

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

**Volume V  
Part 1 of 4**

**Naval Operations  
from January to May 1800**

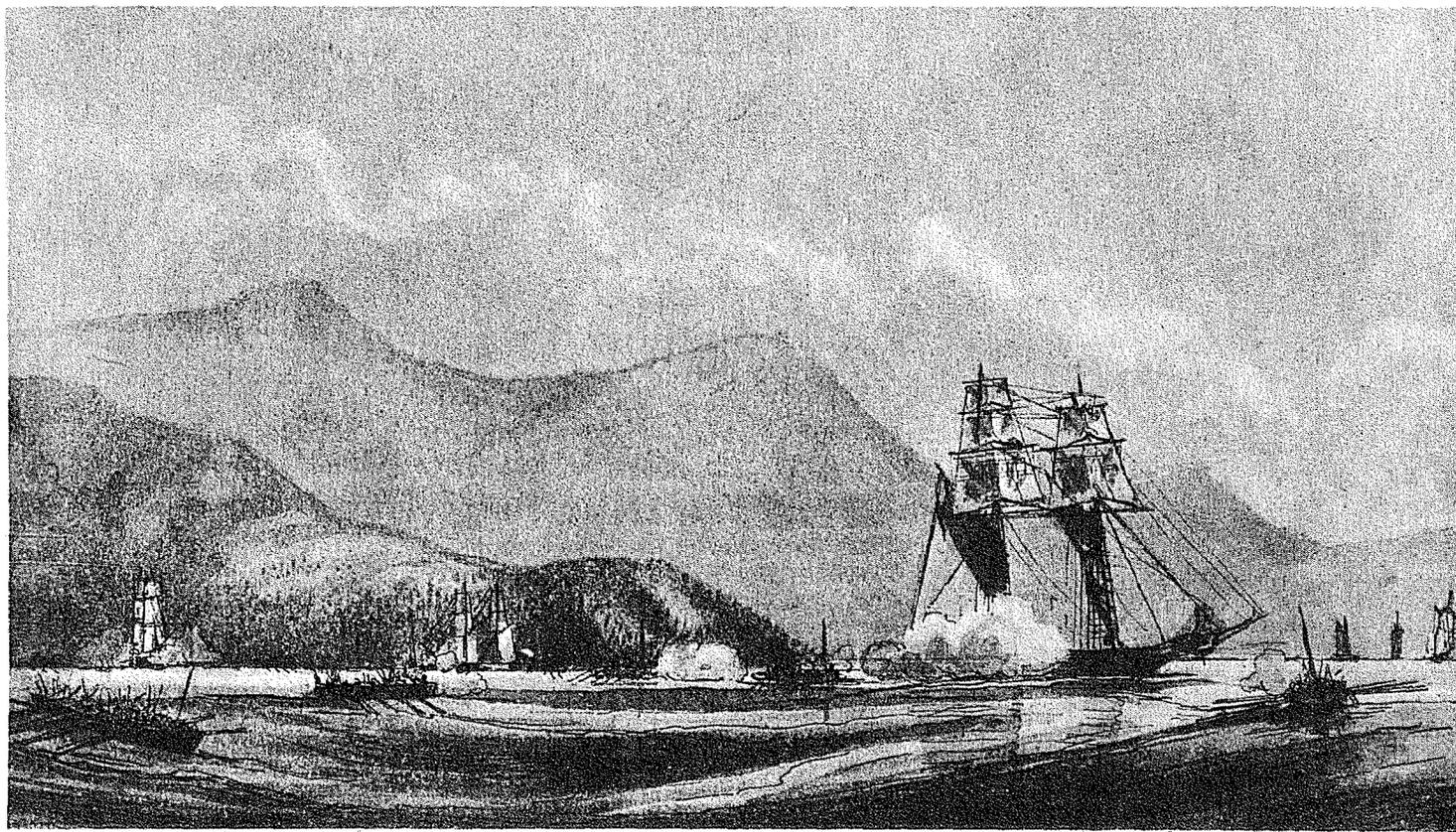
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NAVAL OPERATIONS  
FROM JANUARY 1800 TO MAY 1800  
QUASI-WAR WITH FRANCE



UNITED STATES SCHOONER EXPERIMENT ATTACKED BY PICAROONS OFF GONAIVE ISLAND. JANUARY 1, 1800.

# NAVAL DOCUMENTS

RELATED TO THE

## QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE



## NAVAL OPERATIONS

FROM JANUARY 1800 TO MAY 1800



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 3, 1936*



UNITED STATES  
GOVERNMENT PRINTING OFFICE  
WASHINGTON : 1937



## PREFACE

This volume is the fifth of a projected series of early documentary material dealing with American naval history. It covers naval operations from January 1, 1800, to May 31, 1800, inclusive, during the quasi-war with France (1798-1801), and contains much hitherto unpublished material concerning naval activity, together with related political and commercial matters.

Among the principal events dealt with herein are the following: The engagement between the Frigates *Constellation* and *La Vengeance*; the action between the *Boston* and nine armed barges; the capture of the Privateer *Sandwich* by a cutting out expedition from the *Constitution*; captures of French Privateers by the *Philadelphia*, *Augusta*, *John Adams*, *Enterprise*, *Baltimore*, *Constellation*, *Insurgente*, *Experiment*, *Adams*, *General Greene*, *Boston*, *Richmond*, *Amphitheatre*, and a number of engagements between American armed merchant vessels and French Privateers.

The same chronological arrangement of documents is followed as in the previous volumes of the series. Throughout the work it has been the endeavor to make the text of the printed document identical with the original source. Spelling, punctuation, abbreviations, 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 as found in the copies may not always be identical with the originals.

Sincere thanks are due to the following individuals and activities, not mentioned in the preceding volumes, who have kindly cooperated in this work: Virginia State Library, Richmond, Va.; T. Truxtun Hare; Ministry of Marine, Paris, France; Charles Henry Burnham, Jr.; Mrs. Truxtun Beale; Augustin Normand, Le Havre, France; Henry E. Huntington Library and Art Gallery, San Marino, Calif.; John H. Kemble, Claremont, Calif.; Wadsworth Athenæum, Hartford, Conn.; Regional Director, Survey of Federal Archives, New York, N. Y.

Following is a brief description of the four preceding volumes:

The first volume includes the period from February 1797 to October 1798. In addition to documents concerning the diplomatic and commercial prelude to hostilities, the volume contains much source material related to the establishment of the Navy Department and the procurement and mobilization of the Navy for prosecuting this war.

The second volume carries the chronology forward from November 1798 to March 1799. A special feature of the second volume is a section devoted to the American armed merchant vessels which participated in this naval war during the year 1798. Such information as the names of masters and other officers, number of crew, tonnage, guns carried, registry ports, etc., is given when available, together with interesting details of encounters between armed merchant vessels and French privateers.

The third volume covers the period from April to July 1799, inclusive. It contains additional documentary material related to the early organization of our naval forces, the establishing of bases in the Caribbean Area, operations of our Navy incident to the protection of American commerce, and the activities of our armed merchant vessels.

The fourth volume covers the period from August 1799 to December 1799. It carries forward the operations of the Navy and related events, together with accounts of the captures of several French privateers, and many recaptures from the French of American and British vessels.

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

The publication of these Documents was made possible by the Acts of Congress approved March 15, 1934, and June 3, 1936, 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, \$25,000, together with the unexpended balance for this purpose for the fiscal year 1936: 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.

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## ABBREVIATIONS INDEX TO SOURCES

A . . . . .	Area.
Acct . . . . .	Accountant.
Accts Of . . . . .	Office of the Accountant of the Navy Department.
Bk . . . . .	Book.
CA . . . . .	Consular Archives, State Department.
Chron . . . . .	Chronicle.
CL . . . . .	Consular Letters, State Department.
Cl . . . . .	Claims.
CMR . . . . .	Court Martial Records, Navy Department.
Col . . . . .	Collection.
Con. LB . . . . .	Letters to Members of Congress, Navy Department Archives.
Ct. of Cl . . . . .	Court of Claims.
Dip. Cor . . . . .	Diplomatic Correspondence, State Department.
Disp . . . . .	Dispatches, State Department.
EPP . . . . .	Edward Preble Papers, Library of Congress.
GAO . . . . .	General Accounting Office.
GLB . . . . .	General Letter Books, Navy Department Archives.
HS . . . . .	Historical Society.
HS of Pa . . . . .	Historical Society of Pennsylvania.
Inst. to Min . . . . .	Instructions to Ministers, State Department.
Inv . . . . .	Invalid.
Ja . . . . .	Jamaica.
LB . . . . .	Letter Book.
LC . . . . .	Library of Congress.
LR . . . . .	Letters received, Marine Corps Archives.
LS . . . . .	Letters sent, Marine Corps Archives.
Mass. HS . . . . .	Massachusetts Historical Society, Boston, Mass.
MC . . . . .	Major Commandant, or Marine Corps.
MCA . . . . .	Marine Corps Archives.
NA . . . . .	Naval Academy, Annapolis, Md.
NDA . . . . .	Navy Department Archives.
N. H. Colony HS . . . . .	New Haven Colony Historical Society, New Haven, Conn.
NHS, NYHS . . . . .	The Naval History Section of the New York Historical Society.
NO . . . . .	Archivist's symbol, for Court Martials.
Nom . . . . .	Nominations.
NR&L . . . . .	Office of Naval Records and Library, Navy Department.
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.
Req. on US T . . . . .	Requisitions on U. S. Treasury.
R. I. HS . . . . .	Rhode Island Historical Society, Providence, R. I.
SC . . . . .	Spanish Claims, or Spanish Convention of 1819.
SDA . . . . .	State Department Archives.
Spol . . . . .	Spoiliations.
VA . . . . .	U. S. Veterans' Administration.
Va. SL . . . . .	Virginia State Library, Richmond, Va.



**NAVAL OPERATIONS**  
**FROM JANUARY 1800 TO MAY 1800**  
**QUASI-WAR WITH FRANCE**



# NAVAL OPERATIONS

FROM JANUARY 1800 TO MAY 1800

## QUASI-WAR WITH FRANCE

---

[1 January 1800]

To Captain Silas Talbot, U. S. Navy from Edward Stevens, U. S. Consul General, St. Domingo, concerning engagement between the U. S. Schooner *Experiment* Lieutenant William Maley, U. S. Navy, commanding, and ten Barges.

[U. S. Schooner *Experiment*]

LEOGANE, Jan. 2. 1800.

Sir, I have this moment landed here, after an unpleasant passage of six days. Nothing extraordinary happened during our voyage until the 1st instant, when at 7 o'clock in the morning, being becalmed in the middle of the channel between the island of Gonaib and Trou Corvet (a small inlet between Montrous and the Point of St. Marc) we were attacked by 10 barges, manned with negroes and mulattoes, and armed with muskets, sabres and boarding pikes. Several of these barges carried cannon of 4 pounds and swivels in the bow; and from the most accurate calculation I could make, the whole number of people on board of them amounted to about 4 or 500 — the large ones carrying 60 or 70, and the small ones 40 or 50 each. They rowed towards us with great eagerness from Trou Corvet until they came within long gun-shot of the convoy, when they divided into several small squadrons, with intention to board each of the vessels. Capt. Maley had made the best possible arrangement for receiving them: The guns of the *Experiment* being concealed and her ports kept shut, they could not distinguish her from the merchantmen under her convoy, but approached her with the same degree of boldness that they did the rest. When they came within musket shot of the convoy they commenced a very heavy fire from their great guns and musketry, which was instantly returned by the *Experiment*, the brig *Daniel and Mary*, and the schooner *Sea Flower*. Our grape shot and small arms made dreadful havoc among them, and obliged them to retire out of the reach of our guns. In this situation they lay on their oars for the space of half an hour examining us, and consulting what measures they should adopt.

They then rowed towards the island of Gonaib, fired a gun, and were joined by some other barges from the shore, which took out the dead and wounded from those that had been in the engagement, and brought off a reinforcement of men. After they had continued thus recruiting their force for an hour and a half, they hoisted their masts and sails, and divided into three squadrons of four barges each: The center division, consisting of the largest barges, displayed red pendants from the mast heads, while the van and the rear kept the tri-coloured

flag still flying. In this order they rowed towards our bow with great boldness and velocity; and from their manœuvres we could plainly perceive that this attack was meant for the *Experiment*, and her alone, and that they were determined by one vigorous effort to board and carry her. During their approach capt. Maley made a very judicious arrangement of his force: He placed a very strong body of musketry on the forecastle, and another on the quarter-deck: The oars on both sides were manned to bring her starboard and larboard broadside to bear as occasion might require; the boarding nettings hoisted, and the great guns all loaded and ready for action. As soon as they came within half musket shot of the *Experiment*, the van and centre of this little fleet, ranged themselves on each side of us, whilst its rear attacked us on our bow. They then commenced a brisk and well directed fire on all sides, accompanied with dreadful shrieks and menaces. The guns of the *Experiment*, however, being well served, and the fire of the marines continued with great steadiness and activity, we at length succeeded in driving them off, after a smart action of near three hours.

In this second attempt two of their barges were sunk, and a great number in the others killed or wounded; I am sorry, however, to add, that during the heat of the engagement, and while they attempted to board us on all sides, two of the barges left the fleet, and sheltering themselves from our guns behind the schooner *Mary*, captain Chipman and the brig *Daniel and Mary*, captain Farley attempted to take them. The first barge accomplished its object, boarded the *Mary*, and inhumanely murdered captain Chipman, being the only person found on deck, as the rest of the crew had either secreted themselves in the hold, or jumped into the sea. The other was sunk in the act of boarding the *Daniel and Mary*, by a well directed shot from the *Experiment*, which passed between the masts of the brig. As soon as it was perceived that the *Mary* was taken, a few rounds of grape shot were thrown on board of her, which quickly dislodged the pirates, and obliged them to abandon her, before they had time to do more than plunder the cabin. After the second attack, the barges [r]owed towards Gonaib, again landed their killed and wounded, and took in another reinforcement. They continued in this position for some time, laying on their oars, and carefully watching our motions. As the calm continued it was impossible for the *Experiment* to pursue them, or for the vessels under her convoy to escape. About 4 o'clock in the afternoon observing that the current had carried the brig *Daniel and Mary*, and the schr. *Washington*, nearly out of the reach of our guns, they rowed off a third time, with a determination to cut off these two vessels. This being perceived by capt. Farley and Taylor, commanders of the brig and schooner, they came to a resolution to abandon their vessels. They were induced so to do in consequence of their crews refusing to defend themselves, and from being too distant to be protected by the *Experiment*; they therefore came on board of the armed schooner with their crews and passengers. They had scarcely left their boats when the barges boarded their respective vessels, and towed them off in triumph. Every effort was made by capt. Maley to save them, but without effect, by means of his oars; however, he got near enough to reach the barges with his round shot, which did them considerable damage.

Observing this, they detached two of their number to some distance from the brig and schooner, either to prevent us from following them, or to capture the two remaining vessels that were still under convoy of the *Experiment*, should she continue the pursuit. Capt. Maley judged it, therefore, most prudent to remain by them; the calm still continuing it was very uncertain, whether he could have reached the two vessels that were already taken while on the other hand, had he continued the pursuit, he must have subjected the other two to certain capture — During the 1st and 2d actions, with the barges the *Experiment* suffered in her spars, rigging, and sail; fortunately no person was killed on board of her, and only two slightly wounded. Lieut. Porter received a slight contusion from a musket ball in his arm, and a French passenger was struck in the breast with a spent ball. — I cannot too much applaud the intrepidity, good conduct and activity of capt. Maley, his officers, and men during the several actions in which the *Experiment* was engaged. — By their persevering exertions the sch. *Sea-Flower*, and *Mary* was saved; and even the *Experiment* herself preserved from capture. Surrounded as these vessels were by superior numbers, in a perfect calm and attacked on all sides, without being able to bring the guns of the *Experiment* to bear on the greatest part of the enemy — it is really surprising that any of them escaped. — The murder of the unfortunate capt. Chipman, and the loss of two of the convoy, are circumstances much to be regretted; but were notwithstanding inevitable — the barges were so numerous that it was next to impossible to prevent them from boarding some of these vessels. Had capt. Farley and capt. Taylor remained on board the schooner and brig, it is highly probable that both they and their crews would have been put to death, and it is but doubtful whether after all their vessels could have been preserved; it was therefore prudent in them to retire. The *Experiment* expended nearly all her grape shot in the engagement, and as it would be hazardous for her, to cruise against the barges again, without this essential article, I have prevailed on General Touissant to spare her 2 or 300 canisters, until she can receive a fresh supply — he has also been good enough to lend her a long six pounder to serve as a stern chase, the want of one during the late action, was a very serious inconvenience, and subjected her to much hazard. Capt. Maley has thought it adv[i]seable to go to Port-auPrince and take in these articles, and get a supply of fresh water; he expects however, to be ready in two or three days to resume his station, and protect the commerce of the Bite.

I have received accurate information, that the number of barges which now actually infest the coast from l'Archaye to St. Marc's is not less than 37, and the number of pirates they carry exceeds 1500. If you should think it proper to send any more cruisers on this station, permit me to suggest to you the necessity of furnishing them with a large supply of musket ball and grape shot.

I have the honor to remain,  
with respect and esteem,  
Sir,  
Your most obedient servant,

EDWARD STEVENS.

SILAS TALBOT, Esq. }  
&c. &c. &c. }

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley,  
U. S. Navy, commanding, 1 January 1800

At 6 Am. discovered Eleven Barges making for me, it falling a dead calm, I got into the center of the Fleet by my Sweeps immediately and made every preparation to receive them; @ 3/4 past 7 AM the Barges were within Gun shot, and commenced a heavy fire on me with Cannon and small Arms, which were answered by the *Experiment* immediately; I had then in company the Brig *Daniel & Mary* of 3 Guns and 8 Men & the Schooner *Sea Flower* of 3 Guns & 8 Men; during the attack, the Barges made several attempts to board the Brig & schooner, by fortunate shots from the Guns of the *Experiment* they (aided by the good conduct of the Crew of the Brig & Schooner) were obliged to desist, and were repulsed with the loss of two Barges and many Killed & wounded, they then withdrew, and prepared for a second attack; they very soon came up again in three divisions, and made immediately for the *Experiment*, when near enough, I gave them a full Broadside, which had its due effect; finding themselves much disabled by this Broadside, they relinquished there attempt, and notwithstanding my utmost exertions (it remaining still calm) they boarded the Schooner *Mary* of Boston (Cap<sup>t</sup> Chipman) and inhum[an]ly murdered the Cap<sup>t</sup> being the only person on deck, the mate and crew had secured themselves in the hold, or had Jumped over board; I immediately directed a very heavy fire on the *Mary* which soon obliged the Pirates to leave her;—at 11 AM the Barges returned towards the shore, being still calm it was impossible for me to come up with them, at 1/2 past 11 the Barges made for the *Experiment* the third time; previous to their coming up, Cap<sup>t</sup> Farley of the *Daniel & Mary* finding that he had expended all his Amunition, with Cap<sup>t</sup> Taylor and their Mates, passengers & Crews, came on board the *Experiment*, expecting if they should be taken to meet the fate of Cap<sup>t</sup> Chipman. the Barges soon commenced their third attack and took possession of the *Daniel & Mary* & Schooner *Washington* Cap<sup>t</sup> Taylor; to my great regret, it however remaining calm it was impossible for me to prevent their taking possession of those vessels: In the course of the Action the *Experiment* suffered in her rigging & sails, tho' not considerably, but had the pleasure to find that I had not lost one Man either Killed or wounded (except M<sup>r</sup> [David] Porter my first Lieu<sup>t</sup> who received a slight contusion on his Arm,) The Pirates under cover of the calm made off with the Vessels. —

I must here remark, that if the second attack by the Barges had continued with spirit, I should have been very awkwardly situated, as to my Marines, by their not having a proper supply of Musket Cartridges; and this deficiency was owing to the inattention of M<sup>r</sup> Sheridan, my Lieu<sup>t</sup> of Marines. —

[1 January 1800]

**Protest of Robert Hart, Mate, John Holland (or Hollins) and Solomon Done (or Doane), Seamen, of the American Schooner *Mary*, in engagement with barges in Bight of Leogane, while in company with U. S. Schooner *Experiment***

By this public instrument of protest, be it made known and manifest that on this 3rd day of January, in the year of our Lord 1800, personally appeared before me, Robert Ritchie, consul of the United States of America, resident in this city, [Port Republicain] Robert Hart, mate, Jno. Hollins and Solomon Done, seamen of and belonging to the schooner *Mary*, of Boston, of the burthen of 76 tons or thereabouts, who being duly sworn, on their solemn oath deposes and say that they sailed from the port of Boston on board the said sch'r the 29th day of November last, bound on a voyage to Cape Francois, their vessel being tight, staunch, and strong, provided with all things needful and fitting for the merchants' service. That on the 3 and 4 of Dec'r following they encountered heavy gales of wind from the westward, which caused their vessel to leak considerably; that without experiencing anything remarkable, worthy of noting, or appertaining to the subject-matter, they arrived at Cape Francois, on this island of St. Domingo, the 21st of the said month December, where, finding the market very unfavorable for the vending of the cargo, the capt. decided upon departing for this port, and on the 26th left the cape in company with the brig *Daniel and Mary*, Capt. Farley, and sch'r *Sea Flower*, Capt. Treadwell, both belonging to Boston, under the convoy of the United States armed sch'r *Experiment*, commanded by Lieutenant Maley, and in the prosecution of the passage, on the 1st of January, in the year of our Lord 1800, being then in the Bite of Leogane, commonly so called, the point of St. Mark's bearing E. N.E., distant about four leagues, about half-past 6 o'clock a. m., discovered a number of armed barges with their sweeps out, rowing towards them, and at or about 7 o'clock a heavy firing commenced from the commodore and the merchants' vessels that were armed, as also on the part of the barges, which continued till about half-past ten, when the barges rowed off, but being perfectly calm could not be pursued. At or about 11 o'clock they returned and renewed the combat, when, perceiving that three of the barges directed their attack upon the deponent's vessel, who, being possessed of no means of resistance, they must effect the boarding of her, and seeing then Capt. Wm. Chipman fall upon the deck from a wound he received from a musket-ball, the deponents, with the rest of the crew, flew in every direction to conceal themselves, which they happily effected, for as soon as the crews of the barges got on board their vessel they inhumanely murdered the said Wm. Chipman, who was the only object they met with to vent their diabolical fury on. The commodore, finding their vessel was in the possession of the enemy, effected the directing of his fire upon their sch'r, which proving too warm for the enemy, they deserted her, when the deponents again took possession and committed the body of their capt. to the ocean, it having been mangled in a dreadful manner. The crews of the barges while on board broke open the capt. chest and plundered his cloaths and took away a small trunk, which Robert

Hart, one of the deponents, declares must have had money in it, as he heard the gingling.

They further say that the next morning they anchored at Leogane, and the day following proceeded to this place, where they safely arrived the same day, and have appeared before me, the said consul, to receive this their declaration to serve when and where needfull and necessary, protesting as well in their own names as in the names of all and every one concerned, that whatever damage has arisen or may arise has been occasioned by the circumstances as stated in the premises.

Robert Hart.  
John Holland.  
Solomon Doane

Sworn as above before me.

ROBERT RITCHIE.

I, Robert Ritchie, consul of the United States of America at Port Republicain, do certify the foregoing to be a true copy of the original protest deposited in my office.

In testimony whereof I have hereunto subscribed my name and affixed my seal of office, at the city of Port Republicain, this 3rd day of January, 1800, and of the Independence of the United States the 24th.

ROB'T RITCHIE.

[Ct. of Cl., French Spol. Case No. 3651.]

[1 January 1800]

Extracts from letter to Secretary of State, from Turell Tufts, U. S. Consul, Paramaribo

SIR, It is a long time since any thing has occurred within my observation of Sufficient importance to be communicated to you. Unfortunately I have now a Subject,

From the indiscreet conduct of One of the Midshipmen of the *Portsmouth* & the rashness of General Magan to punish the folly, much altercation & irritation was produced between the General and Captain M<sup>c</sup>Neill. Some Letters passed between them on the subject, copies of which, together with the examination that was made on board the *Portsmouth* in my presence, I have no doubt, Captain M<sup>c</sup>Neill will transmit to The Honorable Secretary of the Navy. — I saw the Captain's Letters before they were sent, and I have no hesitation in saying — they were such as in my opinion the nature of the Circumstances dictated; and, if no alterations or additions were made — they contained nothing, either Servile or insulting. But, it is the unhappy privilege of Folly, after having provoked censure and retort, — not to be able to brook a manly answer, always imagining every expression as insulting or indecorous. — From the threats of the General, & from his representation of the case to The Commander in Chief at Martinique, I am induced to believe it may come before you as a complaint from the British Minister. I have therefore written a Letter to His Excell<sup>y</sup> the Governor principally on that sub-

ject, and herewith transmit a Copy. Such business is so entirely new to me, that I shall be more than pleased if you are satisfied with my conduct therein. — I consider it nevertheless, as a most trifling affair, particularly, as it was without damage, injury, or harm, & the intention of Captain M<sup>c</sup>Neill. I cannot refrain remarking that, in the detail of the business, the captiousness & vanity of the General is discovered — more than his understanding or good-will; and that it cannot be mentioned to you for no other purpose than as a counterpoise for any complaint you may have of a more heinous nature. It also exhibits in the strongest light the inclination of the Commander to catch at every circumstance & unfortunate occurrence to throw odium on the character of our rising Navy. Indeed, You Sir, can scarcely imagine the degree of jealousy that is daily manifested at that branch of our Power. We see it perhaps still more in the transactions of Commerce: And as you have instructed me to inform you of the terms of our intercourse with this Colony I now proceed to that subject.

\* \* \* \* \*

Citayen Ninet, (who was sent by Burnel as Agent to this Government, taken by Capt M<sup>c</sup>Neill, & put on board an American Vessel bound to Boston, which Vessel was taken by the *Invincible* — (& condemned at Barbados) & the Agent set at liberty here — ) being about to return to Cayenne in a Cartel, I sent him information, that he must consider himself a prisoner of the U States; that, should Capt M<sup>c</sup>Neill fall in with the Flag — or Capt Rodgers, — he would be taken out — (as the British Commanders had no right over him) — unless he took a passport from me, which I was ready to give, on his stating to me in writing his rank or titles and the circumstances of his capture. This he complied with, and I gave him a Letter accordingly. — A Copy of his acknowledgement I transmit herewith. — I transmit also two printed proclamations brought here from Cayenne by the Cartel. You will see that Burnel on account of his villainies was shipped for France. The Gov<sup>t</sup> is now considered to be in good hands. Franconie's character is excellent, having always been opposed to the plundering system. He is old, has a family; and a son is educating at N York — under the protection of Mess<sup>rs</sup> Forbes, Merchants. Of this you will be informed by his Letters, if the Packets I forwarded by Captain Downs have been sent on by the Admiralty Court at Barbados.

Only Six Vessells of the U States have cleared from this port, with return Cargoes, during the last month. Since the capitulation a large number have tried the market — and found it necessary to seek another. 12 or 14 are now here. —

Captain M<sup>c</sup>Neill left the station unexpectedly to me, & without giving me any time to prepare a Letter. —

I have the honor to be,  
Most respectfully,  
Your humble Servant.

