R. O., London.]

VIRGINIA, Ship [?]. *Commander*: ————

Allowed to arm in a British port for her defence. Bound from Leith for America, 1798.

[L.C., Privy Council Register, Vol. 45, p. 85; P. R. O., London.]

VULTURE, Brig. *Tons*: 82; *Guns*: 2; *Men*: 8. *Commander*: John Berry. *Registry Port*: Salem, Mass.

Captured by French Privateer *Furet* (Capt. Licornu, 4 guns, 40 men) of Nantes, on 18 December 1798, while en route Salem to Trinidad, in Latitude 23°12' N., Longitude 53°30' W., and carried into St. Domingo.

[Court of Claims Archives.]

WARREN, Ship. *Tons*: 326; *Guns*: 16. *Commander*: John Fawn. *Registry Port*: New York, N. Y. (Nov. 13, 1797). *Owner*: Archibald Gracie. Built at Bristol, R. I., in 1795.

Baltimore, 3rd December [1798] Ship *Clothier*, Capt. Gardiner, of Philadelphia, 16 guns, 80 men, sailed from Liverpool in company with ship *Triumph*, — left at Liverpool American ships: Ship *Warren*, Capt. Fawn of New York, 16 guns; Armed ship *Caledonia*, Capt. Millibre, 20 guns. [Commercial Advertiser, New York, December 6, 1798.]

WASHINGTON, Ship. *Commander*: ———— Cunningham. *Registry Port*: Boston, Mass. *Owner*: John Coffin Jones.

On July 21, 1798, special commission as a private armed vessel sent to John Gavino, U. S. Consul, Gibraltar, by Secretary of State Timothy Pickering, to be delivered to this vessel. (See Pickering's letter of July 21, 1798 to John Gavino.)

[SDA. Inst. to Min., Vol. 4, 1797-1798.]

WASHINGTON, Ship. *Tons*: 221; *Guns* (Pierced for 20). *Commander*: Jacob Packwood. *Registry Port*: New York, N. Y. *Owners*: Francis Saltus & Sons Co. Built at Catskill, N. Y., in 1798.

New York, October 13, [1798] This day came down the North river, from Catskill, to be fitted for sea with all expedition, the beautiful new Ship *Washington*, pierced for 20 guns and owned by Messrs. Saltus & Sons Co. of this city; We understand she is to be purchased by the government, and hope she will prove an able protector of our Commerce. [Newport Mercury, Newport, R. I., November 20, 1798.]

196 NAVAL OPERATIONS; NOVEMBER 1798—MARCH 1799

WELCOME RETURN, Schooner. *Guns*: 6 carriage & 12 swivels. *Commander*: Guthrie. *Registry Port*: Alexandria, Va. *Owner*: R. T. Hooe, Esq.

Alexandria, 23 October [1798] Sailed for Barbadoes Schooner *Neptune*. Capt. Willis, 12 carriage guns and 6 swivels; & Schooner *Welcome Return*. Capt. Guthrie, 6 carriage guns and 12 swivels, both fitted out at Alexandria by R. T. Hooe, Esq. [The *New Hampshire Gazette*, Portsmouth, November 7, 1798.]

Alexandria, January 1st, [1799] Arrived on Sunday the armed schooner *Neptune*, Capt. Willis, Tortola; also the armed schooner *Welcome Return*, Capt. Guthrie, Tortola. On Wednesday, December 19th, [1798] the schooner *Welcome Return*, at daylight, discovered a sail, which she took to be a pilot-boat, and accordingly fired a gun for a pilot. At 7:00 A. M. found the sail to be an armed sloop under English Colors which bore down upon her, and hailed her, to which she answered. She then hailed the sloop and was answered that she was the *Matilda* on a cruise and was ordered to back her topsail, come under their lee and send her boat on board, with her papers, or she would have a broadside immediately. The Captain replied that she was an American armed vessel, bound in, and that he would do no such thing; when the sloop gave her three guns and stood after her; The *Welcome Return* not altering her course, standing in for land. The sloop then gave her a broadside. The *Welcome Return* immediately returned the compliment so hot, that after seven or eight broadsides, the British sloop hauled down her colors, and fired a gun to leeward which was returned by the schooner. With this the captain of the *Welcome Return* wore ship and run along side, and called the Captain of the sloop to an account for his conduct; for which he endeavoured to excuse himself. He said his name was George Mitchell, of the sloop *Matilda* from St. Vincents. [The *Connecticut Journal*, New Haven, Conn., January 17, 1799.]

WILLIAM, Ship. *Commander*: Charles Kennedy. *Registry Port*: Newburyport, Mass. *Owners*: Moses Brown.