T. TUFTS, *Consul*  
U States & Paramaribo, Jan<sup>y</sup> 1, 1800.

To John Culnan, U. S. Consul, Teneriffe, from Secretary of State

DEPARTMENT OF STATE  
Philad<sup>a</sup> Jan<sup>y</sup> 1<sup>st</sup> 1800

JOHN CULMAN Esq<sup>r</sup>

SIR, Yesterday I received your letter of Septem<sup>r</sup> 6<sup>th</sup> with duplicates of your letters of May 12<sup>th</sup> and Aug<sup>t</sup> 30<sup>th</sup>.

I know not how it should have happened that your communications should have been overlooked, and that you have received no dispatches from my office; for it has been a constant rule to transmit to all the Consuls the Acts of Congress, from Session to Session. Those Acts would have informed you of the provision made to reimburse Consuls for their expenditures in relieving American seamen sick and destitute. Since the Act allowing 12 cents only per day, further provision has been made; and if a quarter of a dollar a day be necessary, I shall have no difficulty in allowing it. — For what is past you will be pleased to send me a regular account, and draw a bill upon me for the amount. I presume you have taken receipts for all the expenditures, which you have expected to have reimbursed by the United States: but it will be best for you to retain your original vouchers until the war is over, or a very safe opportunity of transmitting them shall present.

Besides relieving sick and destitute seamen, you will be pleased to do what shall be needful to get them back to the United States, agreeing to allow a reasonable sum for their passage, in cases where you cannot procure their return for wages or their work, advising me of such agreement as my guide in paying. —

A few days since I received your letter of the 25<sup>th</sup> of October last, and agreeably to your wish, will immediately endeavour, thro' Col<sup>o</sup> Humphreys, our Minister at Madrid, to obtain your exequatur as Consul for the Canary Islands. I am only surprized to find that you have held the office so many years without one.

A copy of such acts of Congress as shall appear not to have been already forwarded shall be sent you.

I am Sir &c &c.

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min, 1798—1800.]

[1 January 1800]

Bill of Lading of Spanish Mill Dollars, on board U. S. Frigate *Congress*, to Batavia, by Hector Cochran

Shipped in good order and well conditioned, by M<sup>r</sup> Hector Cochran, in and upon the good Frigate called the *Congress* whereof James Sever is Master for this present voyage, and now riding at anchor in the harbour of Newport and bound for Batavia — To say —

H. C            { Four kegs Containing together Twenty four Thousand  
N<sup>o</sup> 1 at 4 — { hard Spanish Mill Dollars —

being marked and numbered as in the margin; to be delivered in like good order, and well conditioned, at the aforesaid port of Batavia — (the danger of the seas only excepted) unto as per endorse-

ment — or to his assigns, he or they paying freight for the said goods Two. per Cent — with primage and average accustomed. In witness whereof the Master or Purser of the said frigate hath affirmed to four. Bills of Lading, all of this tenor and date; one of which being accomplished, the other three to stand void.

Dated Newport the first day of January 1800 —

JAMES SEVER

Contents Unknown

The Contents of the within to be Lodged by Captain Sever in the hands of the Dutch East India Company at Batavia, in case the *Congress* Frigate shou'd arrive there before the [Merchant] Brig *Delaware* & in which Case to be held at the disposal of M<sup>r</sup> Hector Cochran Supercargo or Captain James Dumphy either or both — Newport 1<sup>st</sup> January 1800.

HECTOR COCHRAN

N. B. In case of the *Delaware's* not arriving at Batavia, the above money to be held at the disposal of the owner Henry Philips Esq<sup>r</sup> Merchant of Philadelphia

HECTOR COCHRAN

[LC, J. Sever Papers, NDA photostat.]

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To Robert Gilmore Chairman of Committee for Ships building by Baltimore, Md.  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department January 1<sup>st</sup> 1800*

ROBERT GILMOR Esquire  
*Baltimore —*

SIR I am honored with your letter of the 28<sup>th</sup> Ult<sup>o</sup> — Interest will be allowed to the subscribers to the fund for building the ships [Sloops of War] *Maryland* and *Patapsco*, from the dates of their respective payments to a fixed period, which shall be subsequent to all the payments, at which time the Certificates will be dated, the Interest thus previously arising will be paid in Specie or added to the principal as may be determined on the final settlement of the Accounts —

When you exhibit your account for settlement, it will be proper that the original Tradesmens bills should be produced — The money you require shall be furnished say 12,000 Dollars or 15,000 — You may therefore draw on me, or I will remit it as you may please to advise —

Be pleased to inform me on board of which vessel the Guns received from M<sup>r</sup> Yellot were put, that the proper charge may be made

I have the honor to be

Sir

Your obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

[1 January 1800]

Articles of Agreement between Isaac Minis & Company, Merchants of the County of Chatham, and Ebenezer Jackson, Agent for the Navy Department in the State of Georgia, for purchase of Rations

Articles of Agreement made on the first day of January Eighteen hundred between Ebenezer Jackson Esquire Agent for the Navy Department of the United States in the State of Georgia, of the one part; & Mess<sup>rs</sup> Isaac Minis & C<sup>o</sup> Merchants of the County of Chatam of the other part

THIS INDENTURE witnesseth that the said Ebenezer Jackson for & in behalf of the United States, & the said Isaac Minis & C<sup>o</sup> for themselves their Heirs Executors & administrators have mutually agreed, & by these presents do mutually agree with each other as follows, First that the said party of the second part shall supply & issue as many rations to consist of the articles hereinafter specified, as shall be required of him for the Service of the Galleys & Gun boats imploied by the President in the State of Georgia for & during the term of one [m]onth or not exceeding Twelve Months or any part of that time as may be arranged by the Secretary of the Navy at & after the rate of twenty nine Cents p<sup>r</sup> ration for each & every Ration so supplied & issued — Secondly — The rations shall consist of the Following articles Sunday one pound Bread, one pound & a half of Beef & half pint of Rice MONDAY one pound bread one pound of poark half a pint pease or beans & four ounces of Cheese TUESDAY one pound bread one pound & a half of Beef one pound potatoes or Turnips & pudding — WEDNESDAY one pound bread two Ounces Butter or in lew six Ounces Molasses, four ounces Cheese & half pint pease THURSDAY one pound Bread one pound pork & half pint pease or beans FRIDAY one pound Bread one pound Salt fish two ounces Butter one Gill of oil & one pound of potatoes SATURDAY one pound bread, one pound pork, half a pint pease or beans & five ounces Cheese or in lew such articles as the Country affords, & with which the officers & Crew shall be satisfied & with each Ration one half pint of distilled Sperits p<sup>r</sup> day or in lew one quart beer —

THIRDLY that the price of entire rations being twenty nine Cents p<sup>r</sup> Ration the Comporment part shall be

Bread five Cents p<sup>r</sup> pound  
Pork Eight Cents p<sup>r</sup> pound  
Beef six Cents p<sup>r</sup> pound  
Distilled Spirits six Cents  
and the small Rations Four Cents

FOURTHLY That the party of the Second part shall render his accounts to the party of the first part at the end of every quarter the sum which may then appear to be due on the adjustments, shall be paid but in the meantime & in consideration of the remotness of the seat of Government, the said Ebenezer Jackson Esq<sup>r</sup> promises & engages to make advances of Money to the said Isaac Minis & C<sup>o</sup> at the end of every quarter, the said advances to be in proportion to the supplies furnished which shall be made to appear by regular & satisfactory certificates agreeable to a form hereunt[o] annexed signed by the Officers Commanding each Gally

FIFTHLY That all losses sustained by the Capture of the Enemy or by means of the Crew of the Gallys or Gun boats depredations, shall be paid for at the Component prices of the articles, on the deposition of two or more creditable Characters & the Certificates of a commanding Officer, ascertaining the Circumstances of the loss & the amount of the articles, for which compensation is claimed —

SIXTHLY That the accounts of the party of the second part shall be rendered agreeable to the form hereunto annexed or such other as the accountant of the Navy or Secretary of the Navy may hereafter be established & made known to him —

IN WITNESS the said Ebenezer Jackson Esq<sup>r</sup> on the behalf of the United States hath hereunto subscribed his hand & affixed his seal & the said Isaac Minis & C<sup>o</sup> hath hereunto subscribed his hand & affixed their seal the day & year before written —

Signed Sealed & delivered in presence of Signed R. HOLLAWAY	}	Signed E JACKSON — ISAAC MINIS for self & Partner
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Copy

[NDA, Contracts Vol. I, pp 75-77.]

**Extract from log-book of the French Ship *Le Berceau*, Master Commandant (Capitaine de frégate) Louis André Senes commanding, 1 to 2 January 1800**

[Translation]

11th to 12th Nivose Year 8

Wind from the NE, at 3 o'clock I had the [in shore ?] anchor weighed and swung on the sea-anchor, at 5.30 we [got under way ?] The wind from the NE Moderate gale and shaped our course for [protection ?] close in to the north coast, at 1.30 we anchored below [mutilated] Pigeon in 11 fathoms paid out 35 fathoms of the [chain ?] Calm decided me to anchor at Pigeon at 11.30 we [were ?] East and West of [?] Dehaye [Deshayes]

[Boston Athenaeum, NDA photostat.]

**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Wednesday, 1 January 1800**

Pleasant Breezes and disagreeable weather the first and middle — The latter clear and pleasant — Exercised Great Guns and Small arms. People employed on various Necessary Jobs.

Convoy as Yesterday in Sight. — the wet Cloaths of the crew-all ordered to be got up to dry and the order to be attended to, in the most particular manner.

Longitude Account 65°.27' W.

Latitude Observed 30°.40' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 1 January 1800

Light airs and variable, employ'd receiveing provisions @ 2 a breeze sprung up from N N E, @ 4 shortnd sail and brought too *Boston* in company, cast off the schooner and order'd her alongside of the *Boston*, bore up and ran in for the Cape, @ 7 hauld to the wind to the Eastward Cape Francois S W two leagues. Wore and tackd as nessasary during the night.

@ daylight saw a strange sail bearing N E made sail and Gave chace, @ 9 shortn'd sail and boarded the chace an american Schooner from Virginia bound to Cape francois @ 10 bore up and boarded an american Schooner from the Cape bound to Baltimore,

Carpenters employd making a fish for the Mainmast. @ 12 Cape francois S S W 4 leagues. the United States Ship *Boston* S S E four miles

[NYHS, NHS.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 1 January 1800

these 24 Hours begin with Fresh Breezes and Cloudy Weather under the Fore & Mizen Top Sail in Company with a Scooner bound to the Havannah with us at 3 P M set the Main Top Sail and fore Top Mast Stay Sail and Jibb

unbent the Stream and Sheet Cables at 5 P M Cape Cod Light bore West N West Dis<sup>t</sup> 4 Leagues set the Main Top Mast Stay Sail

at 7 P M hauld down the Jibb and Main Top Mast Stay Sail  
Made a Signal Light for our Convoy

Middle part Fresh Breezes and Cloudy Made Sail and took it in at Different times in the Course of the Last 12 Hours

Latter part Fresh Breezes and flying Clouds

at 12 Meridian under the Double Reefd Fore Top Sail Solus and our Convoy Driving under all Sail The[y] Can Carry

Lat<sup>de</sup> of Dep 42° : 10' North Long<sup>de</sup> of Depart 69 : 24 W by Hamilton moor

Latitu de Observed 40° 32' N.

Longitude Account 68° 10' W.

[HS of Old Newbury, Mass., NDA photostat.]

Extracts from Muster Roll of U. S. Frigate Congress, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801

No	Entry		Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month. Day.							Day	Month	Year	
1	1798	Decr 1			James Sever	Captain	D	Febr 24	24	febr	1799	to New establishment Pay —
2	1799	September 1	1. Novr 1799	Portsmouth.	John B Cordis	Lieutenant	D	1. May 1800	1.	May	1800	To the Chesapeake Frigate —
3	"	March 15	" " "	"	George Blair	"	D	9 April "	9.	April	"	By resignation
4	"	July 1	" " "	"	Joseph Saunders	"	D	"	1.	May	"	To the Chesapeake —
5	"	August 1	" " "	"	Lemuel Little	Master	D	20 June "	20.	June	1801	By order
6	"	July 18	" " "	"	Larkin Thorndike	Surgeon	DD	26 May 1800	26.	May	1800	By Cutting his Throat. —
7	"	August 4	" " "	"	Charles Morris	Purser	D	4 July 1801	4	July	1801	"
8	"	Octr 30	1. Decr "	Boston.	William Balch	Chaplain	D	1 May 1800	1.	May	1800	To the Chesapeake.
9	"	August 19	1. Novr "	Portsmouth.	Edward Field	Surgeons Mate.	D	11 June 1801	11	June	1801	By order
10	"	July 16	" " "	"	Samuel Marshall	Gunner	D	11 June "	11.	June	1801	By order
11	"	Novr 7	7. Novr "	"	John Mushaway	Boatswain	D	3 July 1800	3	July	1800	For Sickness.
12	"	Sept 1	10. Decr "	Boston.	States Rutledge	Midshipman	D	1 June "	1.	May	"	To the Constellation, Frigate
13	"	April 6	1. Novr "	Portsmouth.	Edmund T Dana	"	D	29 March "	29	March	"	By Resignation
14	"	Octr 21	10. Decr "	Boston.	John Dubose	"	D	23 April "	23	April	"	To the Constellation
15	"	Sept 15	" " "	"	Levin, W. Winder	"	D	15. April "	15.	April	"	By resignation
16	"	June 28	1 " "	"	Joseph P Prince	"	D	14 May "	14.	May	"	To the Constellation
17	"	August 17	1. Novr "	Portsmouth.	Moses M Bates	"	D	23 June "	23	May	"	On Furlough
18	"	August 27	" " "	"	George Barrell	"	D	13 May "	13	May	"	By Resignation
19	"	Sept 10	" " "	"	Thomas Homans	"	D	1. Novr "	1.	September	1800	To Prize Enterprize
20	"	Sept 13	" " "	"	Samuel Folsom	"	D	26 April "	26	April	"	By Resignation
21	"	Sept 12	" " "	"	Samuel, W. Cushing	"	DD	24 April "	24	April	"	Killed by John Dubose
22	"	Sept 6	1. Decr "	"	Joseph W Woodward.	"	D	18 May "	18	May	"	By Resignation
23	"	Sept 12	1. Novr "	"	Henry Wadsworth	"	D	11 June 1801	11	June	1801	By order
24	"	Novr 2	1. Decr "	Boston.	James Haight	"	D	11 June "	11	June	1801	By order
25	"	July 1	1. Novr "	Portsmouth.	Charles Morris 2 <sup>d</sup>	"	D	11 June "	11.	June	1801	By order
26	"	Novr 19	24. Novr "	Boston.	John Goodwin	Clerk	P	1 May 1800	1	May	1800	To a Midshipman.
27	"	Octr 22	1. Novr "	Portsmouth.	Zebulon Elwell	Gunners Mate	D	6 April 1801	6	April	1801	Time of Service expired
28	"	"	" " "	"	William Marshall	"	D	6 April "	6	April	1801	D <sup>o</sup>
29	"	"	" " "	"	Isaac Babson	Quart Gunner	D	6 April "	6	April	1801	D <sup>o</sup>
30	"	"	" " "	"	Stimson Marshall	"	D	6 April "	6	April	1801	D <sup>o</sup>
31	"	Novr 16	19. Novr "	Boston.	Richard G Pew	"	P	20 Janr 1800	20 <sup>th</sup>	January	1800	To Masters Mate —
32	"	Octr 22	1 " "	Portsmouth	Benjamin Knight	"	D	1 " "	1.	Sept	1800	To Prize Enterprize
33	"	Octr 20	" " "	"	Joseph Haycock	"	D	"	7	May	"	To Chesapeake —
34	1799	Sept 34	1. Novr 1799	Portsmouth.	Peter Stillman	Q <sup>r</sup> Gunner	D	3 July 1800	3 <sup>d</sup>	July	1800	For Sickness.
35	"	Novr 19	22 " "	Boston.	Elias Ellwell	"	D	7 " "	7 <sup>th</sup>	July	"	"
36	"	Octr 18	1 " "	Portsmouth.	Joseph Jeffs	"	D	6 April 1801	6 <sup>th</sup>	April	1801	Time of Service expired
37	"	"	" " "	"	Samuel Ingersoll	"	D	"	7 <sup>th</sup>	May	1800	To the Chesapeake,
38	"	"	" " "	"	Isaac Bray	Gunn <sup>r</sup> Yeoman,	D	15 April 1801	15	April	1801	Time of Service expired
39	"	Sept 5	" " "	"	William Davis	Boat <sup>r</sup> Mate	D	6 April "	6	April	1801	D <sup>o</sup> D <sup>o</sup> D <sup>o</sup>
40	"	Octr 28	" " "	"	William Scott	"	R	"	31 <sup>st</sup>	March	1800	By Stealing away a Boat.

Extracts from Muster Roll of U. S. Frigate Congress, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

14 NAVAL OPERATIONS; JANUARY 1800-MAY 1800

No	Entry		Appearance on Board	Where	Names	Stations	D. DD. R. or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month. Day.							Day	Month	Year	
41	[1799]	Novr 22	25 [Novr 1799]	Boston	Abraham Williams	Boat Mate	D	10 July "	10.	July	"	For Sickness —
42	"	Sept 6	1 " "	Portsmouth	John R Sinclair	Boat Yeoman	D	10. July "	10.	July	"	For do
43	"	October 4	" " "	do	Joseph Mariatt	Coxswain	D	6 April 1801	6.	April	1801	Time of Service expired
44	"	Sept 3	" " "	do	Garret Brian	Qr Master	P	15. Decr 1799	15.	December	1799	To Masters Mate —
45	"	Novr 15	18 " "	Boston	Benjamin Warren	do	D	20. July 1800	20.	July	1800.	For Sickness
46	"	October 13	1 " "	Portsmouth	John Ederson	do	D	" " "	7.	May	"	To the Chesapeake.
47	"	Novr 16	19 " "	Boston	Jeremiah Westcott	do	D	14 June 1800	2.	July	1800	Time of Service expired —
48	"	Sept 4	1 " "	Portsmouth	William Williams	Masters Mate	D	17. Jan? 1800	17.	January	"	To Seaman
49	"	" 3	" " "	do	John Hurly	Steward	D	14 June 1801	14.	June —	1801	By order
50	"	" 4	1 " "	do	James Lawson	O S —	D	7 May 1801	7.	May	1801	Time of Service expired
51	"	Novr 27	1 Decr	Boston	Parker Hawkins	Cabin Stewd.	D	" " "	4.	February	1800	To Ordinary Seaman.
52	"	" 23	26 Novr	do	Eli Stacy	Cooper	D	" " "	7.	May	1800	To the Chesapeake —
53	"	" 26	29 " "	do	George Perkins	Sail Maker	D	" " "	2 <sup>d</sup>	January	1801	To the Essex Frigate —
54	"	Sept 8	1 " "	Portsmouth	Joseph Copeland	Mastr at Arms	D	4 May 1801	4.	May	1801	Time of Service expired
55	"	Octr 28	" " "	do	Darius Aldrich	Seaman	R	" " "	5 <sup>b</sup>	December	1799	From the Barge at Boston
56	"	Sept 10	" " "	do	Archibald Graham	Ships Corporal	D	" " "	7 <sup>b</sup>	May	1800	To the Chesapeake.
57	"	Octr 15	" " "	do	Joseph Hunt	Armourer	D	15 Ap <sup>l</sup> 1801	15.	April	1801	Time of Service expired
58	"	" 22	" " "	do	Joshua Webster	Cook	D	6 April "	6.	April	1801	Time of Service expired
59	"	Sept 2	" " "	do	Ludwig Steinman	O. S.	D	" " "	7 <sup>b</sup>	May	1800	To the Chesapeake.
60	"	" "	" " "	do	Caleb Loring	O. S.	D	" " "	"	"	"	" do
61	"	" "	" " "	do	Andrew Robb	Seaman	D	" " "	"	"	"	" do
62	"	" "	" " "	do	Alexander Campbell	Boy	D	" " "	"	"	"	" do
63	"	" "	" " "	do	John Wilson 1 <sup>st</sup>	Seaman	D	" " "	"	"	"	" do
64	"	" "	" " "	do	Peter Quin	O. S.	D	" " "	"	"	"	" do
65	"	" "	" " "	do	Johannes Peters	Seaman	R	" " "	20.	April	1800	From the Navy Yard —
66	1799	Sept 2 <sup>d</sup>	1 <sup>st</sup> Novr 1799	Portsmouth	Henry Clary	O. S.	D	" " "	7 <sup>b</sup>	May	1800	To the Chesapeake
67	"	" "	" " "	do	David Nichols	Seaman	D	" " "	"	"	"	" do
68	"	" "	" " "	do	John Harris	do	D	" " "	"	"	"	" do
69	"	" "	" " "	do	John Williams	do	D	" " "	"	"	"	" do
70	"	" "	" " "	do	Newton Bradley	Boy	D	1 May.	1.	May	1800	" do
71	"	Sept 3	" " "	do	William Taylor	Seaman	DD	" " "	24.	October	1799	On Cont Island By Sickness
72	"	" "	" " "	do	John Barbine	do	D	" " "	7.	May	1800	To the Chesapeake
73	"	" "	" " "	do	Michael Cleason	O. S.	D	" " "	7.	May	"	" do
74	"	" "	" " "	do	Anthony Fling	do	D	" " "	"	"	"	" do
75	"	" "	" " "	do	James Black	Seaman	D	" " "	"	"	"	" do
76	"	" "	" " "	do	John McClellan	do	D	6. Ap <sup>l</sup> 1801	6.	April	1801	Time of Service Expired
77	"	" "	" " "	do	John Boyle	O. S.	D	" " "	7.	May	1800	To the Chesapeake.
78	"	" "	" " "	do	Eliasz Stillman	Seaman	D	" " "	"	"	"	" do
79	"	" "	" " "	do	Henry Iwalt	do	D	6 Ap <sup>l</sup> 1801	6.	April	1801	Time of Service expired
80	"	" "	" " "	do	John Dowly	do	D	6 Ap <sup>l</sup> "	6.	April	1801	Do Do Do
81	"	" "	" " "	do	John Keith	O. S.	D	10 Ap <sup>l</sup> "	10.	April	1801	Do Do Do
82	"	Sept 4	" " "	do	Robert Roberts	Boy.	D	14 Ap <sup>l</sup> "	14.	April	1801	Do Do Do

83	"	"	"	"	"	d <sup>e</sup>	George Cuyler	O S	D		7	May	1800	To the Chesapeake
84	"	"	"	"	"	d <sup>e</sup>	David Evans	Seaman	D		"	"	"	d <sup>e</sup>
85	"	"	"	"	"	d <sup>e</sup>	James Campbell	O S	D		"	"	"	d <sup>e</sup>
86	"	"	5	"	"	d <sup>e</sup>	Dennis Dempsy	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
87	"	"	"	"	"	d <sup>e</sup>	Matthew Farrington	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
88	"	"	"	"	"	d <sup>e</sup>	Ebenezer T. Bentley	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
89	Sept	6	"	"	"	d <sup>e</sup>	Andrew Ring	Seaman	D	6 Apl 1801	6	April	1801	Time of Service expired
90	"	"	"	"	"	d <sup>e</sup>	William Brown	d <sup>e</sup>	D		7	May	1800	To the Chesapeake
91	"	"	"	"	"	d <sup>e</sup>	John King	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
92	"	"	"	"	"	d <sup>e</sup>	David Davis	O S	D		"	"	"	d <sup>e</sup>
93	"	"	"	"	"	d <sup>e</sup>	Joseph Tucker	Seaman	D		"	"	"	d <sup>e</sup>
94	"	"	"	"	"	d <sup>e</sup>	William Hilton Tucker	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
95	"	"	"	"	"	d <sup>e</sup>	Alexander French	d <sup>e</sup>	D	6 Apl 1801	6	April	1801	Time of Service expired
96	Sept	7	"	"	"	d <sup>e</sup>	George Dunham	d <sup>e</sup>	D		7 <sup>th</sup>	May	1800	To the Chesapeake
97	Sept	7 <sup>th</sup>	1	Novr	1799	Portsmouth	Thomas Stirrup	O S	D		7	May	1800	To the Chesapeake
98	"	"	"	"	"	d <sup>e</sup>	Thomas Sullivan	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
99	"	"	"	"	"	d <sup>e</sup>	Hugh Adams	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
100	"	"	9	"	"	d <sup>e</sup>	Logan Sebrance	Seaman	D		"	"	"	d <sup>e</sup>
101	"	"	11	"	"	d <sup>e</sup>	Abel Thompson	d <sup>e</sup>	D	27. April 1801	27.	April	1801	Time of Service expired
102	"	"	"	"	"	d <sup>e</sup>	Thomas Mahony	Boy	DD		1 <sup>st</sup>	September	1800	To Prize Enterprise
103	"	"	"	"	"	d <sup>e</sup>	Henry Hudson	O S	D		14	March	1800	at the Hospital. Norfolk
104	"	"	12	"	"	d <sup>e</sup>	Jool Abbot	Seaman	D		7	May	"	To the Chesapeake
105	"	"	"	"	"	d <sup>e</sup>	Stephan Shehan	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
106	"	"	13	"	"	d <sup>e</sup>	John Thornton	O S	D		"	"	"	d <sup>e</sup>
107	"	"	"	"	"	d <sup>e</sup>	Joseph Hancock	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
108	"	"	"	"	"	d <sup>e</sup>	James Murphy	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
109	"	"	"	"	"	d <sup>e</sup>	John Rowe	Seaman	D		"	"	"	d <sup>e</sup>
110	"	"	14	"	"	d <sup>e</sup>	Charles Howard	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
111	"	"	21	"	"	d <sup>e</sup>	Francis Sutherland	O S	D		"	"	"	d <sup>e</sup>
112	Oct	1	"	"	"	d <sup>e</sup>	Lemuel Little 2 <sup>nd</sup>	Boy	D	15 April 1801	15	April	1801	Time of Service expired
113	"	4	"	"	"	d <sup>e</sup>	Winthrop Hilton	O S	D		7	May	1800	To the Chesapeake
114	"	"	"	"	"	d <sup>e</sup>	Henry Hilton	d <sup>e</sup>	D		"	"	"	d <sup>e</sup>
115	"	"	"	"	"	d <sup>e</sup>	William Hilton	Boy	D	7 April 1801	7	April	1801	Time of Service expired
116	"	"	"	"	"	d <sup>e</sup>	Patrick Cullen	O S	DSQ		5	December	1799	at Fort Independence
117	"	"	"	"	"	d <sup>e</sup>	Matthew Akins	Seaman	D		7	May	1800	To the Chesapeake
118	"	"	11	"	"	d <sup>e</sup>	Dorninck Davis	Boy	D	7 April 1801	7	April	1801	Time of Service expired
119	"	"	"	"	"	d <sup>e</sup>	Thomas Wainwright	Seaman	D	6 April 1801	6	April	1801	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
120	"	"	"	"	"	d <sup>e</sup>	James Lang	d <sup>e</sup>	D		7	May	1800	To the Chesapeake
121	"	"	13	"	"	d <sup>e</sup>	William Tarr	O S	D		"	"	"	d <sup>e</sup>
122	"	"	"	"	"	d <sup>e</sup>	William Blatchford	Boy	D	7 April 1801	7	April	1801	Time of Service exp <sup>d</sup>
123	"	"	"	"	"	d <sup>e</sup>	Joseph Mascoll	Seaman	D		7	May	1800	To the Chesapeake.
124	"	"	"	"	"	d <sup>e</sup>	Arthur Wharrf	O S	D		3	July	"	sickness "
125	"	"	14	"	"	d <sup>e</sup>	William Barret	Seaman	D		7	May	"	d <sup>e</sup>
126	"	"	15	"	"	d <sup>e</sup>	Adam Huffin	O S	D		"	"	"	d <sup>e</sup>
127	1799	October	15	1 <sup>st</sup>	November	Portsmouth	David Dumphy	O S	D		7	May	1800	To the Chesapeake
128	"	"	"	"	"	d <sup>e</sup>	Ephraim Rowe	Boy	D	7 April 1801	7	April	1801	Time of Service expired
129	"	"	18	"	"	d <sup>e</sup>	Jeremiah Emmons	O S	D		7	May	1800	To the Chesapeake
130	"	"	22	"	"	d <sup>e</sup>	Andrew Ellwell	Seaman	D		"	"	"	d <sup>e</sup>
131	"	"	23	"	"	d <sup>e</sup>	Henry Wotton	O S	D		"	"	"	d <sup>e</sup>
132	"	"	24	"	"	d <sup>e</sup>	Joseph Webber	Boy	D	7 April 1801	7	April	1801	Time of Service expired

Extracts from Muster Roll of U. S. Frigate *Congress*, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry		Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason	
	Year	Month. Day.							Day	Month	Year		
133	[1799]	[October]	25	[1st November]	Portsmouth.	Charles Gott.	O S.	D		7	May	1800	To the Chesapeake
134	"	"	28	"	"	John Dyer.	Seaman.	D		"	"	"	"
135	"	"	"	"	"	Hugh Dunbar.	O S.	D		"	"	"	"
136	"	"	"	"	"	James McClure.	Seaman.	D		1.	September	1800	To Prize <i>Enterprise</i>
137	"	"	"	"	"	James Allen 1st.	O S.	D	6 April 1801	6	April	1801	Time of Service expired
138	"	"	"	"	"	John Davis.	Seaman.	D		7	May	1800	To the Chesapeake
139	"	"	"	"	"	Patrick Brown.	O S.	D		"	"	"	"
140	"	"	"	"	"	Caleb Gardner.	Seaman.	R		31	March	1800	By Stealing away a Boat
141	"	"	"	"	"	Walter Miller.	"	D		7	May	"	To the Chesapeake
142	"	"	"	"	"	Nicholas Grant.	"	R		31	March	1800	By Stealing a Boat
143	"	Octr.	29	9 Novr.	Boston.	Peter Allen.	"	D		7	May	"	To the Chesapeake.
144	"	"	"	"	"	Ansel Robinson.	"	D		9	July	"	Cashed the Navy for Mur- tury.
145	"	"	"	"	"	John Gordon.	"	D		7	May	"	To the Chesapeake.
146	"	"	"	"	"	James Herron.	O S.	D		"	"	"	"
147	"	"	"	"	"	Henry Leighton.	"	D		"	"	"	"
148	"	"	"	"	"	Evan Davis.	"	D		"	"	"	"
149	"	"	"	"	"	Joseph Donevan.	"	D		"	"	"	"
150	"	Novr	9	12	"	John Johnson 1st.	Seaman.	D	May 18. 1800	13th	May	"	for Sickness
151	"	"	"	"	"	Robert Palmer.	"	D		7	"	"	To the Chesapeake
152	"	"	"	"	"	Jehro Rathbun.	"	DSQ		10	December	1799	left at Fort Independence
153	"	"	"	"	"	Thomas Fitzgibbon.	O S.	D		7	May	1800	To the Chesapeake
154	"	"	"	"	"	Elias Whihar.	Seaman.	R		20	June	"	From the Navy yard,
155	"	"	"	"	"	Martin Crosby.	"	D		7	May	1800	To the Chesapeake
156	"	"	"	"	"	Bennet Conklin.	O S.	D		"	"	"	"
157	"	"	"	"	"	George Chadburne.	Seaman.	D		"	"	"	"
158	1799	November	9th	12 November	Boston.	John Hardie.	Seaman.	D		7	May	1800	To the Chesapeake
159	"	"	"	"	"	Samuel Speese.	"	D		"	"	"	"
160	"	"	"	"	"	James Norris.	"	D		"	"	"	by Hiring a Man —
161	"	"	"	"	"	William Laurence.	"	DSQ		10	December	1799	left at fort Independence
162	"	"	"	"	"	John Fambarr.	O S.	D		7	May	1800	To the Chesapeake
163	"	"	11	14	"	George Whiarr.	Seaman.	D		"	"	"	"
164	"	"	"	"	"	Thomas Marrack.	O S.	D		"	"	"	"
165	"	"	"	"	"	George Moon.	Boy.	D	7 April 1801	7	April	1801	Time of Service Expd
166	"	"	"	"	"	Stephen Smith.	Seaman.	D		7	May	1800	To the Chesapeake —
167	"	"	"	"	"	Edward Graham.	O S.	D		"	"	"	"
168	"	"	"	"	"	Peter Lowrie.	Seaman.	D	July 11. 1800	11.	July	1800	For Sickness
169	"	"	"	"	"	Thomas Brown.	O S.	R		7	May	"	To the Chesapeake
170	"	"	"	"	"	Andrew Craig.	Seaman.	D		31.	March	1800	By Stealing away a Boat.
171	"	"	"	"	"	John Wales.	"	D	6 April 1801	6	April	1801	Time of Service expired
172	"	"	"	"	"	Alexander Forler.	O S.	D		7	May	1800	To the Chesapeake.
173	"	"	"	"	"	Joel Robinson.	Seaman.	D	6 April 1801	6	April	1801	Time of service expired
174	"	"	"	"	"	John Ranks.	"	P	20 Janr 1800	20	January	1800	To Quarter Gunner.

175	"	"	"	"	d.	Jesse T. Brown	d.	D	7	May	"	To the Chesapeake	
176	"	Novr	12	15	d.	Joseph Churchill	O S	R	"	"	"	"	
177	"	"	"	"	d.	John Creed	Seaman	D	5	May	1800	from a Boat on Shore.	
178	"	"	"	"	d.	Michael Whalen	O S	D	7	May	"	To the Chesapeake.	
179	"	"	"	"	d.	Samuel D Hunt	Seaman	D	"	"	"	"	
180	"	"	"	"	d.	Frederick Nester	O S	D	"	"	"	"	
181	"	"	"	"	d.	John Willis	Seaman	D	"	"	"	"	
182	"	"	"	"	d.	John Carter	d.	D	9	July	1800	Cashierd the Navy for Mutiny	
183	"	"	"	"	d.	Robert M <sup>r</sup> Ginnes	O S	R	31.	March	1800	By Stealing away a Boat.	
184	"	November 13	16	November	d.	James Kline	Boy	D	7	May	"	To the Chesapeake.	
185	"	"	"	"	d.	Thomas Hodges	d.	D	15	April	1801	Time of service Expired	
186	"	"	"	"	d.	Andrew Swinson	Seaman	D	7	May	1800	To the Chesapeake.	
187	"	"	"	"	d.	Godfrey Boyden	O S	D	15	April	1801	Time of Service expired	
188	1799	November 13	16	November	Boston	Thomas Hollands	O S	D	7	July	1800	for Sickness.	
189	"	"	"	"	d.	Robert Sumner	d.	D	7	May	"	To the Chesapeake	
190	"	"	"	"	d.	Aaron Ballou	Seaman	D	7	April	1801	Time of Service expired	
191	"	November 14	17	November	d.	John Christian	d.	R	20	April	1800	from Navy Yard	
192	"	"	"	"	d.	John Glsby	O S	D	7	April	1801	Time of Service expired	
193	"	"	"	"	d.	John Wilson 2 <sup>d</sup>	Boy	D	7	April	1801	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	
194	"	"	"	"	d.	Richard Wetheredge	Seaman	DD	28	November	1800	By Sickness on board.	
195	"	"	"	"	d.	Dennis Collins	d.	D	7	May	1800	To the Chesapeake.	
196	"	November 15	18	November	d.	Hugh Gott	Boy	D	7	April	1801	Time of Service expired	
197	"	"	"	"	d.	Reuben Snow	Seaman	D	7	May	1800	To the Chesapeake.	
198	"	"	"	"	d.	Matthew Bowden	O S	D	15	April	1801	Time of Service expired	
199	"	"	"	"	d.	Ralph Fayson	d.	D	7	May	1800	To the Chesapeake.	
200	"	November 16	19	November	d.	William Robinson	Seaman	D	"	"	"	"	
201	"	"	"	"	d.	John Emery	d.	D	"	"	"	"	
202	"	"	"	"	d.	John Griffin	d.	D	"	"	"	"	
203	"	Novr	18	21. November	d.	George Washington Ransom	O S	D	7	April	1801	Time of Service expired	
204	"	"	"	"	d.	Gains Perkins	d.	D	1	September	1800	To Prize Brig Enterprize	
205	"	"	"	"	d.	John Platt Emmer-son	d.	D	10	July	1800	for Sickness -	
206	"	"	"	"	d.	James Carivan	d.	D	7	May	1800	To the Chesapeake -	
207	"	"	"	"	d.	Salter Richmond	d.	D	"	"	"	"	
208	"	"	"	"	d.	Holt C Richardson	d.	D	15	April	1800	By Hiring a Man.	
209	"	"	"	"	d.	John Best	d.	D	7	May	1800	To the Chesapeake -	
210	"	"	"	"	d.	John Lloyd	Seaman	D	"	"	"	"	
211.	"	"	"	"	d.	Moses Thorpe	O S	D	7	April	1801	Time of Service expired	
212	"	"	"	"	d.	Reuben Blundell	d.	D	7	April	1801	Time of Service expired	
213	"	"	"	"	d.	Nathaniel Millet	d.	DD	29	November	1800	By sickness on Board.	
214	"	November 19	22	November	d.	Willard Cleves	d.	D	7	April	1801	Time of Service expired.	
215	"	"	"	"	d.	Oliver Honnors	Boy	D	7	April	1801	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	
216	"	"	"	"	d.	Morris Kane	d.	D	7	May	1800	To the Chesapeake.	
217	"	"	"	"	d.	Winthrop Honnors	d.	D	7	April	1801	Time of Service expired	
218	1799	Novr	19	22	November	Boston	William Williams	O S	D	7	May	1800	To the Chesapeake -
219	"	"	20	23	"	d.	Joseph Gootee	d.	D	"	"	"	
220	"	"	"	"	d.	Phelemon Noble	Seaman	DD	28	July	1800	By Sickness on board -	
221	"	"	"	"	d.	John Elwell	O S	D	7	April	1801	Time of Service expired	
222	"	"	"	"	d.	Isaac Rowe	Boy	D	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	
223	"	"	"	"	d.	Samuel Elwell	d.	D	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	
224	"	"	"	"	d.	James Elwell	d.	D	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	

Extracts from Muster Roll of U. S. Frigate Congress, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry		Appearance on Board	Where	Names	Stations	D. D. R or F	Time last Settled and paid to	When			Whither or for what reason
	Year	Month. Day.							Day	Month	Year	
225	[1799]	[Novr 20]	[23 November]	Boston.	Daniel Rowe.	Boy	D	7 [April 1801]	7	[April]	[1801]	Time of service expired.
226	"	"	"	d <sup>e</sup>	Benjamin Smith.	O S.	D	"	"	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
227	"	"	"	d <sup>e</sup>	Stephen Robinson.	Seaman.	D	"	1.	September	1800	To Frize Brig <i>Enterprize</i>
228	"	"	"	d <sup>e</sup>	James Parsons.	Boy.	D	7 April 1801	7	April	1801	Time of Service expired
229	"	"	"	d <sup>e</sup>	Daniel Millet.	Seaman.	D	"	7	May	1800	To the <i>Chesapeake</i> .
230	"	"	"	d <sup>e</sup>	William Elwell 1 <sup>st</sup> .	Boy.	D	7 April 1801	7	April	1801	Time of Service expired
231.	"	"	"	d <sup>e</sup>	John Bray.	Seaman.	R	"	15	March	1800	From Hospital at Norfolk.
232	"	"	"	d <sup>e</sup>	James Butler.	O S.	D	"	7	May	"	To the <i>Chesapeake</i> .
233	"	"	22 25	d <sup>e</sup>	James N Brown.	d <sup>e</sup>	D	7 April 1801	7	April	1801	Time of Service expired
234	"	"	"	d <sup>e</sup>	John Polen.	d <sup>e</sup>	D	7 " " "	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
235	"	"	23 26	d <sup>e</sup>	Joseph Witham.	Boy.	D	7 " " "	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
236	"	"	"	d <sup>e</sup>	Robert Watson.	d <sup>e</sup>	D	7 " " "	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
237	"	"	"	d <sup>e</sup>	Isaac Millet.	d <sup>e</sup>	D	7 " " "	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
238	"	"	"	d <sup>e</sup>	John Wharff.	d <sup>e</sup>	D	7 " " "	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
239	"	"	"	d <sup>e</sup>	William Barry.	O S.	D	"	7	May	1800	To the <i>Chesapeake</i> .
240	"	"	"	d <sup>e</sup>	George Brown.	Boy.	D	7 April 1801	7	April	1801	Time of Service Expired
242	"	"	"	d <sup>e</sup>	Reuben Adams.	d <sup>e</sup>	DD	"	10	March	1800	By Sickness on board.
243	"	"	"	d <sup>e</sup>	Raymond Fletcher.	d <sup>e</sup>	R	"	3	June	1800	from the Launch
244	"	"	"	d <sup>e</sup>	William Elwell 2 <sup>nd</sup> .	O S.	R	"	23	April	"	from the Launch,
245	"	"	"	d <sup>e</sup>	John Richardson.	Seaman.	D	"	7	May	1800	To the <i>Chesapeake</i> .
246	"	"	"	d <sup>e</sup>	Jeremiah Mahony.	O S.	D	"	"	"	"	d <sup>e</sup> .
247	"	November 25	28 Novembr	d <sup>e</sup>	Eljah Davis.	Boy.	D	7 April 1801	7	April	1801	Time of Service Expired.
248	"	"	"	d <sup>e</sup>	John Madden.	Seaman.	D	7 " " "	7	"	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
249	"	"	"	d <sup>e</sup>	John Gringe.	d <sup>e</sup>	D	"	7	May	1800	To the <i>Chesapeake</i>
250	1799	Octr 29 <sup>th</sup>	9 Novr	Boston.	John Asble.	Seaman.	R	"	5	December	1799	from the barge —
251	"	Novr 27	30 "	d <sup>e</sup>	White Howell.	d <sup>e</sup>	D	"	7	May	1800	To the <i>Chesapeake</i>
252	"	"	"	d <sup>e</sup>	George Biscoe.	d <sup>e</sup>	D	"	"	"	"	d <sup>e</sup>
253	"	Novr 29	2 Decr	d <sup>e</sup>	Ambrose James.	O S.	D	"	"	"	"	d <sup>e</sup>
254	"	"	"	d <sup>e</sup>	Erland Falconjust.	Seaman.	D	"	"	"	"	d <sup>e</sup>
				d <sup>e</sup>	Johannes P. Molander.	d <sup>e</sup>	R	"	20	April	1800	from the Navy Yard —
255	"	Sept 1	10 Decr	d <sup>e</sup>	Francisco Joseph.	Boy.	D	9 April 1800	9	April	1800	With Lt Blair, his Mast
256	"	November 11	11 Novembr	d <sup>e</sup>	Samuel Campbell.	d <sup>e</sup>	D	22 June 1801	22	June	1801	By order.
257	"	" 2	2 "	Portsmouth.	John Kellew.	Seaman.	D	"	7	May	1800	To the <i>Chesapeake</i> —
258	"	October 26	1 "	d <sup>e</sup>	Nathaniel Hadlock.	O S.	DD	"	18	September	1800	To Frize Brig <i>Enterprize</i>
259	"	" 20	1 "	d <sup>e</sup>	Eliphelet G York.	O S.	DD	"	18	May	1800	at Norfolk Hospital
260	"	Novembr 16	16 Novr	Boston.	John Earl.	Seaman.	D	3 July 1800	3	July	1800	Time of Service expired
261	"	"	"	d <sup>e</sup>	Benjamin Davis.	d <sup>e</sup>	D	"	"	"	"	d <sup>e</sup>
262	"	"	"	d <sup>e</sup>	William Botsford.	d <sup>e</sup>	DD	"	8.	March	"	By sickness on Board.
263	"	"	"	d <sup>e</sup>	Samuel M. Joy.	d <sup>e</sup>	D	3 July 1800	3.	July	"	Time of Service expired
264	"	"	"	d <sup>e</sup>	Henry S Fessington.	d <sup>e</sup>	D	"	"	"	"	d <sup>e</sup>
265	"	"	"	d <sup>e</sup>	William Grimes.	d <sup>e</sup>	D	"	"	"	"	d <sup>e</sup>
266	"	"	"	d <sup>e</sup>	Thomas Talbot.	d <sup>e</sup>	D	"	"	"	"	d <sup>e</sup>



Extracts from Muster Roll of U. S. Frigate *Congress*, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry			Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month.	Day.							Day	Month	Year	
317	[1800]	[June]	13	[16 June]	Craney Isl <sup>d</sup>	Thomas Hughes	O S	DD		4	October	1800	Suddenly on Board.
318	"	"	10	"	d <sup>e</sup>	William Constable	Boy	D	11. June 1801	11.	June	1801	By order
319	"	"	"	"	d <sup>e</sup>	George Francis	Seaman	D	11. June 1801	11.	June	1801	"
320	"	"	13	"	d <sup>e</sup>	Owen Owens	Seaman	D	11 " " "	"	"	"	ditto
321	"	"	9	"	d <sup>e</sup>	Burton Owens	O S	D	11 " " "	"	"	"	ditto
322	"	"	12	"	d <sup>e</sup>	William Short	Carpr Mate	D	11 " " "	"	"	"	ditto
323	"	"	9	"	d <sup>e</sup>	Michael Hadding	Seaman	D	11 " " "	"	"	"	ditto
324	"	"	"	"	d <sup>e</sup>	Peter Cook	d <sup>e</sup>	D	11 " " "	"	"	"	ditto
325	"	"	13	"	d <sup>e</sup>	Thomas Hunter	d <sup>e</sup>	D	11 " " "	"	"	"	ditto
326	"	"	10	"	d <sup>e</sup>	Peter Sudden	d <sup>e</sup>	D	11 " " "	"	"	"	ditto
327	"	"	"	"	d <sup>e</sup>	Thomas Stanfield	O S	DD		28	December	1800	Suddenly on Board.
328	"	"	13	"	d <sup>e</sup>	Lemuel Dewey	d <sup>e</sup>	D	11 June 1801	11.	June	1801	By order
329	"	"	"	"	d <sup>e</sup>	William Robinson	d <sup>e</sup>	D	11 " " "	"	"	"	ditto
330	"	"	"	"	d <sup>e</sup>	Jonathan Nathan	d <sup>e</sup>	D	11 " " "	"	"	"	ditto
331	"	"	12	"	d <sup>e</sup>	Samuel Wissham	Qr Master	D	27 April 1801	27	April	1801	Sickly
332	"	"	10	20	d <sup>e</sup>	James Thompson	Seaman	DD		6	September	1800	By sickness on board
333	"	"	17	"	d <sup>e</sup>	John F Smoor	O S	D	27 April 1801	27	April	1801	Ruptured
334	"	"	12	"	d <sup>e</sup>	William Richardson	Sail M. Mate	D	12 June "	12	June	1801	By Order
335	"	"	14	"	d <sup>e</sup>	John M Hood	O S	D	11 " " "	11	"	"	ditto
336	"	"	21	23	d <sup>e</sup>	William Linch	d <sup>e</sup>	D	11 " " "	11	"	"	ditto
337	"	"	17	"	d <sup>e</sup>	William Barker	d <sup>e</sup>	D	11 " " "	11	"	"	ditto
338	"	"	21	"	d <sup>e</sup>	John Crosby	d <sup>e</sup>	D		1	September	1800	To Prize Brig <i>Enterprise</i>
339	"	"	17	"	d <sup>e</sup>	James Daring	d <sup>e</sup>	D	11 June 1801	11.	June	1801	By Order
340	"	"	20	"	d <sup>e</sup>	David Baily	Seaman	D	11 " " "	11	"	"	ditto
341	"	"	"	"	d <sup>e</sup>	James Allen 2 <sup>d</sup>	O S	D		1	September	1800	To prize Brig <i>Enterprise</i>
342	"	"	17	"	d <sup>e</sup>	James Howe	Boy	D	11. June 1801	11.	June	1801	By Order
343	1800	June	14	23 June	Craney Isl <sup>d</sup>	James Davis 1 <sup>st</sup>	Seaman	D	11. June 1801	11.	June	1801	By order
344	"	"	17	"	d <sup>e</sup>	Henry Caldwell	Boy	D	11 " " "	11	"	"	ditto
345	"	"	"	24	d <sup>e</sup>	Thomas Corbin	d <sup>e</sup>	D	11 " " "	11	"	"	ditto
346	"	"	21	"	d <sup>e</sup>	Jacob Jacobs	Seaman	D	11 " " "	11.	"	"	ditto
347.	"	"	23	"	d <sup>e</sup>	Philip Caffry	O S	D	11 " " "	11	"	"	ditto
348	"	"	21	"	d <sup>e</sup>	Thomas Cary	d <sup>e</sup>	D	11 " " "	11	"	"	ditto
349	"	"	"	"	d <sup>e</sup>	William Grigg	Qr Master	D	11 " " "	11	"	"	ditto
350	"	"	22	"	d <sup>e</sup>	John Linch	O S	D	11 " " "	11	"	"	ditto
351.	"	"	21	"	d <sup>e</sup>	Francis Henderson	d <sup>e</sup>	D	11 " " "	11	"	"	ditto
352	"	"	"	"	d <sup>e</sup>	Samuel Harris	d <sup>e</sup>	D	11 " " "	11	"	"	ditto
353	"	"	22	"	d <sup>e</sup>	James M <sup>c</sup> Clasline	d <sup>e</sup>	D	11 " " "	11	"	"	ditto
354	"	"	14	"	d <sup>e</sup>	George Mountsier	Qr Master	D	11 " " "	11	"	"	ditto
355	"	"	23	"	d <sup>e</sup>	Jacob Croese	Seaman	D	11 " " "	11	"	"	ditto
356	"	"	"	26	d <sup>e</sup>	John Green	d <sup>e</sup>	D	27 April 1801	27	April	1801	Sickly
357.	"	"	"	"	d <sup>e</sup>	John Williams	Qr Master	D	11 June 1801	11.	June	1801	By Order.
358	"	"	12	"	d <sup>e</sup>	Charles Hornbeck	Seaman	D	11. June "	11	"	"	ditto
359	"	"	23	"	d <sup>e</sup>	John Picken	Boy	D	11 " " "	11.	"	"	ditto

360	"	"	"	"	"	d <sup>o</sup>	Thomas Diamond	d <sup>o</sup>	D	11.	June	"	11	"	"	ditto
361	"	"	"	"	"	d <sup>o</sup>	James Sears	d <sup>o</sup>	D	11	"	"	11	"	"	ditto
362	"	"	"	"	"	d <sup>o</sup>	Peter Eddy	Seaman	D	11	"	"	11	"	"	ditto
363	"	"	13	"	"	d <sup>o</sup>	Joseph Taylor	d <sup>o</sup>	D	27.	April	1801	27.	April	"	Sickness
364	"	"	"	"	"	d <sup>o</sup>	Andrew Vestoby	d <sup>o</sup>	D	11.	June	"	11.	June	1801	By Order
365	"	"	"	"	"	d <sup>o</sup>	David Wright	d <sup>o</sup>	D	11	"	"	11	"	"	ditto
366	"	"	10	"	"	d <sup>o</sup>	William Wall	Qr Gunner	D	11	"	"	11	"	"	ditto
367	"	"	20	"	"	d <sup>o</sup>	John Lancaster	d <sup>o</sup>	D	11	"	"	11	"	"	ditto
368	"	"	27	28	"	d <sup>o</sup>	John Sears	O S	D	11	"	"	11	"	"	ditto
369	"	"	23	"	"	d <sup>o</sup>	Matthew Delany	d <sup>o</sup>	D	11	"	"	11	"	"	ditto
370	"	"	12	"	"	d <sup>o</sup>	Robert Johnson	O S	D	11	"	"	11	"	"	ditto
371	"	"	23	"	"	d <sup>o</sup>	Gordan Reilly	d <sup>o</sup>	D	11	"	"	11	"	"	ditto
372	"	"	26	"	"	d <sup>o</sup>	Jeremiah Murphy	d <sup>o</sup>	D	11	"	"	11	"	"	ditto
373	"	"	27	"	"	d <sup>o</sup>	Henry Detelier	Seaman	D	11	"	"	11	"	"	ditto
374	"	"	18	30	"	d <sup>o</sup>	William Lewis	d <sup>o</sup>	DD				11.	September	1800	Suddenly on Board
375	"	"	"	"	"	d <sup>o</sup>	Abraham Pennmore	d <sup>o</sup>	D	11.	"	"	11.	June	1801	By order
376	1800	June	18	30	June	Craney Isle <sup>d</sup>	John Robinson	Seaman	D	11.	June	1801	11.	June	1801	
377	"	"	19	"	"	d <sup>o</sup>	Martin Hogan	d <sup>o</sup>	D	11	"	"	11	"	"	
378	"	"	18	"	"	d <sup>o</sup>	John Galloway	O S	D	11	"	"	11	"	"	
379	"	"	"	"	"	d <sup>o</sup>	Daniel Conway	d <sup>o</sup>	D	11	"	"	11	"	"	
380	"	"	"	"	"	d <sup>o</sup>	Mark Anderson	Seaman	D	11	"	"	11	"	"	
381	"	"	"	"	"	d <sup>o</sup>	Laurence Fields	O S	DD				22 <sup>nd</sup>	June	1800	Drowned
382	"	"	"	"	"	d <sup>o</sup>	Rogers Carter	d <sup>o</sup>	D	11.	June	1801	11.	June	1801	
383	"	"	"	"	"	d <sup>o</sup>	Samuel Scott	d <sup>o</sup>	D	11	"	"	11	"	"	
384	"	"	"	"	"	d <sup>o</sup>	John Henly	d <sup>o</sup>	D	11	"	"	11	"	"	
385	"	"	"	"	"	d <sup>o</sup>	John Bichum	d <sup>o</sup>	D	11	"	"	11	"	"	
386	"	"	"	"	"	d <sup>o</sup>	Paul Turner	d <sup>o</sup>	D	11	"	"	11	"	"	
387	"	"	"	"	"	d <sup>o</sup>	William Barry	d <sup>o</sup>	D	11	"	"	11	"	"	
388	"	"	"	"	"	d <sup>o</sup>	Thomas Cantwell	d <sup>o</sup>	D	11	"	"	11	"	"	
389	"	"	"	"	"	d <sup>o</sup>	William Johnson	d <sup>o</sup>	D	11	"	"	11	"	"	
390	"	"	"	"	"	d <sup>o</sup>	Neal Daugherty	d <sup>o</sup>	D	11	"	"	11	"	"	
391	"	"	"	"	"	d <sup>o</sup>	William Preston	d <sup>o</sup>	D	11	"	"	11	"	"	
392	"	"	"	"	"	d <sup>o</sup>	William Darkies	d <sup>o</sup>	D	11	"	"	11	"	"	
393	"	"	"	"	"	d <sup>o</sup>	John Durgan	d <sup>o</sup>	D	11	"	"	11	"	"	
394	"	"	"	"	"	d <sup>o</sup>	James Crawley	d <sup>o</sup>	D	11	"	"	11	"	"	
395	"	"	"	"	"	d <sup>o</sup>	David Farris	d <sup>o</sup>	D	11	"	"	11	"	"	
396	"	"	"	"	"	d <sup>o</sup>	George Madden	d <sup>o</sup>	D	11	"	"	11	"	"	
397	"	"	"	"	"	d <sup>o</sup>	John Tims	d <sup>o</sup>	D	11	"	"	11	"	"	
398	"	"	"	"	"	d <sup>o</sup>	Morris Kennan	d <sup>o</sup>	D	11	"	"	11	"	"	
399	"	"	"	"	"	d <sup>o</sup>	Thomas Price	d <sup>o</sup>	D	11	"	"	11	"	"	
400	"	June	19	"	"	d <sup>o</sup>	John Smith 1 <sup>st</sup>	Bo <sup>t</sup> Mate.	D	11	"	"	11	"	"	
401	"	"	"	"	"	d <sup>o</sup>	John Johnson 2 <sup>nd</sup>	O S	D	11	"	"	11	"	"	
402	"	"	"	"	"	d <sup>o</sup>	John Ahrens	Seaman	D	11	"	"	11	"	"	
403	"	"	"	"	"	d <sup>o</sup>	Alexander Melville	d <sup>o</sup>	D	11	"	"	11	"	"	
406	"	"	"	"	"	d <sup>o</sup>	Thomas P. Preston	d <sup>o</sup>	D	11	"	"	11	"	"	
406	"	"	"	"	"	d <sup>o</sup>	Benjamin Robinson	d <sup>o</sup>	DSQ				8	July	1800	Hospital at Norfolk
407	"	"	"	"	"	d <sup>o</sup>	Daniel Rheam	O S	D	11	"	"	11	June	1801	
408	"	"	"	"	"	d <sup>o</sup>	John Jones	d <sup>o</sup>	D	11	"	"	11	"	"	
409	"	"	"	"	"	d <sup>o</sup>	Stephen Pierce	d <sup>o</sup>	D	11	"	"	11	"	"	
410	1800	June	19	30	June	Craney Isle <sup>d</sup>	Henry Monehon	O S	D	11.	June	1801	11.	June	1801	By order.
411	"	"	"	"	"	d <sup>o</sup>	John Nicholson	d <sup>o</sup>	D	11.	"	"	11	"	"	ditto
412	"	"	"	"	"	d <sup>o</sup>	William Tracy	d <sup>o</sup>	D	11	"	"	11	"	"	ditto
413	"	"	"	"	"	d <sup>o</sup>	George Myers	d <sup>o</sup>	D	11	"	"	11	"	"	ditto