On December 4, 1798, owners executed bond for issue of a special commission as a private armed vessel, by Collector of Customs, Newburyport, Mass.

[TDA. Custom House Records.]

WILLIAM, Ship. *Tons*: 182; *Guns*: 6; *Men*: 17. *Commander*: William Mugford.

Issued a Clearance on November 2, 1798, at Salem and Beverly, for Cadiz.

[TDA. Custom House Records.]

WILLIAM, Ship [?]. *Commander*: ————

Allowed to arm in a British port for her defence. Bound from London to Baltimore, 1798.

[L.C., Privy Council Register, Vol. 45, p. 324; P. R. O., London.]

WILLIAM PENN, Ship. *Tons*: 356. *Commander*: Samuel Nolans. *Registry Port*: Philadelphia, Pa. (Dec. 6, 1798). *Owners*: Jesse, Robert & William Wain. Built at Philadelphia in 1791.

The Proof of Ownership Certificate, dated Philadelphia, Dec. 6, 1798, contains the following notation: "Surrendered Nov. 30, 1799 to insert 2 more Guns".

[TDA. Custom House Records.]

WILLIAMSON, Brig. *Guns*: 12; *Men*: 30. *Commander*: ———— Auldboy.

Norfolk, May 15, [1798] Loss of the Brig *Williamson*, Captain Auldboy. The following account of the loss of the above armed Brig, we have from the Captain who arrived in town on Sunday night: That he sailed from Hampton Roads on Friday about 2 o'clock in the afternoon with some vessels under convoy for the Mole — At six P. M. the light house bearing W. distance about four leagues, wind N.E. by N. steering E.S.E., with a fresh breeze under close reefed topsails, sounded the pumps, found 18 inches of water; at half after six found the leak to increase notwithstanding both the pumps were kept constantly going, and a number of buckets balling out the steerage; threw all the water-casks and a number of other articles overboard: at half after eight she had upwards of three feet water in her hold and the pumps choked with p——— [word illegible], fired a gun as a signal of distress for the Schooner *Hope*, Captain Baldry, who immediately came up with the

Brig for the purpose of assisting us if she should sink: then we wore and in company with the Schooner stood in for the Capes, steering N.W. and N.W. half N. On sounding at 12 o'clock found we were in three fathom water, put up helm and wore, when the brig immediately struck on the north shoals of Currituck, and bilged, both masts being cut away and the water running over her; the Schooner at the same time run ashore within a quarter of a mile of the brig. At daylight Captain Auldboy and his Gunner, got to shore in the small boat, where they procured sufficient assistance to save the lives of the remainder of the crew, who were lashed for hours in the shrouds. One boy died on his reaching the shore.

The above Brig had just undergone a thorough repair, carried 8 guns and 4 swivels and 30 men. The Schooner is expected, will be got off without injury. [*General Aurora Advertiser*, Philadelphia, May 23, 1798.]

WILLIAM AND MARY, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence. Bound from Liverpool for Virginia, 1798.

[LC., Privy Council Register, Vol. 44, p. 634; P. R. O., London.]

WINTHROP & MARY, Ship. *Tons*: 104. *Commander*: Henry Jackson. *Registry Port*: Gloucester, Mass. (Aug. 16, 1798). *Owners*: Fitz W^m & Ignatius Sargent, & Joseph Foster, Jr.

On August 16, 1798, issued a special commission as a private armed vessel, by Collector of Customs, at Gloucester, Mass.

[TDA. Custom House Records.]

WINYAW, Ship [?]. *Commander*: ————.

Allowed to arm in a British port for her defence. Bound from London for Madeira, 1798.

[LC., Privy Council Register, Vol. 44, p. 279; P. R. O., London.]

YEATMAN, Schooner. *Tons*: 90. *Commander*: Roger Crane. *Registry Port*: Philadelphia, Pa. (June 20, 1798). *Owner*: James Yard. Built at Matthews County, Va., in 1796.

The Proof of Ownership Certificate, dated Philadelphia, Nov. 7, 1797, contains the following notation: "Surrendered the 20th June, 1798, to insert Guns".

[TDA. Custom House Records.]

ZENOBIA, Ship. *Tons*: 295. *Commander*: Sam'l Godfrey. *Registry Port*: New York, N. Y. *Owner*: Henry Kermit. Built at Swansey, Mass., in 1794.

Letter from Ship *America* at Havanna, on 2^d October [1798] states, "Fall in with armed Ship *Zenobia*, from Jamaica for Providence". [*Claypole's American Daily Advertiser*, Philadelphia, October 27, 1798.]