Extracts from Muster Roll of U. S. Frigate Congress, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry			Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month.	Day.							Day	Month	Year	
414	[1800]	[June	19]	[30 June]	Cranny Isl.	Samuel Carmichael.	O S —	D	11 [June 1801]	11 [June]	[1801]	[By order]	
415	"	"	"	"	de	Thomas Marshal.	de	D	11 " "	11 " "	"	ditto	
416	"	"	"	"	de	Henry B. Martin.	Seaman.	D	11 " "	11 " "	"	ditto	
417	"	"	"	"	de	John Curtis.	O S —	D	11 " "	11 " "	"	ditto	
418	"	"	"	"	de	John Wheeler.	de	D	11 " "	11 " "	"	ditto	
419	"	"	"	"	de	John Coffee.	de	D	11 " "	11 " "	"	ditto	
420	"	"	"	"	de	Richard Simpson.	Seaman.	D	11 " "	11 " "	"	ditto	
421	"	"	"	"	de	John Hill.	Boy —	D	11 " "	11 " "	"	ditto	
422	"	"	"	"	de	Joseph Thorpe.	Seaman.	D	11 " "	11 " "	"	ditto	
423	"	"	"	"	de	Matthias Greely.	O S —	D	11 " "	11 " "	"	ditto	
424	"	"	"	"	de	William Walsh.	de	D	11 " "	11 " "	"	ditto	
425	"	"	"	"	de	John Drew.	de	D	11 " "	11 " "	"	ditto	
426	"	"	"	"	de	James Edmundson.	Boy —	D	11 " "	11 " "	"	ditto	
427	"	"	"	"	de	Edward Williams.	Seaman.	D	11 " "	11 " "	"	ditto	
428	"	"	"	"	de	Christopher Sweeney.	Boatswain.	D	11 " "	11 " "	"	ditto	
429	"	"	"	"	de	John H Steigman.	Seaman.	D	11 " "	11 " "	"	ditto	
430	"	"	"	"	de	Joshua Carr.	de	D	11 " "	11 " "	"	ditto	
431	"	"	"	"	de	William Gormly.	O S —	D	11 " "	11 " "	"	ditto	
432	"	June	20	"	de	Joseph Sillmer.	de	D	11 " "	11 " "	"	ditto	
433	"	"	"	"	de	John Johnson 3d.	de	D	11 " "	11 " "	"	ditto	
434	"	"	"	"	de	Henry Hymen.	Seaman.	DD or R	29. June	1800		On Passage from Baltimore	
435	"	"	"	"	de	John Odecwald.	O S —	D	11 June 1801	11. June	1801	By order	
436	"	"	"	"	de	George Davis.	Seaman.	D	11 " "	11 " "	"	ditto	
437	"	"	"	"	de	James Mahony.	de	R	22 July	1800		from the Launch	
438	"	"	"	"	de	Conrad Buskin.	de	D	11. June 1801	11. June	1801	By order	
439	"	"	"	"	de	Thomas Walston.	O S —	DD	22. June	1800		Near Baltimore. Drown'd	
440	"	"	"	"	de	Benjamin C Thomas.	Boy.	D	11. June 1801	11. June	1801	By order	
441	"	"	"	"	de	Henry Towline.	Seaman.	D	11. June 1801	11. June	1801	By order	
442	"	"	"	"	de	Andrew Bloom.	de	R	22 July	1800		from the Launch —	
443	1800	June	20	30 June	Crany Isl.	William Dickenson.	Boy.	D	11. June 1801	11 June	1801	By order	
444	"	"	"	"	de	Dennis Hayes.	de	D	11 " "	11 " "	"	ditto	
445	"	"	"	"	de	Richard Cook.	O S —	D	11 " "	11 " "	"	ditto	
446	"	"	19	"	de	David Griffin.	O S —	D	11 " "	11 " "	"	ditto	
447	"	"	"	"	de	William King.	Boy.	D	11 " "	11 " "	"	ditto	
448	"	"	20	"	de	John Holmes.	Seaman.	D	11 " "	11 " "	"	ditto	
449	"	"	"	"	de	Ebenezer Dorman.	de	D	11 " "	11 " "	"	ditto	
450	"	"	"	"	de	John Clark.	Boy Mate.	D	11 " "	11 " "	"	ditto	
451	"	"	"	"	de	Elias Wallick.	O S —	D	1. September	1800		To Prize Brig Enterprize.	
452	"	"	"	"	de	Francis Weston.	Bo' Yeoman.	D	11. June 1801	11. June	1801	By order	
453	"	"	"	"	de	Elijah Armstrong.	Seaman.	D	11 " "	11 " "	"	ditto	
454	"	"	"	"	de	Edward Daults.	O S —	D	11 " "	11 " "	"	ditto	

455	"	"	19	"	"	de	William Jaquette	Seaman	D	11	"	"	11	"	"	"	ditto
456	"	"	"	"	"	de	George Woods	Boy	D	11	"	"	11	"	"	"	ditto
457	"	"	28	"	"	de	John Cook	O S.	D	11	"	"	11	"	"	"	ditto
458	"	"	26	"	"	de	Thomas Ellison	Seaman	D	11	"	"	11	"	"	"	ditto
459	"	"	28	1.	July	de	William Bowline	de	D	11	"	"	11	"	"	"	ditto
460	"	"	30	"	"	de	Hiram Harris	O S.	D	11	"	"	11	"	"	"	ditto
461	"	"	"	"	"	de	Thomas Bullock	Seaman	D	11	"	"	11	"	"	"	ditto
462	"	"	19	"	"	de	Robert Seoby	O S.	D	11	"	"	11	"	"	"	ditto
463	"	"	30	"	"	de	James Johnson	Seaman	D	11	"	"	11	"	"	"	ditto
464	"	"	12	"	"	de	Samuel Vickary	O Gunner	D	27	April	1801	27	April	1801	Sickness	
465	"	"	27	2	"	de	Daniel McClasline	O S.	D	11	June	1801	11	June	"	By order	
466	"	"	30	"	"	de	Overton Tyler	de	D	11	"	"	11	"	"	"	ditto
467	"	June	1	"	"	de	James P. Watson	Lieutenant	D	"	"	"	13	October	1800	because he was Lieut Only.	
468	"	"	30	3	"	de	William Leighton	O S.	D	27	April	1801	27	April	1801	By order Capt Sever	
469	"	"	27	"	"	de	Andrew Andrews	Seaman	D	11	June	1801	11	June	"	By order	
470	"	"	23	"	"	de	Frederick Nessau	de	D	11	"	"	11	"	"	"	ditto
471	"	July	2	"	"	de	Gowan Jarvis	O S.	D	11	"	"	11	"	"	"	ditto
472	"	June	30	"	"	de	William Price	de	D	11	"	"	11	"	"	"	ditto
473	"	"	"	"	"	de	Matthew Fleming	de	D	11	"	"	11	"	"	"	ditto
474	"	July	2	"	"	de	Jonas Reed	Seaman	D	11	"	"	11	"	"	"	ditto
475	1800	July	2 <sup>nd</sup>	3 <sup>d</sup>	July	Crany Island.	John Daniels	Seaman	D	11	June	1801	11	June	1801	By order	
476	"	"	"	"	"	de	James Murray	de	D	11	"	"	11	"	"	"	ditto
477	"	"	3	"	"	de	John, R. Worthington.	O S.	D	11	"	"	11	"	"	"	ditto
478	"	June	30	"	"	de	James Carrigan	de	DD	"	"	"	23 <sup>d</sup>	November	1800	Suddenly on Board.	
479	"	"	20	"	"	de	John Roberts	de	D	11	June	1801	11	June	1801	By order	
480	"	"	19	"	"	de	Joseph Hawkins	Sail, M. Mate.	D	11	"	"	11	"	"	"	ditto
481	"	July	3	"	"	de	John Traner	O S.	D	11	"	"	11	"	"	"	ditto
482	"	June	30	"	"	de	John McDonnald	de	D	11	"	"	11	"	"	"	ditto
483	"	"	11	"	"	de	Leroy Opte	Midshipman	D	10	June	1801	6	June	1801	By order of Sec <sup>y</sup> Navy.	
484	"	"	30	5	"	de	William King 1 <sup>st</sup>	Mas <sup>r</sup> Mate	D	30	April	"	30	April	"	"	Hired a Man
485	"	July	3	"	"	de	John Smith 2 <sup>d</sup>	Seaman	D	11	June	1801	11	June	1801	By order	
486	"	"	"	"	"	de	Charles Macky	de	D	11	"	"	11	"	"	"	ditto
487	"	"	"	"	"	de	James Davis 2 <sup>d</sup>	de	D	11	"	"	11	"	"	"	ditto
488	"	"	"	"	"	de	Merari Butterfield	O S.	D	27	April	1801	27	April	1801	Sickness	
489	"	"	"	"	"	de	Matthew Pease	Seaman	D	11	June	"	11	June	"	By order	
490	"	June	30	"	"	de	William White	O S.	D	11	June	"	11	"	"	"	ditto
491	"	"	"	"	"	de	Arthur Mucan	de	D	11	June	"	11	"	"	"	ditto -
492	"	"	"	"	"	de	Peter Hayes	Seaman	D	11	"	"	11	"	"	"	ditto
493	"	April	30	21	June	de	John Rowand	Midshipman	D	14	"	"	14	"	"	"	ditto
494	"	May	6	22	"	de	Robert Miller	de	D	10	June	1801	6	June	1801	By order of Sec <sup>y</sup> Navy	
495	"	"	"	24	"	de	Richardson Taylor	de	D	15	"	"	6	"	"	"	D <sup>e</sup> D <sup>e</sup>
496	"	March	1	1.	July	de	Charles Chilton	de	D	10	"	"	6	"	"	"	D <sup>e</sup> D <sup>e</sup>
497	"	May	6	4	"	de	Peter, E. Bently	de	D	11	"	"	11	"	"	"	ditto
498	"	July	6	6.	July	de	Job Foster	Carp <sup>y</sup> Mate	D	27	April	1801	27	April	1801	An Accomodation	
499	"	"	8	"	"	de	John Cutler	Seaman	D	11	June	1801	11	June	"	By order	
500	"	"	"	"	"	de	John Curtis	de	D	27	April	1801	27	April	1801	Sickness	
501	"	"	"	"	"	de	Joseph Antonio	de	D	11	June	"	11	June	"	By order	
502	"	"	"	"	"	de	John Grany	O S.	D	11	"	"	11	"	"	"	ditto
503	"	June	26	"	"	de	James Grant	Boy	D	11	"	"	11	"	"	"	ditto
504	"	July	2 <sup>nd</sup>	"	"	de	Thomas Derbyshire.	O S.	D	27	April	1801	27	April	1801	Ruptured	
505	"	"	"	"	"	de	William Glenn	Mas <sup>r</sup> Mate	D	2	Novr	1800	2	November	1800	To Seaman	

Extracts from Muster Roll of U. S. Frigate *Congress*, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

No	Entry			Appearance on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month.	Day.							Day	Month	Year	
506	1800	July	2 <sup>nd</sup>	6 July	Craney Island	William Norris	Seaman	D	11. June [1801]	11. June		1801	By order
507	"	"	"	"	"	Samuel Laurence	"	D	11 " "	11. "		"	ditto
508	"	"	"	"	"	James Almand	O S	D	11. June 1801	11. June		1801	By order
509	"	"	"	"	"	William Talbot	"	D	11 " "	11 " "		"	ditto
510	"	"	6	"	"	John Bowell	Seaman	D	11 " "	11 " "		"	ditto
511	"	June	20	"	"	Henry West	O S	D	11 " "	11 " "		"	ditto
512	"	July	6	"	"	George Gray	Seaman	D	11 " "	11 " "		"	ditto
513	"	May	3	"	"	John S Webb	Midshipman	D	10. June 1801	6 June		1801	By order of Secr of Navy
514	"	June	3	"	"	William Turner	Surgeon	D	"	11 <sup>th</sup> September		1800	Sick
515	"	May	6	18 July	Hampton roads.	James Hannum	Midshipman	D	11. June 1801	11. June		1801	By order
516	"	June	30	5. July	Craney Island	Peter Randolph	O S	D	"	12. July		1800	Sick
517	"	January	20	21 January	at Sea	John Ranks	Qr Gunner	D	7 April 1801	7 April		1801	Time of Service expired
518	"	June	20	21 June	Craney Island	Thomas Chesly	"	D	3 May 1801	3 May		1801	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>
519	"	Novr	3	4 November	at Sea	William Glenn	Seaman	D	6 May 1801	6 May		1801	By order Capt Sever
520	"	October	24	17 December	at Sea	Samuel R Marshall	Surgeon	D	10 May 1801	1 May		1801	By order Secr Navy.
404	1800	June	19	30 June	Craney Isl <sup>d</sup>	James Stewart	O S	D	11 June	11 June		1801	By order
521	"	October	12	19. December	at Sea	Henry Steton	Lieutenant	D	1 May 1801	— May		1801.	By order of Secr Navy
522	1801	Febr	27	27 Febr	Nichola Mole	John Blake	Seaman	D	7 April 1801	7 April		1801.	By order Com <sup>d</sup> Talbot
523	"	"	27	"	"	George Wayland	"	D	7 " "	7 " "		"	D <sup>e</sup> D <sup>e</sup>
524	"	"	27	"	"	Thomas Mason	"	D	7 " "	7 " "		"	D <sup>e</sup> D <sup>e</sup>
525	1799	Febr	25	25 "	Kingston	James Sever	Captain	D	30 June 1801	30 June		"	By order Secr Navy

MARINE CORPS

1	1799	1 November	1	November	Portsmouth.	Benjamin Strother	1 Lieutenant	D		2 <sup>nd</sup> May		1800	By Col <sup>d</sup> Burrows —
2	"	"	11	"	Boston	Samuel Llewellen	2 de	D		14 June		1801	To Marine Camp —
3	"	"	1	"	Portsmouth.	William France	Sergeant	D		"		"	"
4	"	"	"	"	"	George Lenox	"	D		"		"	"
5	"	"	"	"	"	James F Clerke	"	DD		9 July		1800	on Board —
6	"	"	"	"	"	John Heyward	"	D		1 May		1801	By Lt Llewellen
7	"	"	"	"	"	Jonathan Meredith	Corporal	D		14 June		"	To Camp
8	"	"	"	"	"	John Terry	"	D		1 May		"	By Lt Llewellen
9	"	"	"	"	"	John Reed	"	D		14 June		"	To Camp
10	"	"	"	"	"	John Malony	"	D		7 June		1800	By Lt Llewellen
11	"	"	"	"	"	Edward Wyr	Drummer	DD		23 December		1800	On Board.
12	"	"	"	"	"	Joshua Hacket	Private	D		14 June		1801	To Camp
13	"	"	"	"	"	Aaron Hodge	"	D		14 "		"	"
14	"	"	"	"	"	William Henderson	"	D		"		"	"
15	"	"	"	"	"	Joseph Eddes	"	D		"		"	"
16	"	"	"	"	"	James Gilson	"	DSQ		4. January		1800	at Newport.

17	"	"	"	"	"	d.	John McClaws.....	d.	D		2 <sup>nd</sup> May	1800	with Lieut. Strother
18	"	"	"	"	"	d.	Josiah Brown.....	d.	D		14 June	1801	To Camp
19	"	"	"	"	"	d.	Joshua Hathaway.....	d.	D		14 "	"	"
20	"	"	"	"	"	d.	Owen Gorman.....	d.	DD		9 "	"	Drowned
21	"	"	"	"	"	d.	Joseph Miley.....	d.	D		14 "	"	To Camp —
22	"	"	"	"	"	d.	Timothy Finney.....	d.	D		14 "	"	"
23	"	"	"	"	"	d.	James Tucker.....	d.	D		" "	"	"
24	"	"	"	"	"	d.	William Mullen.....	d.	D		" "	"	"
25	"	"	"	"	"	d.	Edward Steinback.....	d.	D		" "	"	"
27	"	"	"	"	"	d.	Morris Quinlin.....	d.	D		" "	"	"
28	"	"	"	"	"	d.	Michael Egerty.....	d.	D		" "	"	"
29	"	"	"	"	"	d.	Andrew Larkin.....	d.	D		" "	"	"
26	"	"	"	"	"	d.	David Hamilton.....	d.	D		" "	"	"
30	"	"	"	"	"	d.	Shanly Johnson.....	d.	DD		29 August	1800	On Board.
31	"	"	"	"	"	d.	Terrence Hynes.....	d.	D		14 June	1801	To Camp —
32	"	"	"	"	"	d.	Cornelius Delavan.....	d.	D		" "	"	"
34	"	"	"	"	"	d.	Matthew McLaughlin.	d.	D		" "	"	"
33	1799	Novr	1	1	November	Portsmouth.	Duncan Mansfield.....	Private.....	D		14 June	1801	To Camp
35	"	"	"	"	"	d.	Jacob Pascall.....	d.	DD		9 "	"	drowned
37	"	"	"	"	"	d.	Thomas OConner.....	d.	D		14 "	"	To Camp
38	"	November	11	11	"	Boston.....	Charles Gay.....	d.	D		6 July	1800	Delivered the Army
39	"	"	"	"	"	d.	John Johnson.....	d.	D		14 June	1801	To Camp
40	"	"	"	"	"	d.	Abel Penn.....	d.	D		" "	"	"
41	"	"	"	"	"	d.	Paul Leatherbury.....	d.	D		" "	"	"
42	"	"	"	"	"	d.	John Baldridge.....	d.	D		" "	"	"
43	"	"	"	"	"	d.	Peter Decamp.....	d.	R		1. May	1800	from on Board.
44	"	"	"	"	"	d.	John Odissia.....	d.	D		14 June	1801	To Camp
45	"	"	"	"	"	d.	John Finn.....	d.	D		" "	"	"
46	"	"	"	"	"	d.	James McMullen.....	d.	D		" "	"	"
47	"	"	"	"	"	d.	William Smith.....	d.	D		" "	"	"
48	"	"	"	"	"	d.	Datus Day.....	d.	D		" "	"	"
49	"	"	"	"	"	d.	John Somers.....	d.	D		" "	"	"
50	"	"	"	"	"	d.	James Wittington.....	d.	D		1 May	"	By Lt Llewellen
51	"	"	"	"	"	d.	Charles Field.....	d.	D		14 June	"	To Camp —
52	"	"	"	"	"	d.	Joseph Tuttle.....	d.	D		" "	"	"
53	"	"	"	"	"	d.	Thomas Niles.....	d.	D		" "	"	"
36	"	"	"	"	"	d.	Noah Clarke.....	d.	D		" "	"	"
54	"	"	"	"	"	d.	Peter Lamour.....	d.	D		" "	"	"
55	"	"	"	"	"	d.	James Kelly.....	d.	D		" "	"	"
57	"	"	"	"	"	d.	John Mullet.....	d.	D		1. May	"	By Lt Llewellen
58	"	"	"	"	"	d.	John Weedge.....	d.	D		14 June	1801	To Camp
56	"	"	"	"	"	d.	James Armstrong.....	d.	DSQ		7 July	1800	Norfolk Hospital
59	"	"	"	"	"	d.	Robert Bailly.....	d.	D		7 June	1800	Sickly
60	"	"	"	"	"	d.	William Montgometry.	d.	D		14 June	1801	To Camp
61	"	"	"	"	"	d.	Colburn Parker.....	d.	D		1. May	"	By Lt Llewellen
62	1800	28 June	"	28	June	Norfolk.	William Sykes.....	d.	D		14 June	"	To Camp —

Extracts from Muster Roll of U. S. Frigate *Congress*, Captain James Sever, U. S. Navy, commanding, 1 January 1800 to 15 June 1801—Continued

SUPERNUMARARIES for Victuals Only.

No	Entry			Appearances on Board	Where	Names	Stations	D. DD. R or P	Time last Settled and paid to	When			Whither or for what reason
	Year	Month.	Day.							Day	Month	Year	
1	1800	April	4 <sup>b</sup>	4 April	Craney Island	Joseph Foster	Carpenter	D	-----	23	June	1800	
2	"	"	"	"	"	Charles Williams	de	D	-----	19	April	1800	
3	"	"	"	"	"	William Dinby	de	D	-----	19	April	1800	
4	"	"	"	"	"	Roderick Mesley	de	D	-----	19	April	1800	
5	"	"	"	"	"	George Buller	de	D	-----	24	May	1800	
6	"	"	"	"	"	John Langley	de	D	-----	19	April	1800	
7	"	"	"	"	"	James Emberson	de	D	-----	24	May	1800	
8	"	"	"	"	"	Lazarus Kutrell	de	D	-----	24	May	1800	
9	"	"	"	"	"	Keder Cherry	de	D	-----	8	June	1800	
10	"	"	"	"	"	Charles Smith	de	D	-----	24	May	1800	
11	"	"	"	"	"	Benjamin Hatton	de	D	-----	24	May	1800	
12	"	"	"	"	"	George Harper	de	D	-----	10	April	1800	
13	"	"	"	"	"	William Luke	Carver	D	-----	16	May	1800	
14	"	"	"	"	"	Francis Benson	de	D	-----	6	June	1800	
15	"	May	12	12 May	"	Obadiah Owens	Carpenter	D	-----	24	May	1800	
16	"	"	"	"	"	Thomas Tindrell	de	D	-----	24	May	1800	
17	"	"	"	"	"	Thomas M Brooks	de	D	-----	7	June	1800	
18	"	May	27	27 May	"	Cato, a Negro	Mason	D	-----	2	June	1800	
19	"	"	"	"	"	Pero, a Negro	de	D	-----	2	June	1800	
20	"	June	3	3 June	"	William Borum	Joiner	D	-----	16	June	1800	
21	"	"	"	"	"	Benjamin Bunting	de	D	-----	16	June	1800	
22	"	"	20	20 "	"	John Herbert	Carpenter	D	-----	25	June	1800	
23	"	"	"	"	"	Thomas Owens	de	D	-----	25	June	1800	
24	"	"	"	"	"	William Smith	de	D	-----	25	June	1800	
25	"	"	"	"	"	John Thomas	de	D	-----	25	June	1800	
26	"	"	14	14 "	"	David Evans	Seaman	D	-----	10	July	1800	To Hospital at Norfolk
27	"	July	2	2 July	"	Joseph Donevan	O S	D	-----	10	July	1800	de
28	"	"	"	"	"	Elisha Potter	O S	D	-----	10	July	1800	de
29	"	"	"	"	"	Arthur Wharf	O S	D	-----	10	July	1800	By orders of Capt Sever
30	"	"	"	"	"	Peter Aller	Seaman	D	-----	10	July	1800	To Norfolk Hospital
31	"	"	8	8 "	"	Thomas Buller	Pilot	D	-----	26	July	1800	To his Boat —
32	"	August	28	28 August	at Sea	Alexander Morris	Prisoner o f	D	-----	18	September	1800	at Cape francoise —
33	1800	August	28	28 August	at Sea	Thomas Henry	Prisoner o f	D	-----	18	September	1800	at Cape francoise
34	"	"	"	"	"	Christopher Lagranor	War de	D	-----	18	de	1800	de
35	"	"	"	"	"	Weis Mitchel	de	D	-----	"	"	"	de
36	"	"	"	"	"	Joseph Murray	de	D	-----	"	"	"	de
37	"	"	"	"	"	Morris Andero	de	D	-----	"	"	"	de
38	"	"	"	"	"	Antonio Abbot	de	D	-----	"	"	"	de

26 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

39	"	"		"	"	Burton Omalse.....	dv.....	D	-----	"	"	"	dv	
40	"	"		"	"	Bastion Martin.....	dv.....	D	-----	"	"	"	dv	
41	"	"		"	"	Ephraim Conning.....	dv.....	D	-----	"	"	"	dv	
42						Frenchman.....	Pilot.....		-----				four days on board	
43	"	Novr	2	2	Novr	Cape Nich- ola.....	Jno Seim.....	Nobody knows what	D	-----	20	November	1800	Cape francoise
44	1801	May	4	4	May	Boston.....	Thomas Knox.....	Pilot.....	D	-----	18	May	1801	Piloted the ship to Sea
45	"	"	23	23	"	Cape Henry.....	Thomas Clarke.....	dv.....	D	-----	26	May	"	Piloted the ship to St Marys
46	"	"	26	26	"	St Marys.....	Charles Nuttall.....	dv.....	D	-----	4	June	"	} Piloted the Ship to Eastern Branch —
47	"	"	26	26	"	St Marys.....	John Favatt.....	dv.....	D	-----	4	June	"	

[NOTE.—D=Detached or discharged; DD=Discharged Dead; R=Ran or deserted; P=Promoted (also "Paid off"); DSQ=Detached to sick quarters.]

CHARLES MORRIS *Purser*

Frigate *Congress* June 15. 1801

[NDA, NA, MR.]

To Vice Admiral of the Blue Hugh Seymour, R. N., from Captain Alexander Murray, U. S. Navy

U: S. Frigate *Insurgente*  
ST CHRISTOPHERS 2<sup>d</sup> Jan<sup>y</sup> 1800

MY LORD I am under the necessity of intruding upon your Lordship, to state to you the unfortunate Situation of my Ship.

I have the Honor of Commanding the above named Frigate, on this station, & have discover'd my fore mast to be in so rotten a state that upon a survey on it, it has been determined that it cannot possibly be repaired, or placed in any kind of security, as it is only supported by the rigging, under these circumstances, I have sent a Prize Brig of ours under the command of My second Lieu<sup>t</sup>, M<sup>r</sup> Watson, to beg the favor of your Lordship to grant me a Mast at his Majesty's Naval Arsenal at English Harbour, which favor will be highly estimated by my Government, & accounted for in any manner your Lordship may deem expedient —

Viewing our situation in a political light, contending as we now are in the same just cause, & against the same adversary, I flatter myself my request will not be deem'd impertinent, or prove unsuccessful, I therefore determine to beat my Ship up to English Harbour (if my mast will hold out) to wait the result of my Application

With the greatest respect

I am

Your Lordships

Most Obed<sup>t</sup>

Hum<sup>l</sup> Serv<sup>t</sup>

The Right Hon<sup>ble</sup>

LORD HUGH SEYMOUR

*Vice Admiral of the Blue*

&c &c &c —

[NDA. A. Murray's LB, 1799-1805.]

To the Commissioners of the City of Washington from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 2<sup>nd</sup> January 1800*

Commissioners of the City  
of Washington —

GENTLEMEN I am honored with your letter of the 30<sup>th</sup> Ult<sup>o</sup> & will direct payment to be made to you for the squares —

In a conversation with the President this morning, he mentioned to me, that he should not adopt M<sup>r</sup> Whites advice, to take for his residence one of General Washingtons houses or M<sup>r</sup> Carrols, but was determined to occupy the house intended for him

He requested me to ask you to furnish him through me, as quickly as possible with a plan of the House describing the state of the different rooms, and an estimate of the sum necessary, and the time it will require to furnish each Room — His intention is to direct the completion of such rooms as he shall judge necessary for his accomoda-

tion, if the whole cannot be finished in time — His Year in his present house will end in June, and his wish is to remove his furniture at that time to his house in the City —

I have the honor to be  
Gentlemen  
Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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To David Lenox, U. S. Agent in Great Britain for the relief and protection of American Seamen, from Secretary of State

DEPARTMENT OF STATE  
*Philad<sup>a</sup> Jany 2, 1800.*

DAVID LENOX Esq<sup>r</sup>

SIR, I have represented to the President of the United States the extent as well as necessity and utility of your services, as manifested by your statements, and confirmed by M<sup>r</sup> King's information. And in consideration thereof and of the expense of a London residence, the President approves of an addition of five hundred dollars a year to your salary, to be computed from the commencement of your services as the Agent of the United States in Great Britain, for the relief and protection of American seamen. Of this I shall advise M<sup>r</sup> King, that he may cause this increase of salary to be paid to you whenever you shall think proper to call for it.

I am very respectfully &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min. 1798-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 2 January 1800

The first part moderate and Clear. Spoke a Sloop called the *Lucky*, from Saint Sebastian in Spain, bound to New York — Masters Name Frankling, out 48 days, No News — except an India Man being captured (by a French Privateer) called the *Woodropsims*, belonging to Philadelphia. —

Got a Lunar Observation at 2 P M; to the Result of which — I have applied the Run since up to noon — which gives the Longitude at Noon as per column. —

The Store Brig in company — The Schooner not being able to keep up under the small sail I have carried I have concluded to proceed on — as it would be too great a sacrifice of time for to make, for one small Vessel. —

Longitude Observed, ☉ West of D 64°.57' W.  
Latitude Observed 29°.15' N.

[HS of Pa. NDA photostat.]

Extract from log-book of the French Ship *Le Berceau* Master Commandant (Capitaine de frégate) Louis André Senes commanding, 2 to 3 January 1800

[Translation]

12th to 13th Nivose Year 8.

Fair weather, a light squall caused us to break the two fore-mast trestle-trees and the fore-topmast was split down to the cap, this damage which was of the greatest consequence forced me to return to Dehaye [Deshayes] and try to put things right in order to be able to proceed to Basse Terre without inconvenience, at 2.30 we anchored at Dehaye [Deshayes] where I had wooding and frapping done to support the topmast [mutilated] At the said Port I sent an officer ashore to find out whether the materials needed to repair the damage could be obtained, On his return the officer said that nothing was obtainable at the Port and that there was not even a forge, which decided me to proceed to Basse Terre.

Moored in fathoms

Bearing of the [shore ?]  
of Dehaye

Ship headed to the SSE [mutilated]

The Northern Point to the North [mutilated]

the Southern Point to the South [mutilated]

All per compass

We set sail and headed for Basse Terre [mutilated] in the morning we anchored at Basse Terre [mutilated] moored with two anchors ahead SE and NE, immediately had the [mutilated] unrigged and put the trestle-trees ashore in order to have new ones made [in place of?] those [which were ?] broken. I also had the main topmast stripped where I had the broken topmast cross-trees [removed ?], I had the spare ones installed [at once ?].

[Boston Athenaeum, NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 2 January 1800

Fresh breezes & rain, in Top Gallant Sail and back'd the Mizzen Top Sail for the *Harry* —

Cloudy with light Rain. —

Pleasant weather. —

Moderate & pleasant. —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 2 January 1800

these 24 Hours begin with Fresh Gales and Cloudy our Convoy Still in Company

at 3 P M Set the Main Top Mast Stay Sail at 4 Set the Main Top Sail and Four Sail at 5 Hauld up the Fore Sail at 6 Set the Mizzen Top Sail

Middle part Moderate Gales & Cloudy at 9 A M Set the Jibb and Middle Stay Sail Let the Reefs out of the Top Sails and Set the Main Sail

Backed the Main and Mizen Top Sails Different times for our Convoy

Latter part Light Breezes and hazy Wind inclining to the Northward Our Schooner still in Company People Employ'd on Clearing Decks Unbent the two Bower Cables

Latitude Observed 38° 39' N.

Longitude Account 67° 08' W.

[HS of Old Newbury, Mass. NDA photostat.]

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

St CHRISTOPHER'S 3<sup>d</sup> Jan<sup>y</sup> 1800

U: S. Frigate *Insurgente*

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

SIR My last respects to you of the 10<sup>th</sup> Ult<sup>o</sup> inform'd you of the short range, I had taken since then, I shall proceed with what further Occurrences hath transpired.

From St Piers I intended to have run first for Prince Rupert's Bay. but hearing of some Privateers being lately seen near Dominico. I determined to seek them. but saw nothing except one British Brig a Privateer of 14 guns which we brought too. I then ran close off the Harbour of Basseterre, to take a look at the Shipping, and soon after fell in with the *Baltimore*, having been some time on the Station without seeing any thing, the next day, fell in with the *Pickering* as a flag of Truce, with prisoners for exchange. I lay off, & on, with him till that business was effected, of which you are no doubt inform'd, we then saw a Privateer which we chased, & had nearly gotten within gun shot of her, when it fell calm, & she at the same instant took a light breeze, & got under the Fort, on the 17<sup>th</sup> D<sup>o</sup> we ran for Prince Ruperts bay, & after filling up our stock of water, we took in about 30 tons of ballast, & a quantity of wood, & on the 19<sup>th</sup> set sail, & ran over for Point Peter, to take a look at the French fifty gun Ship & corvette, that had arrived there. we saw them very snug under the Fortifications, & ply'd two days under the lee of Marygalante, & from Grandeterre to Dominico, but in passing rather too near one of their Batteries, they gave me a salute. which did us no injury we saw a number of Privateers in the road, of Marygalante: As those French Ships have drawn several British Frigates & a 74 gun ship to watch them, we moved our Station, & beat to windward of Martinico, running north, & south, in a range from the Latitude of Berbuda, to Dominico, but saw nothing till the 22<sup>d</sup> when we fell in with the U: S. Ship *Connecticut* which had met with no success, nor seen any thing on the Station. we tried her sailing & found that she beat us most shamefully, & I think will beat any Vessel belonging to the Navy, she is a very fine ship. and well calculated for a Cruiser. Our Frigates are not so good for this business, as smaller Vessels, for almost the whole host of Privateers, are very Small, & hide themselves from us, tho' they will frequently give chase to them & are easily decoy'd.

After we seperated, I stretch'd away to the N: E of Antigua and brought too an American brig, bound to Baltimore by whom I wrote

you a few lines, I determined to stand on with her, a while but soon after saw a very large sail, bearing down before the wind. & in order to diminish the object, we took in all our sail, & lay by to get her as near to us as possible. before she could see what we were. the Scheme took in part, & she came down boldly, till we could see that she was a Ship of some force. but she at once haul'd her wind from us, when we gave chase with every thing we could crowd, & had at dusk got so near, as to see the Men on her deck. & every hope of keeping sight of her with our night glass. but unfortunately we lost her; presuming she might then stand on the same course we first saw her on, we made sail for Deserada & ran down S W 90 Miles that night. hoping to be, beforehand with her, to cut her off. at day light, we saw Deserada, & a large Ship under our lee, but as day open'd, we saw to our mortification, that it was the *Connecticut*, we spoke, & then stood on different tacks. that night, being the 28<sup>th</sup> — we at 10 P. M. saw a Ship close on board of us, we fired a Shot at her, & brought her too. She was the Ship *Commerce* of New Bedford, from Liverpool, bound to New York, with a Valuable cargo on board, had been blown off the Coast, & was running down for Antigua. but was that day taken by a small Privateer. & would have been in Port Liberty in a few hours. so that we had the good luck to rescue a Valuable property out of their hands, & sent her down to this place, where she now is, preparing to sail with the Convoy. After I parted with her, and just before Sun set, saw a large Frigate off the N: W. End of Guadaloupe, & neither of us understanding the Signals we display'd. Mutually had doubts. She stood for me, & I for her. being prepared for the worst emergency, we manœuvred some time before we hail'd it being then dark, & both prepared for action, we then found her to be his Britanic Majesty's Frigate the *Unity* of 44 guns, we kept together that night, & part of the next day, lying off Basseterre, where we saw (as I have been inform'd since, I arrived here) the Ship I had chased a few days previous she was a Corvette of 28 guns, & gave a circumstantial account of the narrow escape she had.

After ranging along the West Side of Guadaloupe, I cruised a few days off Englishman's head, when we discover'd that our fore mast, had unfortunately given way in many places, & was very much decay'd. this determined me on running down here, to see what could be done with it, & herewith send you the result of a survey over it. it has likewise undergone the inspection of Cap<sup>t</sup> Tryon, who is here, with his Ship, which you will be advised of. & as it is past repairing, shall send to the Admiral to beg the favor of him to permit me to get a Mast at Antigua, & in the mean time shall endeavour to beat up there with my topgallant mast down, to relieve it. if I succeed, I shall go on with my Cruise again, as long as possible or till I have further orders from you, having not yet been favour'd with a letter from America since I left it.

I cannot conclude this letter, long as it is, without begging you candidly to review the Various routes I have taken, & my perseverance with a crazy ship, & worst of Materials (tho' I must observe that she is capable of being made a fine Frigate with a great expence) yet confident that I have not answer'd the expectations of the Public, having been so highly favor'd with unlimited instructions from you. while at the same time Vessels of less note have been very fortunate. Yet one thing I flatter myself with, that I shall stand acquitted with

the Executive. & have your approbation. being well satisfied that I have done every thing in my Power for the good of the community. & I find that none of the British Frigates have atchieved any thing on this station for a long time. you will perceive that in your review, we have never avoided the prospect of danger, but on the contrary, strove to place ourselves where we thought we could do honor to the Navy of the U: S. — & upon all occasions my officers have shewn an equal degree of emulation with myself, but so it is, we have not yet had it in our power to convince the Public of our energy, you may remember an old adage of Julius Cesar in his ideas of an officer (tell me whether he is fortunate & I will determine whether he will suit my purposes) I confess I should not have been a favourite of his. but flatter myself I have a generous & less scrupulous head to serve: tho' a good Criterion to judge by.

I have now undertaken a plan perhaps deviating from my direct authority. but I have drawn my inference from circumstances, & what you could not have been aware of. The case is this, I have no alternative but to try my influence with the Lord Hugh Seymour to obtain a Mast from the Naval Arsenal at Antigua. I have gotten letters of recommendation & a Statement of my present distress from his Honor Rob<sup>t</sup> Thompson Commander in Chief of this Island, & the fortunate Capture of the French Brig Privateer [*Conquest of Italy*] by the *Connecticut* has induced me to think that I shall stand justified by manning her for the interval, with a Part of the *Insurgents* Crew. to Cruise while we are beating up to Antigua in our crippled state, & while we shall be employ'd in getting the Mast in, provided we obtain the grant from his Lordship, which I have requested him to bestow on us upon any terms he may think proper

I have put my Second Lieu<sup>t</sup> M<sup>t</sup> Watson, as commander on board of her, with several of my best Midshipmen, & 30 Men. he is first to proceed with my letters to his Lordship, at Port Royal, in Martinico; & then to meet me off English harbour at Antigua. if I succeed in my application, I shall then put a few more Men on board of him, & send him out upon a short Cruise off Deserada. after I have made my repairs, I shall then make a short Cruise with the Brig, & finally proceed to America with her, in behalf of the concern'd, having stipulated that she is to act for the U: S. & our united Ships companies, Vizt the *Insurgente*, & *Connecticut*. I shall dispatch her this day as she seems not to be in want of any thing of moment & will not be of much expence to the Public

I have drawn a Set of exchange on you for \$1965,14 in favor of Jam<sup>s</sup> Crawford for sundry Supplies had in Martinico which the purser will account for hereafter.

I also inclose to you a Copy of my letter [dated 2 January 1800] to Lord Hugh Seymour.

As my letter is of such a length I beg you will excuse any inaccuracies, as I have not time to go over it. for we are on the eve of departure. & if I have err'd in any part of my conduct, I hope you will rather attribute it to the head, than the heart, for believe me I have acted to the best of my abilities

With great respect

I am

Your most Obed<sup>t</sup>

To Midshipman William Whitesides, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S. Frigate *Insurgente*  
ST CHRISTOPHER'S 3<sup>d</sup> Jan<sup>r</sup> 1800

M<sup>r</sup> WHITESIDES

SIR I now appoint you as Prize Master on board the Ship *Commerce*, & you may repair on board of her as soon as you please, & proceed to New York with her, under the direction of Cap<sup>t</sup> Whippey, when you arrive there, you must send on the inclosed letter to M<sup>r</sup> Miller, & to the Secretary of the Navy, & you are to lay our claim for the  $\frac{1}{2}$  Salvage of Vessel, & cargo in behalf of the *Insurgents* crew.

When your attention is no longer required at New York, you must repair to the Secretary of the Navy for his orders, either to join me again, when I arrive, or to go on board any other Vessel, I can only observe that I should be glad to have you with me again, & wish you every success, should you arrive at Philadelphia before me, I beg you will wait on M<sup>r</sup> Murray, as she will be glad to see any officer of the Ship, as to money matters, you must procure a sufficiency at New York on your own account, or the Publick's

I am

Your Most Obed<sup>t</sup>

[NDA. A. Murray's LB, 1799-1805.]

To Lieutenant James P. Watson, U. S. Navy, from Captain Alexander Murray,  
U. S. Navy

U: S. Frigate *Insurgent*  
ST CHRISTOPHER'S 3<sup>d</sup> Jan<sup>r</sup> 1800

Lieu<sup>t</sup> WATSON

SIR The unfortunate state of our foremast, hath induced me to give you the command of the Prize Brig *Conquest of Italy*, & you are to proceed without delay to Port Royal, with the letters to the Admiral, (Lord Hugh Seymour) which contain a request that his Lordship will grant an order for a Mast for us, at English Harbour, (Antigua), should I be so fortunate as to obtain the permission, you will without delay join me there, or whether or not, after your arrival, we will determine on something further to keep our Crew employ'd.

You must not run out of your way to chase any thing unless you accidentally meet with any captured vessel in your track, & observe the same regulations that we do on board the *Insurgent*. should it so happen that you should meet with a recapture, you are to send her here, or keep her with you till you arrive at English Harbour.

Confiding in your Valor, skill, & Industry, I shall add no further than to assure you of my Wishes for your Success

& am

your most Obed<sup>t</sup>

[NDA. A. Murray's LB, 1799-1805.]

[12 November 1799 to 3 January 1800]

List of petty officers, seamen, ordinary seamen & boys enlisted at Boston for the United States frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, by Lieutenant George G Lee, U. S. Navy

Time of entry	Names	Stations	Wages pr month	Wages advanced
1799				
Novr 25	Richard Groce.....	Ord <sup>r</sup> Seaman..	Fourteen doll <sup>r</sup>	Twenty eight doll <sup>r</sup>
" "	John Lessell.....	Able ditto	Seventeen \$	Thirty four \$
" "	Thomas Ferrill.....	Ord <sup>r</sup> ditto	Fourteen \$	Twenty eight \$
" 27	Antonio Center.....	Able ditto	Seventeen \$	Thirty four \$
" "	James Bates.....	Ord <sup>r</sup> ditto	Twelve \$	Twenty four \$
" "	John Butler.....	Able ditto	Seventeen \$	Thirty four \$
" "	Esa Plummer.....	Ord <sup>r</sup> ditto	Fourteen \$	Twenty eight \$
" 28	James Spafford.....	Boy.....	Eleven \$	Twenty two \$
" 29	John C. Miel.....	Able Seaman..	Seventeen \$	Thirty four \$
" "	Richard Kelly.....	Ditto ditto	Seventeen \$	Thirty six \$
" 30	Saml Y. Nowel.....	Carpenter.....	Twenty \$	Forty \$
" "	Jacob Bowen.....	Able Seaman..	Seventeen \$	Thirty six \$
" "	John Felmer.....	Ord <sup>r</sup> ditto	Fourteen \$	Twenty eight \$
" "	Samuel Thomas.....	Able ditto	Seventeen \$	Thirty four \$
" "	Mats Flemming.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Charles Schmidt.....	Ditto ditto	Seventeen \$	Thirty four \$
Decr 2	John Hunsom.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	William Johnson.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Barth <sup>r</sup> Hogan.....	Ord <sup>r</sup> ditto	Fourteen \$	Twenty eight \$
" "	James Smith.....	Ditto ditto	Fourteen \$	Twenty eight \$
" "	Joseph Shed.....	Able ditto	Seventeen \$	Thirty four \$
" 3	Benjamin Butler.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Issac Lewis.....	Ord <sup>r</sup> ditto	Fourteen \$	Twenty eight \$
" "	Joseph F. Boyles.....	Ord <sup>r</sup> ditto	Twelve \$	Twenty four \$
" "	James Lathrop.....	Ord <sup>r</sup> ditto	Fourteen \$	Twenty eight \$
" "	John Kennener.....	Boy.....	Ten \$	Twenty \$
" 4	Abner Rickard.....	Able Seaman..	Seventeen \$	Thirty four \$
" 5	James Nail.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Samuel Lewis.....	Ord <sup>r</sup> ditto	Twelve \$	Twenty four \$
" "	Ebenezer Howard.....	Ditto ditto	Fourteen \$	Thirty \$
" "	William Howard.....	Ditto ditto	Fourteen \$	Twenty eight \$
" "	John Brown.....	Boy.....	Eleven \$	Twenty two \$
" "	Mal Howard.....	Ord <sup>r</sup> Seaman..	Fourteen \$	Thirty \$
" 6	Thomas O'Brien.....	Ditto ditto	Fourteen \$	Twenty eight \$
" "	Elkanah Bartlett.....	Ditto ditto	Fourteen \$	Thirty \$
" "	John Douglass.....	Cooper.....	Eighteen \$	Thirty six \$
" 7	Jeduthan Hammond.....	Able Seaman..	Seventeen \$	Thirty four \$
" 9	John F. Clarke.....	Ord <sup>r</sup> ditto	Fourteen \$	Twenty eight \$
" "	John Renner.....	Able ditto	Seventeen \$	Thirty four \$
" "	Eben. Conner.....	Ord <sup>r</sup> ditto	Fourteen \$	Twenty eight \$
" 10	James Fowler.....	Ditto, ditto	Fourteen \$	Thirty \$
" "	William Byron.....	Able ditto	Seventeen \$	Thirty four \$
" "	William Sumers.....	Boy.....	Ten \$	Twenty \$
" 11	John Arlin.....	Able Seaman..	Seventeen \$	Thirty four \$
" "	John West.....	Ditto ditto	Seventeen \$	Thirty four \$
" "	Jacob Howland.....	Ord <sup>r</sup> ditto	Fourteen \$	Twenty eight \$
" "	Charles Riens.....	Ditto ditto	Fourteen \$	Twenty eight \$
" 13	Nicolas Mortimore.....	Ditto ditto	Fourteen \$	Twenty eight \$
Novr 12	Thomas April.....	Ditto ditto	Fourteen \$	Twenty eight \$
Decr 3	Cerile Felice.....	Boy.....	Thirteen \$	Twenty six \$
" 9	Samuel Benjamin.....	Ditto.....	Twelve \$	Twenty four \$
" "	Patricius M <sup>c</sup> Mannis.....	Ord <sup>r</sup> Seaman..	Fourteen \$	Thirty \$
1800				
Jan <sup>r</sup> 3	Daniel Mumford.....	Ditto ditto	Thirteen \$	Twenty six \$
" "	George Dunbar.....	Boy.....	Ten \$	Twenty \$
" "	Edward Jackson.....	Able Seaman..	Seventeen \$	Thirty four \$
" "	John Dunham.....	Ditto ditto	Seventeen \$	Thirty four \$
1799				
Decr 10	Leven Wright.....	Ord <sup>r</sup> ditto	Fourteen \$	Thirty \$

Boston 15<sup>th</sup> Dec<sup>r</sup> 1799  
GEO G LEE Lieut<sup>t</sup>

[See also List of 12 November to 17 December 1799.]  
[LC, EPP, 1799-1800, Vol. 2.]

Return No. 1 of Commissioned and Warrant Officers, on board the United States Frigate *Congress*, commanded by James Sever Esq<sup>r</sup> in the service of the United States: made at Newport this 3<sup>rd</sup> day of January 1800 —

No.	Names.	Rank.	Entered the service.	Remarks and alterations since last return.
1.	James Sever Esquire.....	Commander.....		[Original mutilated in this column.]
2.	John B. Cordis.....	1 <sup>st</sup> Lieut.....	1 <sup>st</sup> Sept 1799.	
3.	George Blair.....	2. Lientennant.....	15 <sup>th</sup> March d <sup>e</sup>	
4.	Joseph Saunders.....	3 <sup>rd</sup> Lieut.....	1 <sup>st</sup> July.	
5.	Nathl Bosworth.....	4 <sup>th</sup> Lieut.....		
6.	Benj <sup>a</sup> Strother.....	1 <sup>st</sup> Lieut Marines.....		
7.	Saml Llewelin.....	2 <sup>d</sup> d <sup>e</sup> d <sup>e</sup> .....		
8.	Lemuel Little.....	Sailing Master.....	1 <sup>st</sup> Aug <sup>t</sup>	
9.	Larkin Thorndike.....	Surgeon.....	16. July.	
10.	Charles Morris.....	Purser.....	4 <sup>th</sup> August	
11.	Edw <sup>d</sup> Field.....	Surgeons Mate.....	19 <sup>th</sup> Aug <sup>t</sup>	
12.	Will <sup>m</sup> Balch.....	Chaplain.....	30 <sup>th</sup> Oct <sup>r</sup>	
13.	John Mushaway.....	Boatswain.....	7 <sup>th</sup> Novem <sup>r</sup>	
14.	Saml Marshall.....	Gunner.....	15 <sup>th</sup> July	
15.	John Davis.....	Carpenter.....		
16.	Stanes Rutledge.....	Midshipman.....	1 <sup>st</sup> Sept 17 [99]	
17.	Edm <sup>d</sup> Troubridge Dana.....	..... ditto.....	6 <sup>th</sup> April	
18.	John Dubose.....	..... ditto.....	21. Oct <sup>r</sup>	
19.	Levan Winder.....	..... ditto.....	15 <sup>th</sup> Sept	
20.	Joseph Prince.....	..... d <sup>e</sup> .....	28 <sup>th</sup> June	
21.	Moses M. Bates.....	..... ditto.....	17 <sup>th</sup> Aug <sup>t</sup>	
22.	George Barrell.....	..... ditto.....	27 <sup>th</sup> Aug <sup>t</sup>	
23.	Thomas Homans.....	..... ditto.....	10 <sup>th</sup> Sept	
24.	Saml Folsom.....	..... ditto.....	13 <sup>th</sup> ditto	
25.	Saml W. Cushing.....	..... ditto.....	12 <sup>th</sup> ditto	
26.	Joseph Woodward.....	..... ditto.....	6 <sup>th</sup> ditto	
27.	Henry Wadsworth.....	..... ditto.....	12 <sup>th</sup> Sept	
28.	James Height.....	..... ditto.....	2 <sup>d</sup> Nov <sup>r</sup>	
29.	Charles Morris.....	Act <sup>g</sup> ditto.....	1 <sup>st</sup> July.	

[LC, J. Sever Papers, NDA photostat.]

Extract from Captain Thomas Truxtun's Journal, U. S. Frigate *Constellation*, Friday, 3 January 1800

Squally disagreeable weather the first of these twenty four hours. the middle and latter a hard gale and high Sea.

Sent Down Top Gallant Yards & Launched the top Gallant Masts. at 7 A M. The Store Ship being far astern hove the Ship too.

at Noon still Laying too under a Double Reefed Foresail & Mizzen Stay Sail. The Store Vessel at Noon, about 3' on the weather quarter — Laying too, under her Reefed foresail & main Stay Sail.

Longitude Account 64°.00' W.

Latitude Observed 29°.32' N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 3 January 1800

Moderate and pleasant.

Saw a Sail off the Lee Bow & fired a Gun as a signal for the *Harry* to tack —

Spoke a Schooner from Savannah bound to Martinico. —

Fresh Gales & Cloudy. lost sight of the *Harry*

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 3 January 1800

the first part of these 24 Hours Moderate Breezes and Hazy Weather under the Top Sails F Sail and Stay Sails Bent the Spanker Still in Co. with Capt Silsby took in Jibb and Top Mast Stay Sails At 7 P M Double Reef<sup>d</sup> the F and M Top Sails and Single Reef<sup>d</sup> the Mizen Top Sail

at 9 Close Reef'd Each Top Sail & Housed Guns at 11 Handed Mizen Top Sail & Call'd all Hands took in Fore Top Sail and bore away after our Convoy his Light being in Sight Judged him to Keep away S W Shew false Fires to inform the Schooner the Course we Steared and kept a Light in the Top

At 12 Mignight handed the Fore Top Sail Reef<sup>d</sup> the Fore Sail and Housed Top Gall<sup>ies</sup> Mast got the Roling Tackles on the Yard

Middle part Heavy Gales and Rain with a Cross Sea

at 1 A M Lost Sight of the Schooner and Hauld up the Fore Sail

at 8 Set the Fore Sail and Mizen Stay Sail At 10 Hauld down the F Stay Sail and Lay by under the Fore Sail and Mizen Stay Sail

at 12 Meridian Wore Ship to the Southw<sup>ard</sup> and Eastward

Latter part Fresh Gales and heavy Squalls of Rain under the Fore Sail and Mizen Stay Sail

Latitude Observed 37° 19' N.

Longitude Account 68° 08' W.

[HS of Old Newbury, Mass., NDA photostat.]

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

[PHILADELPHIA]

Navy Department 4<sup>th</sup> January 1800

Major W. W BURROWS

SIR In a letter I have just received from Captain Law of the *Richmond* now at N York he represents that of Marines there are only one Seargeant, one Corporal & Eight privates on board and no music — The Detachment allowed him must consist of 14 including Officers — You will be pleased to take measures for supplying this deficiency — I have &<sup>s</sup> &<sup>s</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. GLB, Vol. 3, 1799–1800.]

To William Burt, Halifax, N. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4<sup>th</sup> January 1800

WILLIAM BURT Esquire

Halifax, North Carolina

SIR I am honored with your letter of the 10<sup>th</sup> December — The heads of the Pork must not be packed for the Navy, but with the feet be disposed of for the best price you can obtain —

A remittance of 4000 Dollars is this day ordered, — When you ascertain what the pork will cost, you may draw on me for the Balance, or I will remit it as you may prefer

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

[4 or 5 January 1800]

Protest of James Deale, Master of the Ship *Lewis* (*Louis*), captured by French Privateer *La Clarisse*

EXTRACT FROM THE REGISTER OF THE OFFICE OF THE COMMERCIAL TRIBUNAL OF LAND AND SEA OF THE ISLE OF FRANCE.

This day Eighth Pluvios, eighth Year of the French Republique one and indivisible, in the afternoon.

In the office of the Commercial Tribunal of Land and Sea, of the Island of France, Before me Stephen Francis Prieur, Sworn Clerk Register, underwritten.

Appeared James Deal, Commander of the American Vessel *Lewis*, assisted of Citizen Bonnefoy, sworn Interpreter of the English Language, residing in this city, for the N. W. Harbour.

Which through the Organ of said Interpreter has said and declared, that he sailed from the Port of Baltimore on the first of January one Thousand Seven hundred & Ninety Nine, bound for London, there to Sell the Cargo which he had taken at the place of his departure; that he arrived there on february following, that on his passage he met with a french Privateer from Bourdeaux, who boarded him and afterwards permitted him to proceed on his voyage; That he sailed from London on the eighth of June of said Year, with a new Cargo bound for Calcutta and arrived there on the Twenty sixth day of October following. Sailed from thence on the Thirty first of December, with a part of his Cargo on board, on his Return to Baltimore, and to touch at Madrass where his Cargo was to be Completed That on the fifth day of January one Thousand eight hundred, at the break of day, being in Latitude 19° North, and Longitude 90. E. he was in Company with an other American Vessel [the *Criterion*], and with which he sailed from Calcutta, when he fell in with the french Privateer, the *Clarissa*, commanded by Captain Surcouf, which they discovered at about three leagues distance; The vessel of the appearer was sailing before the Wind, and found himself about half gun shot distant from his Companion, when the Privateer steered right after this appearer, and when within a musquet shot from him fired a Gun; that the Privateer had nothing but a red colour flying at the Top of her main mast, then this appearer answered by a discharge of one of his guns, having his Colour hoisted. That after these two Shots, a whole discharge ensued from the french privateer, when this appearer also made a similar discharge, and afterwards was boarded by the said Privateer who took possession of this Vessel, That the other Vessel who had witnessed, as well as seconded the appearer in the Action to escape the privateer, made sail when he saw that this appearer was in the power of the Privateer. That he had during the Action three men

Killed, and eight Wounded, and entered on board of said Privateer to go to the Isle of France where he arrived Yesterday. Said Captain James Deal through the means of said Interpreter, do declare that he protests against the capture of said American vessel *Lewis*, for the preservation of the Rights of the owners and interested of said Vessel, against whom of Right it shall or may appertain. of which declaration and protestation said Captain has requested an Act through the organ of the said Interpreter; then made and signed being first read by the said Interpreter who has also signed with me Notary the day and Year first above Written — Signed —

JAMES DEAL — BONNEFOY — & PRIEUR.  
 Examined  
 PRIEUR.  
*Clk. Reg<sup>t</sup>*

We Joseph Stephen Courtois, President of the Commercial Tribunal of Land & Sea of the Isle of France, Do Certify to all whom it may concern that Prieur who signed the above and delivered these presents, is Sworn Clerk Register of said Tribunal, and that faith & Credit is and ought to be Given to his signature, both in Judgment and thereout. Certify also that stamped paper is not used in this Colony. —

In Witness whereof we have signed these presents, and affixed the Seal of the Tribunal.

Given at Port North West in the Isle of France, the fifth Ventose, eighth Year of the french Republique —

Jos: ST. COURTOIS

A True Translation from the Original protest made at the Isle of France and duly attested, to me produced, and the said Translation Carefully examined and found Correct. Which I attest at Philadelphia this 7. May 1800.

CLEMENT BIDDLE  
*N. P.*

[Ct. of Cl., French Spol. Case No. 1467.]

[4 or 5 January 1800]

Protest of John W. Bronaugh, Supercargo of the Ship *Louis*, captured by French Privateer *La Clartise*

By this Publick Instrument of Protest be it known and made manifest unto all persons whom it doth shall or may Concern, That on Wednesday the Sixteenth day of January in the Year one thousand eight hundred, Before me George Chalmer Notary Public dwelling and practising at Fort Saint George on the Coast of coromandel in the East Indies by lawful authority duly admitted and Sworn personally came and appeared M<sup>r</sup> John W. Bronaugh late Supercargo of the American Ship *Louis* belonging to the Port of Baltimore in Mary land and declared as follows That a cargo was provided by him the appearer and taken on board the said Ship or Vessel at Calcutta in the Kingdom of Bengal consisting of Three hundred and six Bales of piece Goods Eight hundred and fifty four Bags of Sugar, one hundred and twenty two Bundles of Twine, Long line and Marline

and one Trunk of fine Muslins, for and on Account of Mess<sup>rs</sup> S. Smith and Buchanan and M<sup>r</sup> J. Hollins Merchants of the said Port of Baltimore, That the said Ship with the said Cargo on board and commanded by M<sup>r</sup> James Deal left Calcutta on or about the Twenty Seventh day of December last past, bound to Madras in prosecution of their Voyage to the said Port of Baltimore expecting to meet the Indiamen there and to proceed as far as their respective Voyages would permit. And the appearer further declared that at the time of leaving Calcutta the American Ship *Criterion* Captain Weeks was in company and it was agreed upon that the *Louis* and her should stay by and co-operate with each other in resisting the attacks of Privateers — And the appearer further declared that while proceeding down the Bay of Bengal in Company with the said Ship *Criterion* they on the morning of the fourth Instant at day light were in Sight of a French Privateer who immediately made towards them and seeing no prospect of escaping Captain Deal prepared for action as did also the *Criterion*, and as soon as the Privateer came within a short distance they began to cannonade her from the *Louis* with considerable effect But the Privateer instead of pursuing this mode put up the helm and being a very fast Sailor she soon run down upon the *Louis* and Boarded her and the said Privateer having a very numerous crew they were under the necessity of Surrendering in the *Louis* after a severe conflict in which three men were Killed. And the appearer further declared that during the action they received no assistance whatever from the *Criterion* who struck her colours when the Privateer had boarded the *Louis*, But the said Privateer having carried away her Bowsprit and Fore Top Mast the *Criterion* again hoisted her colours and fired a Broad side and made all the sail she could to escape and which she effected the Privateer being unable to follow her The Vessel proved to be the *Clarissa* French Privateer and commanded by Captain Surcoufe, — And in proof of the cargo laden on the said ship *Louis* The appearer did Exhibit to me Notary an Invoice Marked A Shewing the Marks and Numbers of the Bales with the respective Costs or prices thereof making an aggregate Value of Sicca Rupees one hundred and twenty eight thousand five hundred and Sixty Nine, Two Annas and three Pice — And the appearer further declared that the Costs of the fine Muslins herein before mentioned amounted to Sicca Rupees one thousand Nine hundred and twenty five, and fifteen annas and altho' it was not included in the general Invoice yet it was actually on board at the time of the Capture and the reason of its not being inserted in the General Invoice was from Mistake Owing to and occasioned by the hurry which prevailed in consequence of the Exertions made to join the Indiamen at Saugur; And the appearer further declared that four setts of the said General Invoice with a Bill of Lading on each, were granted for the said cargo, one of which was sent on the said Ship *Criterion* and the other left to be forwarded by the Ship *India* Captain Ashmead now at Calcutta, That the other two Setts were on board the *Louis* at the time of her capture, But the Trunks being all opened by the crew of the Privateer only one could be found which was retained by Captain Surcouf who permitted the appearer to take a copy of it, having refused to deliver the Original, considering it necessary to Effect the condemnation of

the *Louis* and her cargo at the Mauritius. And I the said Notary by direction of the appearer have hereunto Subjoined the said copy Marked with the Letter A as also a List or Invoice of the Muslim contained in the Trunk Marked with the letter B in proof of the interest which the said S. Smith and Buchanan and M<sup>r</sup> John Hollins had on board the said Ship *Louis* at the time of her capture and to Serve and avail in case the other original Invoices and Bills of Lading should not arrive in safety That besides the Goods aforementioned there was also on board the said ship Six hundred Dollars in Specie making Sicca Rupees on thousand two hundred and forty three, and fourteen annas the Whole interest of the Owners In cargo and Specie being one hundred and thirty one thousand Seven hundred and thirty eight Sicca Rupees fifteen annas and three Pice as is Shewn by the Statement C hereunto annexed — And the appearer further Declared that the said Privateer having afterwards captured a Pariah vessel he and Part of the crew were sent on board of her and allowed to proceed to Madras where [or when] they arrived on the fifteenth Instant — And the appearer further declared that the Utmost Exertions were made by the said Captain Deal and the officers and crew of the *Louis* to defend her from the said Privateer, and that the loss and capture was occasioned by the means aforementioned and not to any default of them. And therefore the said John W. Bronaugh on behalf of the said Mess<sup>rs</sup> S. Smith and Buchanan and M<sup>r</sup> John Hollins and all and every other person or persons who are or may be interested in the said Ship *Louis* or her cargo, desired me Notary to Protest in order to serve and avail as occasion may require —

Wherefore I the said Notary at the request aforesaid have Protested and by these presents do Solemnly Protest against the captors of the said Ship *Louis* and her cargo and against all Causes and things in any Manner Contributing thereto —

To the end therefore that all losses and damages together with the Costs incurred by Protesting or Otherwise may be all had and recovered and that they may be submitted to, borne, paid and sustained by the Insurer Underwriters or Respondentia Lenders or whomsoever else it doth shall or may concern and not by the appearer or the commander, the officer or crew of the said Ship *Louis* they having all used their best Exertions for her safety and preservation —

In Faith and Testimony whereof I the said Notary have hereunto set my hand and affixed my seal of office in Fort S<sup>t</sup> George aforesaid the day and year first above written — as I have also done to a Duplicate hereof

In Testimonium Veritatis

G CHALMER  
Not Pub.

John W. Bronaugh late Supercargo of the American Ship *Louis* maketh Oath and Saith that the aforegoing Declaration and Protest is true in Substance and Matter of fact.

JOHN W. BRONAUGH,

Fort S<sup>t</sup> George this 21<sup>st</sup> day of January 1800 Sworn to before me  
RICHARD CHASE  
Mayor

[4 or 5 January 1800 and early October 1800]

Statement of John W. Bronaugh, Supercargo of the Ship *Louis*, captured by French Privateer *La Clarisse*. After his release, while returning to Baltimore, in the *Rebecca*, was attacked by French Privateer *Malartic*, but escaped

In the month of June in the Year 1799 I sailed from London in the Ship *Louis* of Baltimore commanded by James Deale bound to Calcutta and Madras, I was the principal Super Cargo of the said Ship, and my Brother Jeremiah W. Bronaugh my assistant — I had under my charge in Spanish Milled Dollars for and on account of the owners, S. Smith and Buchanan and John Hollins all Merchants of Baltimore One Hundred Thousand, and letters of Credit on Madras for any further Sums I might require to lade the *Louis* fully with her return Cargo — I had also under my charge seven Thousand Spanish Milled Dollars at their current price in London, shipped on account of James Deale who was commander of the *Louis* — We arrived safe in the Port of Calcutta in the month of October 1799, where I commenced the purchase and shipping the Goods stated in my account marked N<sup>o</sup> 1, and also in the account N<sup>o</sup> 3, on account of James Deale. We sailed from Calcutta in the month of December 1799: bound to Madras, where I had ordered a considerable amount to be gotten ready in Handkerchiefs and other Madras goods to be there shipped on board the *Louis* in addition to the Goods purchased and shipped at Calcutta. In the prosecution of this passage we had agreed to keep company with Ship *Criterion* of Philadelphia commanded by Benjamin Weeks as far as the Latitude of Madras — On the morning of the 4<sup>th</sup> of January 1800 we were attacked off Ganjam in the Bay of Bengal by the French Privateer ship *La Clarisse* commanded by Robert Surcouf, after a short but severe conflict we were taken possession of by Surcouf with the loss of three Men Killed, and every other person wounded except James Deale the Commander, Jeremiah W Bronaugh assistant Super Cargo and myself. In a day or two after we were captured, Surcouf took a country Brig, commanded and sailed entirely by natives of India, on Board this Brig, Surcouf put my Brother all the wounded Men, officers and myself, belonging to the *Louis*, except James Deale Commander, his Brother John Deale and William Bantam Steward of the *Louis* — On parting with Captain Deale who remained on Board the Privateer, then Bound to the Mauritius, I handed to him my written instructions to defend the *Louis* and cargo at the Isle of France or Mauritius, and on the event of her being condemned, to have proper protests made & to forward them to the owners in Baltimore together with a copy of the condemnation. After I arrived at Madras in the country Brig, I intended to have put the goods I had there on board of some vessel bound to the United States together with my Brother our wounded crew and myself, finding this impossible, there being no ship there bound to the United States, nor was one to be purchased, I then determined to proceed back to Calcutta with my disabled Crew, this was not only a laborious and expencive undertaking but occasioned to me nineteen months loss of the Prime of my life before I could make such arrangements in purchasing equipping and maning a ship to come Home in — It may here be proper to state that I purchased at Calcutta a large new Fine ship called the *Rebecca* burthen about

one Thousand Tons, I put on her 16 double fortified nine pounders, small arms pikes cutlasses & every other kind of weapons of defence I could get, after this was done, I shipped a crew of 85 Men, made Richard Pitt, who was the first Mate of the *Louis* my Sailing Master, holding the command in my own hands thus equipt I set sail in the *Rebecca* about the commencement I think of October 1800 for Baltimore and in a few days after discharging my Pilot I was again attacked nearly about the same point, in the Bay of Bengal where we had lost the *Louis*, by the *Malartic* Brig a Privateer from the Isle of France commanded by Monsieur Dutert, this Brig we fought 2 Hours and 45 Minutes, and at length on my ordering that we should cease firing, finding that our Shot was nearly exhausted, to let the Privateer approach nearer if she chose to do so, and give us an opportunity with our remaining shot to sink her at close quarters. Immediately on our ceasing to Fire the Privateer was maned with 16 sweeps on a side there being little or no Wind and ran off — The next day after, this Brig was taken in the Bay of Bengal by one of the India Company's ships, in distress having been cut almost to pieces, by us in the engagement with the *Rebecca*, and carried into the Port of Calcutta from which we had sailed. On my arrival at the Cape of Good Hope, where I was compelled to touch to refit, having sustained great damage in our sails and Rigging in the action, and thereby occasioned us a long passage, I had handed to me at the Cape of Good Hope a Calcutta Paper, in which was "Stated that the *Malartic* Privateer Cap<sup>t</sup> Dutert had been brought into that Port by one of the company's ships found in Distress occasioned by the action she had with the American Ship the *Rebecca* Cap<sup>t</sup> Bronaugh in which there were 25 men Killed on Board the *Malartic* and 16 wounded — In this engagement I was fortunate enough not to have a man Killed or wounded, the only loss was the damage done to our Sails and Rigging, which cost me to refit at the Cape of Good Hope including our provisions and naval stores about one Thousand pounds sterling —

JOHN W. BRONAUGH.

Stafford County to Wit:

This day came before me, John G. Hedgman, a justice of the peace for the County aforesaid, John W. Bronaugh and made oath on the holy Evangelists, that the foregoing Statement, as far as he can recollect, is just & true: he further declares on oath that he has found on reference to his protest made at Madras, that he was captured by the Ship *La Clarisse*, on the 4<sup>th</sup> day of January 1800, instead of December 1799, as he had stated in the affidavit annexed to his own & Capt. Deal's accounts proven before me on the 27<sup>th</sup> November 1830 —

Given under my hand & seal this 16<sup>th</sup> day of December 1830 —

JOHN G. HEDGMAN

[Ct. of Cl., French Spol., Case No. 1260.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Saturday, 4 January 1800

A Violent Gale from the Southward, which shifted about 4 P M to the Westward — Soon after it became moderate, but left a very high Sea running —

at 6 A M up top Gallant Masts and out all Reefs — the top Sails having been previously set. —

All hands employed at repairing Various little Jobs — necessary after a gale — and at washing and Cleaning &c. —

at Noon the Store Brig was about half a mile from us.

The wind light and a high Swell, which causes the Ship to Roll much. —

Longitude Account  $63^{\circ}.13' W.$

Latitude Observed  $28^{\circ}.51' N.$

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 4 January 1800

Light airs and cloudy, employd Rigging the Main topmast, @ 3 swayd Up the Main topmast and entered the Main top Gallant mast

@ Half past 4 fresh breezes and cloudy, Set the main topsail double reefd. Saw the *Boston* S S E seven or eight miles & a strange sail to the southward 4 or 5 miles Cape francois S  $\frac{1}{2}$  W 6 or 7 leagues, @ half past 6 tack'd to the N E, wind at N W

@ 10 Moderate and variable. Middle part fresh breezes from the Northward with rain from 8 till 11 AM light airs and rain employd clearing and cleansing out the Spirit room, Carpenters employd making a fish for the Mainmast, @ 11 the weather clear'd up, saw cape francois S  $\frac{1}{2}$  E, 7 leagues, and a sail S by W which we suppose to be the *Boston*. @ 12 light airs from the Westward ships head towards the cape

[NYHS, NHS.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 5 January 1800

Light airs and a heavy Swell from the Southward. — The Store Ship about one mile Distance.

The numerous colds & coughs with which the crew were effected, for a considerable time before we sailed from the Chesapeake — begin to subside fast — and by the Surgeons Report this day only ten remained in his list, and Six of these are under Venereal complaints, of long standing, thus we may call the Ship Remarkably healthy. —

Employed repairing of Sails, that have been much injured by rats — and unhangng the port lids, as I find the Ship very Stiff in compari[s]on to what she was with the 24 p<sup>d</sup> cannon on her decks — and these lids with their hinges & Iron work, I calculate to average each 4 C<sup>w</sup>† which takes from the Sides of the Ship Six tons weight. —

Longitude Account  $62^{\circ}.49' W.$

Latitude Observed  $28^{\circ}.30' N.$

[HS of Pa. NDA photostat.]

Extract from Journal of the U. S. Frigate *Constitution*. Captain Silas Talbot,  
U. S. Navy, commanding, Sunday, 5 January 1800

Light airs and cloudy, employd cleansing ship, loosed the small sails to dry. @ 5 saw three strange sail bearing S S W, SW, and south. Cape francois S  $\frac{1}{2}$  E six leagues continued standing in for the cape till 12 Midnight wind from the West made and shortnd sail as nessasary

AM @ 1 saw a sail standing out of the Cape made the private signal, was answerd by the United States Ship *Boston*.

Wore to the Northward Cape francois bearing S by W two leagues

@ daylight saw two strange sail standing in for Cape Francois the wind being light and variable which prevented us from pursuing them

Employd washing and fumigating between decks Carpenters employd making a fish for the Mainmast. Loosed the studding sails to dry

[NYHS, NHS.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 5 January 1800

the first part of these 24 Hours Fresh Gales and flying Clouds  
at 5 P M Close Reefd the Mizzen Top Sail and Hauld down the Main Top Mast Stay Sail at 11 $\frac{1}{2}$  P M hauld down the Mizzen Stay Sail and up Mizzen

Middle part Fresh Breezes and Cloudy

at 6 A M Let one Reef out of the Fore Top Sail and two out of Main Top Sail

at 10 A M Carrayd away the Main Top Sail Tye

Set up the Back Stays up fore and Aft

Set the Main Sail

at 10 $\frac{1}{2}$  Saw a Schooner Standing to the Eastward

Latter part Fresh Breezes and flying Clouds

Latitude Observed 32° 14' N.

Longitude Account 66° 23' W.

[HS of Old Newbury, Mass., NDA photostat.]

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

Frigate *Essex*, NEWPORT HARBOR,  
January 6, 1800.

SIR: — I have the honor to inform you that we are now weighing one anchor to proceed to sea in company with the *Congress*, the wind from N. N. W., gives us a prospect of a favorable time off the coast; this letter will be accompanied by my muster-roll, quarter bill, watch bill, boarding list, return of the commissioned and warrant officers, allotments of pay, indents for stores supplied the ship, recruiting accounts and receipts for money advanced. I have been obliged to make them out in such a hurry that I am confident they are not so regular as they ought to be, but the very little assistance I have had

must plead my apology; it is but a few days that I have had a clerk on board, and my purser has never been of any assistance to me, nor do I expect he ever will. Lieut. [David] Phipps is very infirm, and so far advanced in life, with a broken constitution, that although he is a very worthy man, I do not expect it will be in his power to render any essential service on board. I am inclined to think, from present appearances, that he never will return; this has induced me to take on board Mr. Geo. Washington Tew, who was senior midshipman on board the *General Green*, and arrived here sometime past in a prize. Mr. Tew stands very high in the opinion of every person who knows him, and has been so very strongly recommended by Messrs. Gibbs and Channing that I have received him as first midshipman of the *Essex*, to act as Lieutenant. This arrangement is perfectly agreeable to the gentlemen of the wardroom *with whom he messes*, and I hope it will meet your approbation.

I have been much disappointed in my marines; six out of the ten sent to Salem I have been obliged to land here unfit for service, and were so when I received them, and in lieu of the forty I was to receive here I have received only twenty-four; this disappointment obliges me to go to sea twenty men short of my complement, which is by no means a pleasant consideration, as I am bound on so long a cruise, although I do not consider it of consequence enough to detain the ship a moment, when I take into consideration the importance of the object of our destination.

I have been obliged to land my carpenter, and one midshipman, Mr. Fitch Tarbell here sick; and to discharge from the service six able and ordinary seamen in consequence of disorders which it was not possible to discover previous to a proper examination by a surgeon, which it was not possible to have at the time of their engagement, as they were shipped in an out-port where no surgeon or physician could be procured. There has also been *two* desertions as per muster-roll.

The two midshipmen, Mr. Williams and Mr. Hitchcock, are on board. Two officers of marines were ordered to this place to join the *Essex*, one of them, Lieut. S. W. Geddes, [U. S. Marine Corps] has by a *scald*, fortunately for the ship, been prevented. I say fortunately as his conduct since his arrival in this place has been disgraceful to him as an officer and as a man; the other, Lieut. M. [?] Porter, [U. S. Marine Corps] is on board.

The recruiting service for this ship has been attended, in some instances, with more expenses than ordinary, in consequence of the short time allowed to man her, and the number of vessels manning at the same time, but I am confident that the officers employed on the recruiting service have been governed by no motives but such as are justifiable.

My returns of every description shall in future be regular and proper, and every attention paid by me to the good of the service.

I beg you to accept my best wishes for your health, happiness and a long life.

I have the honor to be, with great respect, Sir,

Your most obedient humble servant,

EDWARD PREBLE, *Capt.*

*Hon. Sec'y of the Navy.*

To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT Jan<sup>y</sup> 6 1800

The *Congress & Essex* Frigates sailed this day; they have on board the supplies, and sixteen thousand dollars in dollars for Ships use and advances to the Officers. — Capt. Sever & Preble have recommended our shipping about 3000 Gs Rum, which we shall ship by a fast sailing Ship belonging to Bristol, and expected to be here this week — We shall give directions, that in case the Frigates should have left Batavia before the Ship gets there, to have the Rum sold, and the proceeds remitted in good bills for Government account. —

The Carpenters are now at work on the larboard side of the *George Washington*, which they find more defective than the starboard — Mess<sup>rs</sup> Franklin & Robinson's Captain has returned to Newyork without concluding with us, and we are of opinion, that tho' they want the Ship much, that they will not accede to our offers to them — If a private sale cannot be effected within a limited time, shall we have her put up to Auction, and if so, under what limitation shall we let her go —

Hon. BENJAMIN STODDERT Esq —  
[Newport HS, Gibbs & Channing LB.]

[6 January 1800]

To Gibbs & Channing, Navy Agents, Newport, R. I., from Captain James Sever,  
U. S. Navy

Mess GIBBS & CHANNING

GENTLEMEN In consequence of Advice from the Secretary of the Navy, I request you to ship in some fast sailing ship, which may soon sail for Batavia three Thousand Gallons of rum for the United States frigate *Congress & Essex* & to be there delivered to the orders of their respective Commanders. Provided they should have left that Station before the arrival of the rum, then the same to be disposed of agreeable to orders you are requested to forward for that purpose

I am Gentlemen your Obed<sup>t</sup> H<sup>b</sup><sup>le</sup> Serv<sup>t</sup>

J S.

U S. F. *Congress* } Copy —  
6 Jany 1800 }

[LC, J. Sever Papers, NDA photostat.]

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

Frigate *Essex*. At Sea,  
NEWPORT LIGHT HOUSE, bearing N. W. by N.,  
2 leagues. Jan. 6, 1800, 4 P.M.]

SIR: — I have the honor to acquaint you that the *Essex* in coming out of the harbor sailed much faster than the *Congress*, and is, I think, in every respect a fine frigate.

The wind is fair and the weather pleasant, and we have every prospect of a good time off the coast. Two ships and a brig are under our convoy, the names and destination of which I suppose Capt. Sever has made you acquainted with. My dispatches for the Navy Office I had the honor to enclose previous to weighing anchor, and committed them to the charge of the agents.

With great respect Sir,  
I have the honor to be  
Your obedient humble servant,

EDWARD PREBLE, *Capt.*

*To the Hon. Sec'y of the Navy.*

P. S. I have the satisfaction to say that the *Congress* has not waited one moment for the *Essex*. E. P.

[NR&L, Nr: P922-14, *Essex* by G. H. Preble.]

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**Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday 6 January 1800**

Uncertain Dull heavy and disagreeable weather — with some small showers of Rain Saw a Sail standing to the Northward. —

Store Ship in sight, a small distance to Leeward. Employed Repairing Rigging & Sails &c — Double Shotted the Guns. —

Regulated our Sail according to the Rate of Sailing of the Store Ship. —

Longitude Account 62°.37' W.

Latitude Observed 27°.34' N.

[HS of Pa. NDA photostat.]

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**Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Monday, 6 January 1800**

[Anchored in harbour of Newport, R. I.]

At 8 Am got up Top gallant yards, At 11 unmoored — Employ'd in taking on board provisions &c

[LC, EPP, 1799-1800.]

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**Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 6 January 1800**

the First part of these 24 Hours Moderate Breezes and Cloudy Weather

People Employ'd on breaking out the After Hold to get Stores and Stowing it again

Middle part Light Breezes and Cloudy

At 6 A M got Top Gall<sup>ns</sup> Yards Aloft Let the Reefs out fore and Aft

Saw a Brig Standing to the Westward Set Top Gall<sup>ns</sup> Sails

All Hands Employd on bending Steering Sails and T G Stay Sail and Mizen Top Mast Stay Sail and Reeving Stearing Sail Geer

Latter part Moderate Breezes and Dark Weather  
No Observation

Latitude by Calculation 31° 04' N.  
Longitude Account 66° 23' W.

[HS of Old Newbury, Mass., NDA photostat.]

To James & Ebenezer Watson, Navy Agents, New York, from Secretary of the  
Navy

[PHILADELPHIA]

Navy Department 7th January 1800

MESS<sup>rs</sup> JAMES & EBENEZER WATSON  
New York —

GENTLEMEN I am honored with your letter of the 4<sup>th</sup> Instant.

If the vessel on board of which you have shipped the Stores for the *Constitution* be armed you may let her proceed without the *Richmond*.

If she is not armed be so good as to ascertain what the owners will demand for demurrage, which if not extravagant had better be paid, than for the stores to run the risque of capture by her proceeding alone — It is to be regretted that you have not been able to ship the stores for the Frigates *Congress* and *Essex* — Be pleased to dispose of the wine, the Bread & Beans You may retain until wanted — I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

I cannot conceive that the *Richmond* can be detained 8 days longer & should be much better satisfied if this vessel could be detained to go with her — The value of the Stores is not so much as the want of them, Should the Vessel be captured — —

[NDA. GLB, Vol. 3, 1799-1800.]

To James & Ebenezer Watson, Navy Agents, New York,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th January 1800

MESS<sup>rs</sup> JAMES & EBENEZER WATSON  
New York —

GENTLEMEN Considering how important it is that the stores shipped for the *Constitution* should arrive safe, I have the honor to request that you will be pleased to detain the Vessel on board of which they are until the *Richmond* is ready to proceed with her — The expence of demurrage if necessary and not enormous must be submitted to in preference to risking the capture of the Stores.

If the Vessel cannot be detained on proper terms, you will please take the Stores out of her and ship them on board another vessel as soon as practicable —

I am Gentlemen  
Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 7 January 1800

Very unsettled weather, and uncommon too — for the Season of the Year.

at Noon the Store Vessel astern one League.

Got up the wind Sails, and cleaned well all the appartments below.

Passed large quantities of Gulph Weed, in beds of half an acre at least. —

Longitude Account 62° 04' W.

Latitude Account 26° 13' N.

[HS of Pa. NDA photostat.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,  
Captain Edward Preble, U. S. Navy, commanding, Tuesday, 7 January 1800

These 24 hours begin, continue and ends with northerly flattering winds & smooth sea —

At 5 PM take my departure from Block island in company with Commodore Seaver of the U S Frigate *Congress*, also 2 Merchant Ships and one brig — all bound for India.

At 5 P.M. Newport light house bore North, 3 leagues. Block-Island bore S, W, 8 leagues. From which time & place I take my Departure. —

Fell short of the original stock of Water

Viz <sup>t</sup> .....	1000 Gs
Expended this day .....	150 Gs
	total 1150 Gs

Water on board 26580 Gs —

Lat. Observed. 46 [or 40].20 N

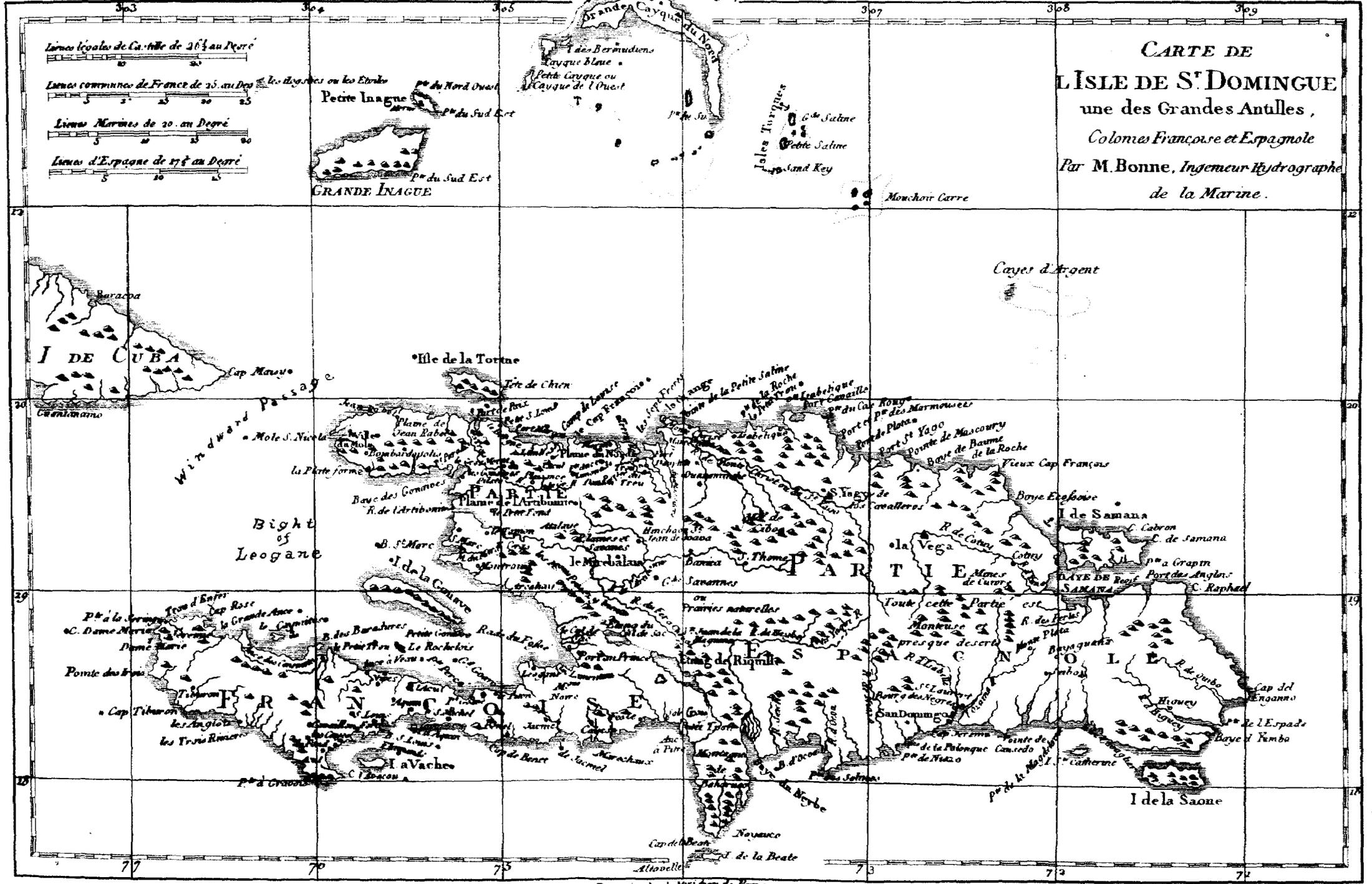
Longitude. 70 .17 W

[LC, EPP, 1799-1800.]

[8 January 1800]

Articles of agreement between William Yeaton of Alexandria, Va., and William Marbury, Navy Agent, Washington, D. C., for the building of a wharf at the Navy Yard, Washington, D. C.

I William Yeaton of Alexandria do hereby contract and agree with William Marbury Naval Agent at the City of Washington to build a Wharff at the Navy yard in the said City of Washington agreeably to a plan laid down by M<sup>r</sup> Davis and M<sup>r</sup> Humphreys of Philadelphia, which he agrees to do in a workmanlike manner at the following prices, to wit, for all hewed Timber laid in the Wharff, eight dollars for every hundred Feet, for all round pieces laid in the said Wharff Eight dollars for every hundred feet running measure, and for any slabs or scantling that may be necessary, such Compensation as may be reasonable for the Labour, And the said William Marbury on the part of the United States agrees to find all the Materials for building the said Wharff, That is, Timber and Wood of every description,



MAP OF ST. DOMINGO



Iron worked into Bolts, &c Stone for sinking the Wharff, and every other Material necessary, except working Utensils of every description, all of which Materials are to be delivered at the Navy Yard, The Stone for sinking the Wharff to be conveyed to the Yard as soon as possible, and to be put on the Wharff without any expence to the said Yeaton, and the said Yeaton is to be paid three dollars for every pile or Tender drove in or round the said Wharff, and the said William Marbury agrees to advance to the said Yeaton five hundred dollars when he commences his work at the Navy Yard, & when there is seven thousand feet of Timber laid to advance a further Sum of two hundred Dollars, and for every three thousand feet laid thereafter, to advance two hundred dollars until the work is complete, which several sums is to be charged to the said Yeaton on account.

In witness whereof the parties have hereunto set their hands & Seals this eighth day of January Eighteen hundred. —

Signed, Sealed & }  
delivered in the }  
presence of }

WILLIAM YEATON  
W<sup>m</sup> MARBURY  
*Naval Agent*

N: B: The said Yeaton agrees to commence the work by the first day of February next or as much sooner as the weather will permit.

JOHN C. DENT.

[NDA. Contracts, Vol. I, p. 109.]

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To Master Commandant Richard Law (Junior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
*Navy Department 8th January 1800*

Capt<sup>n</sup> RICHARD LAW JUN<sup>r</sup>  
of the *Richmond* —

SIR I had expected to receive from you before this, intelligence of the *Richmond* being in a state of complete preparation, and in readiness to receive her final sailing orders.

You will be pleased to make an immediate selection of proper Officers to fill the stations designated in my letter of the 31<sup>st</sup> Ultimo, and which you were then instructed to nominate to me, in order to thier being seasonably confirmed in their appointments. Doctor Marshall goes from hence this day to join you, and M<sup>r</sup> Stanford, as Purser, & I presume M<sup>r</sup> Rhodes has joined you before this.

I hope you have your Crew entered, & that you are completely provisioned watered, & in all other respects prepared for a cruise; under this impression, I shall in a few days send on your final instructions for a cruise.

I have the honor to be

Sir

Y<sup>r</sup> most obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 8 January, 1800

Light airs inclining to Calm, all these twenty four hours.  
Tarr'd the Rigging and Got up the Spare Sails to air &c &c &c.  
The Store Vessel about a mile from us Bearing S E at Noon. —  
Longitude Account 61°. 53' W.  
Latitude Observed 25°. 50' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 8 January 1800

Light airs and variable, from the Westward. employ'd, Wounding  
the Mainmast. Expended one Six Inch hawser of 120 fathoms for  
woundings for the Mainmast

@ 4 the *Boston* S W six leagues, @ 8 cape francois S S W  $\frac{1}{2}$  W  
two leagues brought too with the Main topsail to the mast Wore  
as nessasary to keep clear of the land and in sight of Cape francois  
during the night

At daylight saw the *Boston* SW by S three leagues and a strange  
Sail S S W, Employ'd setting up the Topmast Rigging

@ 10 saw a strange sail bearing East, the Wind from the North-  
ward made all sail and Gave chace @ 12 light airs and Variable  
Cape francois S S W four or 5 leagues, the *Boston* SW three leagues  
and the chace SE by E four leagues Securd the Mainmast with two  
oak fishes 32 feet in length

[NYHS, NHS.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Thursday, 9 January 1800

Light and moderate breezes intermixed Employed Painting the  
Lower Masts & Sides &c &c &c.

Saw a Sail at 11 A M Standing to the S E. I take her for one of  
the Convoy — that parted Company some days Since. —

Longitude Account 61°. 20' W.  
Latitude Observed 24°. 37' N°

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Thursday, 9 January 1800

Moderate Breezes and cloudy, In chace to the Southward @ half  
past 1 Shortnd sail brought too shortnd Sail and boarded the chace  
an American armd Brig from Baltimore bound to cape francois,  
Served half allowance of Spirits to the Ships company the Rum being  
Totally expended

@ 4 Captain Little came on board from the U S ship *Boston* and  
waited on Captain Talbot. @ 8 Moderate and clear the Cape S W  
two leagues *Boston* in company. Wore and Tackd as nessasary  
during the night to keep in sight of the cape

Middle part fresh breezes and rain Made and shortnd sail as nessasary. AM @ 8 Moderate breezes and Rain *Boston* in C<sup>o</sup> Employd as nessasary, Carpenters and Sailmakers employd as occasionally, Punishd W<sup>m</sup> Shaw with 12 lashes for Neglect of duty and Insolence to his Superior Officer. @ 12 fresh breezes & Cloudy Cape francois S S W two leagues *Boston* in company

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 9 January 1800

These 24 hours continue squally with snow. At Merid<sup>a</sup> tack'd Ship and stood to the W-ward. Commodore hove out a signal We bore away, the Commodore & Cap<sup>t</sup> Preble agreed to part with the two Ships & brig and proceed on our passage as they sail'd slow.

At 2 am took in sail, Down Top G yards. Continue under short sail as we out sail the *Congress* vastly.

Lat. Observed 38.43 N  
Longitude 66.30 W

[LC, EPP, 1799-1800.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges* 9 January 1800

Moderate breezes and Clear, the *Harry* in sight. —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 9 January 1800

the First part of these 24 Hours Breezes and Pleasant Weather  
All Sail Set that will Draw upon A Wind  
Middle part Light Breezes and pleasant Weather  
S[c]rubbed Hammocks and Cleaned Ship Swayed up Fore and  
Main Yards Set up Mizzen Stay  
Latter part Pleasant Breezes and Weather  
People Employed on Sundry parts of Ships Duty  
Latitude Observed 25° 57' N.  
Longitude 66° 16' W.

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Friday, 10 January 1800

Squally disagreeable weather with the wind very variable.  
at 7 P M passed the Sail first discovered in the Morning of Yesterday: when I immediately shortened sail for the Store vessel, & kept under an easy sail all night, supposing the sail to be a sloop that came out in company with us from the Chesapeake, but I soon found she could not keep way with us, even under the main & fore top sails only, which were double Reefed.

at 8 A M saw a ship to windward gave chase — at noon finding we did not come up with her — and the weather being squally, stood on to the southward our course — the store ship in company. —

Longitude Account 60°.58' W.

Latitude Observed 22°.52' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 10 January 1800

Moderate breezes and cloudy. Lying too *Boston* in company. Received from the U S ship *Boston* thirty gallons of Rum for ships use, served out full allowance of Spirits to the ships company. @ 8 moderate and clear the Cape S S W two leagues the *Boston* S W one league, Wore and tackd as nessasary during the night to keep in sight of the Cape

@ daylight made all plane sail to work to windward, @ 10 bore up and gave chace to the Westward @ 11 shortn'd sail and boarded the chace an american Sloop from Cape francois bound to charleston

@ 12 Moderate and clear lying too Examining the chace, Cape francois S S W four leagues the *Boston* N N E three leagues

[NYHS, NHS.]

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Extract from the log book of the U. S. Schooner *Enterprise*, Lieutenant John Shaw,  
U. S. Navy, commanding, 10 January to 11 February 1800

Jan. 10. Boarded the American brig *Polly*, of Wiscasset, took six prisoners out of her, about 2 deg. E. of Martinique. She was taken by a French privateer of 8 guns, who put on board eight men to navigate her to Guadaloupe, leaving on board the *Polly* the capatin, a man, and boy, who retook her after an obstinate struggle with the Frenchmen, killing two, and disabling the rest. Lent an officer and 12 men on board the *Polly*, at the same time, to assist them in anchoring her in St. Pierres.

Jan. 13. Boarded a British schooner, John Perkins, master, from St. Kitts, bound to St. Vincents. She had fallen in with a French privateer to leeward of Martinique, and engaged her four glasses, when the Frenchman struck his colours. The British had 2 killed and 3 wounded.

Jan. 23. Boarded and re-captured the schr. *Victory*, 5 days in possession of the French, had been taken by the French privateer the *Sun*, of 8 or 10 guns.

Jan. 24. Boarded and recaptured the brig *Androscooggin*, of Topsham, bound for Jamaica, six days in possession of the French, taken by the privateer *La Union*, Topaz, master.

Jan. 29. Boarded the American schr. *Citizen*, of Baltimore, bound to Curracoa.—Sent in Mr. Baker, with dispatches for the *Delaware*. Note—the crew of the *Delawere* had been very sickly, but were then recruiting fast.

Feb. 4. Boarded the U. S. frigate *Constellation*, St. Croix bearing NNE. 10 or 12 leagues distance—who, on the 1st, had an engagement with a French 54. Spoke the British frigate *Unity*. Also, spoke the U. S. frigate *l'Insurgente*, bound to Jamaica.

Feb. 6. Spoke and boarded the schr. *Sea Flower*, capt. Mann, of Philadelphia, bound to Porto Cavello, having sprung her rudder and bowsprit, and lost a man overboard.

Feb. 11. Spoke the schr. *Thistle*, of Philadelphia, Ellis, master, bound to Jamaica, six days out from New-York.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 26 February 1800.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 10 January 1800

Commences with fresh breezes, At Merid<sup>n</sup> let out 2 reefs from F & M topsails

At 5 pm came up with the Commodore & spake him, took one reef in F and Miz: topsails, At 6 handed M<sup>n</sup> sail & stow'd Jib. At 10 pm handed Miz: topsail. At 2 am squared the Yard the *Congress* ahead. Ship laboring much being under short sail

At 10 let one reef out of M topsail —

Lat. Observed. 38°.2' N

Longitude. 58°.4' W

[LC, EPP, 1799-1800.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 10 January 1800

these 24 Hours Fresh Breezes & flying Clouds at 3 P M Set the F T Mast Stearing Sail at 9 took in Fore & Mizzen T G Sail and Fore Top Mast Stearing Sails

At P M took in M<sup>n</sup> Top Gall Sail and Single reefd the Fore and Mizzen Top Sails

Middle part Fresh Gales and Squalls with Rain

At 2 A M Double Reefd Top Sails

At 5 Handed the Mizzen Top Sail

At 11 A M Saw a Sail bearing North Hauld for Let the Reefs out of the F & Main Top Sails Set the Mizzen Top Sail & Main Top Gall Sail She Being 3 Leagues Dist from us

At 12 Meridian Spoke Her from New York Bound to Jamaca 10 Day out John Waterman Master Asked her if she Wanted Any Assistance the[y] Answer no with many thanks

Bore Away our Course

Latter part Fresh Gales and Squally

196 Miles P<sup>r</sup> Log

Latitude Observed 26° 17' N.

Longitude 69° 34' W. from London

[HS of Old Newbury, Mass., NDA photostat.]

To William Eaton, U. S. Consul, Tunis, from Secretary of State

DEPARTMENT OF STATE  
Philad<sup>a</sup> Jan<sup>y</sup> 11<sup>th</sup> 1800N<sup>o</sup> 3.WILLIAM EATON Esq<sup>r</sup>

SIR, The Brig *Sophia* arrived with your dispatches the latter end of August, when the yellow fever had again obliged the public officers to remove from this city. New York was visited with the same disease at the same time; and the inhabitants of both cities generally removed into the country; whereby business was suspended. We returned hither the beginning of November. Congress assembled in december, when the treaty between the United States and Tunis was laid before the Senate, with the alterations in the 11<sup>th</sup> 12<sup>th</sup> and 14<sup>th</sup> articles to which you and M<sup>r</sup> Cathcart agreed. The Senate having given its advice and consent, the treaty has now been duly ratified by the President. One of the originals received from you is herewith returned, with the ratification in due form. The other destined by you to be returned, will be sent by the next safe conveyance. — A large ship is loading at New York with naval and military stores for Tunis; and the Agent informed me that she will be ready to sail the first week in February. The residue of the stipulated stores will be forwarded as fast as they can be provided: but some are of a nature difficult to procure, and it will take time to furnish them. They are not articles which are to be found on hand, like common merchandise, in our seaport towns; the timber and planks especially, being of prescribed dimensions, must be cut and prepared for the particular service. However, that the Bey might receive an evidence that the United States will fulfill their stipulations, the large ship above mentioned has been directed to be loaded with such of the stores required as the City of New York could furnish; the lumber of dimensions as near as possible to those prescribed. Until the *Sophia's* arrival, nothing could be done: because it was hoped and expected that the Bey would consent to substitute *money* for *stores*. The burthen of the latter is enormous. By a calculation made of their bulk, it appears that they will probably occupy the space of at least fifteen thousand barrels. Regularly, none could have been provided, until the treaty was finally ratified; and this could not take place until the Senate assembled in december.

Under these circumstances, the Bey will see the impossibility of sending forward the regalia of maritime and military stores within the period which he proposed: and unless he is at all events determined to make war upon us, he will wait such a length of time as will render the providing and transporting of them practicable. He should also consider the danger we run of capture by some of the belligerent powers; seeing the stores are contraband of war. From that cause alone, half of them may miscarry.

Your letters of June 1<sup>st</sup> and 15<sup>th</sup> were received the 16<sup>th</sup> of October. the latter strongly enforces the necessity of forwarding the stores expeditiously: but it is hoped your apprehensions are too lively, that war will be the consequence of some delay. As the Bey would accept no *substitute* for the stores, he will hardly forfeit them by war rather than wait a few months longer. I enclose a copy of Capt<sup>n</sup> O'Brien's

list of stores, and of that which you forwarded. Comparing them, you will see the latter to be materially more burthensome, by the addition of ten tons of cordage, and the greatly increased dimensions of the planks and timber.

The importance of sending a naval force into the Mediterranean, to shew to the Barbary powers our capacity to defend our commerce, and to annoy them, has repeatedly been urged; and probably the period is near at hand when this measure will be practicable. At the same time its efficacy may be questioned. The Danes and Swedes have long possessed a naval force vastly superior to what we can exhibit: yet the regencies have often broken their peace with them; and after a display of frigates and some fighting (as in the case of the Danes lately with Tripoli) both of those nations have yielded to the humiliating demands of Algiers, Tunis and Tripoli. Whence this contempt of those two maritime powers? Have these never been in earnest in joining battle with the Corsairs? Or have they wanted spirit or conduct? — The late spirited example of Portugal, when a single ship of the line destroyed two Tripolitan Corsairs and reduced the Bey to the very novel condition of *purchasing* peace of a *Christian Power* is encouraging; and should our differences with France be settled by our Envoys now at Paris, and either of the Regencies break their peace with us, our whole naval force may be sent against them: and consisting of Frigates, smaller ships, brigs and Schooners, no fleet would be equally adapted for service on the coast of Barbary: and by their numbers and strength, according to the enclosed list, you will see they are sufficient to destroy the Corsairs of any one, or of all the three regencies together. — For you know from the proofs given by American seamen in our revolution war, that they are not surpassed in skill and bravery by the seamen of any nation on earth. And altho it would be neither decent nor prudent for you to boast of our naval force; yet if the Bey should unfortunately manifest a hostile temper you can contrive without a direct communication from yourself, unless *he* should enquire to let him know the extent and quality of the naval force we can send into the Mediterranean. He knows and fears the prowess of the English: and he may be informed that we are their descendants; and ship to ship and man to man, are in nothing inferior. —

Your expressions are, that the Bey requests a *cruizer* of 18 or 20 guns, and *demand*s a present of *jewels*. Neither was stipulated or expected by the United States. — The former we could certainly furnish, because of our own manufacture. The jewels can only be obtained in Europe — at present in England — the amount enormous.

Your details of the commerce of Tunis are interesting. It would give employment to all her naval armament, if converted from corsairs to merchant vessels. And is it not possible to give to a Prince so enlightned as the present Bey, such ideas of the advantages of a peaceful commerce as to induce him to attempt the change? Besides, as the government is hereditary in his family, he will feel an interest in it, which can have no operation in the military elective regencies.

In his letter to the President, the Bey expresses his desire that a solid and lucrative commerce may be established between us. Our enterprising merchants would readily commence it, were they assured

of protection, and that monopolies of the exports of his Kingdom would not prevent their obtaining return cargoes. If, for instance, the 250,000 hides, which you state to be annually exported by a company, with exclusive privileges, and which the subjects are compelled to sell to them, at eleven cents each (amount 27,500 dollars) were not under a monopoly, they might be exchanged with American merchants for commodities, probably of the value of 250,000 dollars. Or suppose they gave Tunissian subjects only 25 cents and the Bey 12½ cents for each hide, his subjects would receive \$125,000, and his revenue, instead of ten or fifteen thousand dollars, would on this single article be increased to upwards of \$60,000. — Are these monopolies irrevocably fixed? It is not presumeable. And cannot a man of the Bey's good sense, and so eager after gain be easily enlightened on the subject; and will he not feel himself under strong and lasting obligations to the Consul and nation who shall place him in a condition so advantageous to himself and his subjects? If these ideas are not visionary, the freedom with which he converses with you, will enable you to disclose them.

I am with great regard &c. &c

TIMOTHY PICKERING

[SDA, Dip. Cor., Inst. to Min, 1798-1800.]

To Josiah Parker, Chairman of the Committee on Naval Affairs, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 11th January 1800*

Josiah Parker Esqr  
Chairman of the Committee }  
on Naval Affairs —

SIR In compliance with the requisitions contained in your letter to me, I have the honor to present enclosed, a view of all the Vessels of War procured, & preparing, for the Naval service of the United States, shewing how, and where they have been obtained, & designating those in actual service, those which have been lately launched, and are now equipping; & those which will not be ready for sea, before the commencement of the next summer.

By comparing this view with the different acts respecting the Naval Armament, it will be seen, that the whole number of vessels authorized by Law are in service except the Ship *Montezuma*, lately sold, as she proved to be unfit for a cruiser; two Frigates building at New York, and six Ships of seventy four Guns. The two Frigates will be ready for Sea in the beginning of next summer; and the frames of Live Oak cut to the moulds, and other timber sufficient for the six seventy four gun Ships, it is confidently expected, will be deposited at the different building places, early in the spring; and if the situation of the Country should require great exertions, such progress towards their completion can be made in the year 1800, as to leave but little to be done in the following year.

The Acts of Congress have not contemplated the establishment of Naval Arsenals. Money has been appropriated for the building, equipment and maintenance of Ships for one year: the course of the

business has been to provide the different articles of Military and Naval Stores by the time the ships were ready to receive them. In doing this no difficulty has been experienced — at least none for the last 12 months. The Manufacture of Cannon, and indeed of all kinds of Arms, and Military Stores, is now so well established in the United States, that no want of them can be experienced in future, nor does it appear essential, that large supplies of them should be laid up in store for the Navy Service

When a Ship is once provided with the most important articles, she is provided for ever; for those less durable, and less important, it will be sufficient to provide in the Estimates of the annual expense of the Navy, for their purchase, as occasional supplies of them shall be required — It is presumed that there will be Arsenals, under the direction of the War Department, from whence powder can at all times be obtained — Every other article necessary for the Navy service, Hemp, Canvas, and Copper excepted, can be furnished, and with promptitude, in many parts of the Country. — for hemp, canvas & copper, we are still dependant on foreign Countries, and probably shall remain so, until the wisdom of Congress shall devise effectual means to encourage the growth of the first and the manufacture of the two last articles at home. The consumption of these articles in the United States must amount annually to several millions of Dollars, and besides the safety of possessing within ourselves every thing requisite for Naval defense, it is not unimportant, that so large a sum, instead of being paid to other Countries, should be applied to the encouragement of Industry and enterprize in our own —

Hemp was once cultivated in the United States but the cultivation ceased except in the Western Country, in consequence of immense importations from Europe Russia, a consequent fall in price, and failure of demand — a certainty of sale would revive the cultivation. There are reasons to hope that the manufacture of Canvas will increase; as to copper the manufacture of this article requires the expenditures of so much money, that without effectual Public assistance it will not be soon established in the United States — and it is the more essential that it should be, as the country from whence we have heretofore derived our supplies has prohibited the exportation under an apprehension of a failure in its mines.

To carry into effect the intentions of Congress in the passage of the Act "authorizing the purchase of Timber for Naval Purposes", intelligent men have been employed to examine into the state of the Georgia Lands bearing the live oak, and it is believed that very correct information has been obtained. From this information it appears that there remains but two or three small Islands sufficiently clothed with this valuable timber, to be worth the Public attention. Measures have been taken to secure these Islands for the Public by purchase, and it is expected that the cost will be something under 50,000 Dollars: — for part of the residue of the 200,000 D<sup>r</sup> appropriated by this Act — Contracts have been made for the frames, of Live oak for two 74 Gun Ships, in addition to the six, authorized by Law. It was perceived that great devastation would be made in this timber in the course of the present winter, to prepare the lands on which it grows, for the cultivation of cotton, & that it would be almost impossible to obtain intire frames for large Ships hereafter, except from the lands

proposed to be purchased; and the quantity of these lands is too small to admit the Idea of their supplying entire frames for large Ships. To be long useful they must be kept to furnish only these parts of the frames most subject to decay

It was not to be expected that such a Navy as could be created in little more than a year could afford compleat protection to a foreign Commerce, more extensive than that of any other Nation, one only excepted. The first object, of the Presidents attention has been the security of our own Coasts, the second the protection of that portion of our trade, which is at once the most important to the whole community and most in our power to defend — and altho late efforts have been made, and no doubt will be repeated to give some aid to Commercial enterprize to more distant regions, yet our trade beyond the limits of the American seas, can only recieve very partial assistance from our present force, or indeed from any force which it will be prudent suddenly to raise for however desirable a rapid increase of our Navy may be, there is no seasoned timber in the Country, and to fell the Trees, and build the ships in the same year, would be a waste of resources, and a want of economy, which nothing but extreme necessity could justify. If it be the policy of the United States to cherish this system of defence, so congenial with the Genius & Spirit of our Citizens, & so well adapted to the Geographical situation of our Country a suitable seasonable provision of suitable timber will be indispensable — On this subject I beg leave to observe, that when every peice necessary for a ship is at its place of deposit and in a proper state to be used, a few months only will be Required to build the Ship — that more time will always be consumed in collecting the materials than in putting them together — that ships built of well seasoned timber will last four or five times as long as those built of timber, recently cut from the woods — and that if the timber be properly seasoned it will receive no injury, in half a century, but will be the better for having been so long kept. I took the liberty during the last session to suggest to the Committee of Congress on Naval Affairs, that 12 Ships of 74 Guns as many Frigates, and twenty or thirty smaller Vessels, might be found sufficient to inspire respect for our Neutrality in future European Wars, with which our Interest, and our policy will have no connexion — No reasons have since occurred — none can occur to justify an opinion that so often as the great Maratime powers shall contend for superiority, our Commerce will not be plundered, our seafaring Citizens imprisoned, and even “our sea Coasts ports and harbours insulted” and ultimately the weaker parts of the Union invaded, if we content ourselves with a permanent Naval Establishment less than the one suggested. There can be no danger that a Nation, deriving more than six millions of Dollars annual revenue from its commerce and whose population is hourly increasing can be oppressed by applying a part of that Revenue, & only in time of War to the maintenance of that system of defence, which alone can insure that from this source of defence any revenue shall be received — In peace the ships can be laid up, and the care of them will cost but a pittance, and our peace will not be often interrupted, if it be known that we have the power of retaliating the injuries we receive —

Should it be determined that the United States shall have the power of calling into existence at the end of two, three, four, or five Years, or any longer period as many additional ships as shall make our Naval strength consist of 12 Ships of the Line 12 Frigates, & 24 Ships to mount 24 — 12 pounders on the Gun Deck, an early provision of timber will be necessary for 6 — 74 Gun Ships (except the frames for 3 already providing,) one Frigate, and 12 Ships of 24 Guns. Ships of this last mentioned Size, are equal or superior to the Public or private vessels of all Nations, under the rank of Frigates, and besides being as useful as inferior vessels in annoying the Commerce of an Enemy, add real strength to the Navy in any kind of service — smaller vessels do not — It may be relied on too, that in Wars unlike the present, & when Congress shall retaliate on the Merchant Vessels of an Enemy the treatment our own receive, as there will then be an object for individual enterprize, private adventurers will supply for private emolument all the smaller vessels, which can be advantageously employed —

It is not more the Interest than it is the desire of the people of the United States & of their Government to do justice and to cultivate peace & harmony with all the World. — But if our own experience was not sufficient, that of other Nations would be to convince the most incredulous Politician, that more is required than a conduct void of offence to other Nations, to secure a pacific people who have something to lose from injury and oppression — In private life a man averse to Strife, may escape insult, if he is known to possess courage & strength to punish outrage. The same observation will apply with equal force to Nations

On the American Continent we cannot have an enemy to excite serious apprehensions — In this particular we have nearly all the advantages of an Island & require the same kind of defence — It is from the European World that danger must come — A Navy alone can arrest it on its passage

The Estimates for the support of the Navy for the present year, being included in the Report of the Secretary of the Treasury, now before Congress, it would be useless to repeat them here.

Having already delayed this address too long, I will take the liberty in another to attend to your enquiries respecting the Marine Corps, Navy Officers, & the rules and regulations for the government of the Navy

I have the honor to be  
with great respect Sir  
Yr most obed servt

Sign<sup>d</sup> BEN STODDERT

[NOTE: The enclosure herein mentioned has not been located.]

[NDA, ConLB Vol. I.]

[11 January 1800]

To Secretary of the Navy from Captain James Sever, U. S. Navy, and also a letter from a Gentleman on board the U. S. Frigate *Congress*

[The following is an extract of a letter written at sea, (soon after the misfortune which happened to the frigate *Congress*) in an expectation of an opportunity of sending it on immediately; but none offered before her arrival at Norfolk.]

“On board the frigate *Congress*, at sea,  
Jan. 14, 1800.

“UNDER the impression of the most poignant regret, I have the misfortune to report to you, sir, the disastrous situation of the United States frigate *Congress* under my command. I sailed from Newport on the 6th inst. accompanied by the *Essex* frigate, capt. Preble, having under convoy, a ship and a brig belonging to Philadelphia, and a small ship from New-Haven, but finding them to sail very heavily, and two of three being in ballast only, on the day succeeding that on which I left Newport, I determined on leaving them; and with the *Essex* to make the best of my way, to carry into effect the instructions with which you had been pleased to honor me. The first three or four days subsequent to leaving port, we had the winds far northwardly, the weather cool, attended with snow and hail. On Saturday the 11th the wind veered to the southward and came on to blow very fresh, attended with warm rain, and a heavy sea; this weather produced an astonishing effect upon my rigging, (which had previously been in very good order) it stretching so much as to induce apprehensions for the safety of the masts. The weather being such as to preclude the practicability of setting it up: I caused tackles to be got up to succour the masts, and the rigging to be swiftered; but unfortunately every step taken to support the masts proved futile. On Sunday morning the 12th, it blowing hard and a heavy sea running, at half past six the mainmast sprung about eight feet above the upper deck: I immediately caused the main yard to be lowered down (the top gallant yard having previously been sent down, and the top gallant masts housed) on consultation with the officers, it was decided as affording the only probable means of saving the mainmast, to endeavour to cut away the main topmast. This was immediately attempted: Mr. Bosworth, my fourth lieutenant, with 4 or 5 smart active men, going into the top to perform the service; while in its execution the mast unfortunately gave way, and in its fall involved the loss of that active, deserving officer; the other men who were aloft, and engaged in the same service, were all happily saved. The fall of the mainmast carried away the mizen top mast, with the head of the mizen mast. Being under an apprehension that from the roughness of the sea, the hull of the ship might be essentially injured by the action of the wreck, was induced to clear it from the ship with all possible expedition, by which means a very small part only of the rigging and sails attached to those masts were saved. I now turned all my attention to, and made use of every practicable exertion to preserve the foremast; the wind still continuing to blow hard with a very heavy sea, and the ship, from the loss of her after masts, laying in the trough and labouring very much; at half past 12 she rolled away her fore top mast; soon after which it

was discovered that the bowsprit was very badly sprung, just without the gammoning. I immediately caused the jib boom to be rigged in, and endeavored to secure the bowsprit by strong lashings round the heel of the jib boom; at the same time getting up tackles to the foremast head to secure the mast (which was already sprung) and to relieve, in some measure, the stress upon the bowsprit, caused by the fore and fore preventer stays.

It is with great regret I am to add, that all my endeavors proved of no farther consequence than probably to retard, for a very little time, what eventually took place, as at half past 3 P. M the bowsprit gave way, and at the same instant the foremast went over the side, leaving us totally dismasted, and with the loss of the principal part of the sails and rigging, which in our then situation it was not practicable to preserve.

Thus, Sir, we were left, in the short space of a few hours, in a most deplorable situation, entirely at the mercy of the winds and waves; and thus no expectation of being enabled to render important services to my fellow-citizens, by affording a protection to their commerce, were at once marr'd. I hope, sir, you will do me the justice to believe that this misfortune (which I most sensibly feel) is not attributable to any negligence on my part, every thing practicable having been attempted to ward off the evil which the nature of the circumstances would admit."

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#### PRIVATE LETTER

PHILAD. MARCH 10.

Extract of a letter from an officer on board the *Congress*, dated Hampton Roads, Feb. 24.

"We are now in the Bay, about two miles from Hampton Roads, where we were obliged to come to anchor, in consequence of carrying away our [Jury] fore-top mast, which will be replaced this evening, and with morning tide we shall go as far up towards Norfolk, as the water will admit. It is very uncertain what arrangements may take place with respect to the officers and crew of this ship, as it will be a considerable time before she can be fitted for sea. From the important nature of our voyage, it is probable, if the frigate *Chesapeake* of 44 guns, now fitting out at Norfolk, is in a forward state, she will be ordered out in our stead, and our ship's company turned over to her.

"The fate of the *Essex* is to us unknown. We are willing to hope that she weathered the gale without sustaining much injury, and has proceeded on the voyage.

"Poor Bosworth perished in discharging with alacrity and gallantry, a most important and hazardous duty. The word to cut away the main top mast, was no sooner passed, than he was up shrouds."

[LC, "Salem Gazette", (Salem, Mass.), 21 March 1800.]

[11 January 1800]

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Benjamin Strother, U. S. Marine Corps

On Board the U. S. Frigate *Congress* — At Anchor within The Capes of Virginia in Sight of Hampton Roads — Feb<sup>y</sup> 24th, 1800

Major W. W. BURROWS —

SIR — I take the earliest Opportunity of Informing You of our present Situation — together with the causes which have so unexpectedly brought us to this port — On the 6<sup>th</sup> Jan<sup>y</sup> we Sailed from New Port in Company with the *Essex* Frigate & some Merch<sup>t</sup> Men — we had favorable Winds & parted with the Merch<sup>t</sup> Men on the 8<sup>th</sup> — On the 11<sup>th</sup> Strong Gales & a high Sea — At 6 lost sight of the *Essex* & lay too — Burnt Several false fires which were not Answerd — the Gale encreas'd with a high Cross Sea — at 7 on the Morning of the 12<sup>th</sup> found the Main Mast Sprung — the Captain Orderd the Main Top Mast cut away to save the Main Mast — Lieut. Bosworth & five Seamen went into the top to perform that duty — At 8 the M-Mast went over — Lieut Bosworth lost — the Men fortunately Saved by Clinging to the Wreck — the Mizen Mast Carried away at the same time — with it all the Yard Sails & most of the Rigging — At 10 found the Fore Mast Sprung — At Noon still a Violent Gale at 2 P M the fore Top Mast went over the Cap —  $\frac{1}{4}$  before three the Fore Mast & Bowsprit went away — lost Yard Sails & c — then totally dismasted — Shipp'd several Seas & lost the Jolly Boat from the Stern — then Comenced Rigging Jury Masts which were got up by the 22<sup>d</sup> — On the 2<sup>d</sup> of Feb<sup>y</sup> Carried away the Jury Main top Mast — Saw on that day two Ships — fired on one & endeavourd to Bring her too — but could not effect it — have Spoke no Vessels except two Schooners — Nor have we Seen or heard from the *Essex* since — But the Captain thinks she sufferd at least as much or more than we have — as she was Inferiour in point of strength & Quality of Rigging — the Marines are in perfect Health And the Crew are generally so — I shall in a few days Transmit to you the proper Returns — they will probably be brought by Lieut. Llewellen who wishes to Come & will If the Capt. does not Object to it as I am my self Willing he should do so — I have Issued & Charg'd to the Men the Frocks that I purchas'd at Boston — which will be deducted from their pay — You can have no Conception of the loss of Cloathing that has Occurr'd among the Marines — Notwithstanding I have us'd every Method to prevent it — Some lose them by being cut away by the Boatswain — Others have them Stole — & Hats Continually Blown Overboard — In fact I have been Obligd to Issue Already a Considerable Quantity of the Extra Cloathing to prevent many of them from being unfit to appear on Deck — In those cases I suppose they must be Charg'd to them & deducted out of their pay — On that I wish your Advice — The Service is to me every way disgusting — & I think you would perfectly Agree with me If you had a trial for one week only — It is Impossible to keep the Men in the order that Soldiers ought to be — from their being Constantly liable to the orders of every Officer of the Ship — I have assisted by my Friend Llewellen done every thing in my power to keep them in the best

Order & I suppose they are as much so — as men in their Situation can be — I have been Almost Continually Sea Sick & I believe should Remain so If I was to Sail for a Year — this Circumstance alone would prevent my Again going out If I could well Avoid it — But I have many other Reasons which determines me against it — which in my next I will more fully explain — I Mention this that you may make some other Arrangement for an Officer to Command the Marines now on Board this Ship As soon as Convenient — As it is my Intention when I have Settled my Accounts to Resign — In the Meantime I shall pay every attention in my power to promote the good of the Service — If Lt. Llewellens Rank is not an Objection I know No man better Calculated for such a Command — As he is an Excellent Officer & much beloved by the Men — please to write me as Soon as possible — Give my Compliments to the Officers of our Corps & Believe me to be

With much Respect, Yours &c

BENJAMIN STROTHER *Lieut of Marines*

PS — we this Morning carried away our Jury fore top Mast & are now repairing it — we shall proceed to the Road

[MCA, LR, 1800.]

[11 January 1800]

To Secretary of the Navy, from Lieutenant John B. Cordis, U. S. Navy

Copy

NORFOLK *April 2nd 1800*

SIR Expecting you would have ordered a Court of enquiry respecting the Frigate *Congress* being dismasted, has prevented my addressing you previous to the above date — Discovering from Captain Severs official letter, that he mentions of having consulted his Officers respecting the situation of the Ship, fully authorizes me, with the sanction of the other officers to assert it was not in all respects the case. — The above reasons have induced me to give You a candid representation of facts —

On the 2<sup>nd</sup> day from leaving New Port we parted company with the Merchant Ships then under convoy — finding them to sail far inferior to the Frigate *Congress* or *Essex*. Nothing of consequence happened till the 3<sup>rd</sup> day at noon, when I requested the Captain to give me permission to set up the lower rigging — unfortunately this was rejected with this answer, “I Sir am the best judge” consequently the rigging remained in the same state — At 5 OClock the same evening, the *Essex* was then in sight about 1½ miles astern — at 6 oClock it then growing dark, we lost sight of her False fires were then thrown as signals, but of no effect The *Congress* was then immidiately hove too, with an idea that if the *Essex* was still steering her proper course she would have passed nearly under our stern We remained in this situation till the next day. In the course of the night we discovered the rigging very slack — M<sup>r</sup> Saunders the 3<sup>rd</sup> Lieutenant had charge of the Deck from 12 till 4 oClock in the morning — at 3 M<sup>r</sup> Saunders informed the Captain that the situation of the rigging was dangerous but of no effect — At

4 A M. I took charge of the Deck, and immediately employed the watch in swiftering the lower rigging — but unfortunately when in the act of hauling taught the swifters, the Main Mast sprung about 15 feet above the Deck — all hands were immediately called — our only recourse was then to cut away the main Topmast in hopes of securing the Main mast. — M<sup>r</sup> Bosworth the 4th Lieutenant undertook this service accompanied with 4 seamen but unfortunately in the act of cutting away the M. Mast broke from the original spring, and carried with it the head of the Mizzen Mast with the people — the men were all saved excepting M<sup>r</sup> Bosworth — Every exertion was then made to clear the wreck which perhaps was accomplished as soon as cases of that nature ever admit — Our next resource was to preserve the foremast & Bowsprit — The Officers were fully of opinion that by keeping the Ship directly before the wind, it might be practicable — however this opinion was rejected, and the Ship still remained hove too — We were at this time employed in securing the Fore Mast with proper Tackles — all our efforts were of no effect — The ship plunging into the sea, soon convinced every officer of experience what the consequence would be —

The foremast went near the Cap — We soon cleared it from the side. [My] attention was then to the Bowsprit which sprung about 2 feet without the Bows — The Jibb boom was immediately rigged in in order to serve as a fish for the Bowsprit — the Foremast soon after sprung near the Deck, and a few moments — they both went overboard thus wher left entirely sparless — It may perhaps have been mentioned to you that the Gale was uncommonly boisterous — but rest assured, it was not the case — the sea was very irregular, but the wind by no means so high as seamen in general encounter in most voyages —

And to be candid I am fully of opinion that had we set the rigging the previous [day] (which certainly was practicable) we should have reserved the masts — I am Sir

with respect  
Yr obed Serv<sup>t</sup>

Signed J B CORDIS

Honble BENJ<sup>s</sup> STODDERT  
Sec<sup>r</sup> Navy Philad<sup>a</sup>

[LC, J. Sever Papers. NDA photostat.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*  
Saturday, 11 January 1800

Throughout the whole of these 24 hours very Squally Uncertain weather, with a high Swell from the Eastward.

The store Ship at Noon in Sight and no other Vessel. —

Longitude Account 60° 4' W.

Latitude Observed 22° 57' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constellation* Captain Silas Talbot,  
U. S. Navy, commanding, Saturday, 11 January 1800

Moderate and clear, Stayd the Mainmast and set up the main rigging, @ 4 saw a strange sail bearing E by S made sail in chace

@ sundown lost sight of the chace, @ 8 moderate and variable from the southward, saw the *Boston* S S E 5 or 6 miles the cape S by E two leagues, Wore and tackd as nessary to keep sight of the Cape during the night, @ 5 AM Taken aback with a squall from W N W<sup>t</sup> close reefd the Topsails and sent down Top Gallant Yards

Departed this life Asa Haskins marine with a complication on the lungs, @ half past 5 committed the Body of the decesd to the deep with the usual ceremony as performd at Sea, @ half past 6 saw two strange sail bearing NE by E and E N E bore up and Gave chace to the sail NE by E. @ 8 Spoke with the chace an american Schooner from Philadelphia bound to Cape francois, @ ¼ past 8 fresh breezes and cloudy, Up Top Gallant yards and gave chace to E N E, @ ½ past 8 discovered the chace to be a Ship running before the wind made all sail and pursued her till 11 A M, at which time we lost sight of her in a squall from the Westward. during the chace the wind was light and variable from W by S to W N W with frequent Squalls and showers of rain, @ half past 11 Squally with rain double reefd the topsails and hauld on a wind to the Northward Monte a christo S S W two or three leagues

@ 12 fresh Gales and rain Single reefd the Courses saw Monte a christo SW by S. four leagues

[NYHS, NHS.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 11 January 1800

the First part of these 24 Hours fresh Gales and Cloudy

at 1 P M Set the Main Sail at 3 Double Reefd the Top Sails at 5 Handed the Main Sail Close Reefd the Top Sails Handed Mizzen Top Sail Sent down Top Gall Yards the Rigging Slipt down over the F Top Gall Mast Head Sent down the Fore Top Gall Mast to fix Rigging At 8½ Handed Fore Top Sail at 9 Handed Main Top Sail and Lay by under the Fore Sail

Heavy Squalls with Thunded and Rain At 11 Set the Main Top Sail

Middle part Fresh Gales and Rain

at 1 A M Wore Ship to the Southward and Set the Mizzen Stay Sail At 11 A M Handed Main Top Sail Lay by under the Fore Sail Fore Top Mast Stay Sail and Mizzen Stay Sail

Latter part Fresh Gales and flying Clouds with A Heavy Sea

Latitude Observed 26° 77' N.

Longitude 70° 20' W. from London

[HS of Old Newbury, Mass., NDA photostat.]

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To Captain George Little, U. S. Navy, from Mr. Lobre

on Board the *Boston* Frigate  
the 12<sup>th</sup> of January 1800.

Captaine G. LITTLE Esq<sup>t</sup>

Since I am on board of your Ship a prisoner I have taken the liberty of writing to you, but I am informed you have found in my letter Expressions which is improper, if I made use of any Expressions which was improper it was not my intensions, I begg of you the favour of

giving me an opportunity to have a conversation with you; may be after hearing me you will have some Resguard for my detention

I am With Respect

Captain

You most Humbly Serv<sup>t</sup>

LOBRE

[F. D. Roosevelt Collection.]

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

ENGLISH HARBOUR ANTIGUA

U: S Frigate *Insurgent* 12 Jan<sup>y</sup> 1800

BENJ<sup>s</sup> STODDERT ESQ<sup>t</sup>

SIR My letters from St Kitts inform you of my misfortune of springing my fore mast & the consequent condemnation of it as well as the impossibility of repairing the damage there

We sail'd from thence on the 4<sup>th</sup> & arrived here on the 6<sup>th</sup> inst. without farther damage & tho' a place held almost sacred to every vessel but those in his Majesty's service I have been received into the Harbour & have had the most flattering attention paid me with every proffer of assistance I stand in need of by Cap<sup>t</sup> Western of the *Tamer* [*Tamar*] Frigate now here under repairs I advised him of the steps I had taken with regard to Lord Hugh Seymour which he said was perfectly right, but he would have done every thing I required for the Security of the Ship upon his own authority as commanding Officer here & as the Brig might be expected every day I proposed waiting his Lordships reply at the same time he permitted us to make every preparation to take in a new mast the moment she arrived. Accordingly we have hoisted out the old one & upon further examination of it 'tis wonderful how it brought us here

As I gave you my opinion respecting our masts previous to leaving America I flatter myself you will not deem me culpable in this instance & nothing but the inclemency of the Season could have prevented me from making a shorter cruise than I find I am compell'd to do & happy shall I be if I can bring my ship safe to her mooring, in America after the severity of the Winter is over for was I to put her in the condition she requires to be in with regard to sparrs, sails & rigging in the West Indies it would cost the Public at least \$10,000 exclusive of Provisions & the copping of her Bottom but by a little delay I hope to be well employ'd on this station & to make out with my old materials

I fear from the delay of the Brig that M<sup>t</sup> Watson has been obliged to cruise after the Admiral not finding him in Martinico but if I succeed in my application I hope to be at sea in four days after his arrival & in the mean time I must have patience

& am

with great respect  
your most Obed<sup>t</sup>

P<sup>t</sup> just as I was closing my Letter the Brig arrived with an answer to my Letter from Lord H. Seymour granting me every supply I stood in need of and having the Mast nearly ready hope to be at Sea in four Days, I herewith enclose you the Copy of his Lordships Letter as well as one from Gen<sup>l</sup> Paris, from Guadaloupe in answer to one I wrote him some time ago —

Yours,

A M

[12 January 1800]

Extract from a letter to Secretary of the Navy, from Master Commandant William Cowper, U. S. Navy commanding, concerning capture of the French Privateer Schooner *Le Brillant Jeunesse*:

dated [U. S. S. *Baltimore*]  
BASSETERRE RODS, *Jan. 22* [1800]

“On the 12th day of January, in lat 19 40 N. and long. 60 12 W. I had the good fortune to fall in with and captured the French schooner, *Le Bullant Jeunesse*, Joseph Madeira, commander, of 6 guns and 61 men—During the chase they threw overboard 4 guns, both bower anchors, camboose, and sundry small stores.”

[LC, “Connecticut Journal”, (New Haven), 20 February 1800.]

To John Derby, Merchant, Salem, Mass., from Joseph Ropes

(Copy)

PORT OROTAVIA TENERIFFE *Janry 12<sup>th</sup> 1800*

SIR I wrote from here the 19<sup>th</sup> Dec<sup>r</sup> bad weather has kept me here thus long — The weather is now good & should it continue so two days more I shall have the whole of my Cargo on board — I took in at Madeira 30 pipes of Wine & shall take in at this place 270 Pipes, having sold my Brandy at 3/6 Sterling p<sup>t</sup> Gall<sup>n</sup> I thought it better than carrying it on further — I wrote from Madeira the 7<sup>th</sup> Dec<sup>r</sup> by the Brig *Charlotte Murdock* Capt Walker but the letter arrived at this place a few days after me, Capt Walker having been taken & Carried into Palma from which place he came here, the privateer that took Capt Walker was fitted out from S<sup>t</sup> Cruze, at which place she now lies. Should she be on another cruse before I get from this, — You may not apprehend the least danger from her as she sails dull & should she fall in with me cannot take me — There is one American ship at this place mounting 12 six pounders & better man’d than I am, she is bound the same road with me & I expect to sail in company with her. — A few days ago, there was a Ketch rig’d Vessel of this port showing 14 guns (I suppose the same Vessel that Phillips sold in Bordeaux several Years since) she ran up within musket shot of the *John* & then sheer’d off — She is now laying at St Cruze & report says she is a Letter of Marque from Bourdeaux bound to Guadaloupe should she be otherwise, I apprehend but very little if any danger from her — The Vessel that brings this goes for Charlestown S. C. & as she is a dull sailer I think it best to leave my Certificates for my Brandy, to come with letters that I shall leave behind in the first Vessel bound to America —

From Your hbl Serv<sup>t</sup>

(sign’d) JOSEPH ROPES.

M<sup>r</sup> JOHN DERBY Merchant  
*Salem*

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Sunday, 12 January 1800

Hard Squalls from the Southward and a great Swell from that Quarter. took in and Made Sail, according to the weather.

at Noon the Store Ship about two Miles astern. —

Longitude Account 58°.54' W.

Latitude Observed 22°.44' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Sunday, 12 January 1800

fresh Gales and Rain. Standing to the Northward under double reefd Topsails and Single reefd courses, @ 4 the weather cleared up saw Monte a christo S S W 5 or 6 leagues and five strange sail bearing N W. @  $\frac{3}{4}$  past 5 Tackd to the Southw<sup>d</sup> Wind moderate from NW by N. @ 8 light airs and variable which continued during the Night. @ 12 Midnight saw the Mont S by W  $\frac{1}{2}$  W four leagues

@ 6 AM Saw two strange sail bearing SW by W made all Sail and Gave chase. Wind moderate and variable from North to S by W. @ 10 Saw two more strange sail bearing W S W. employd scrapeing between decks.

At 12 light airs from S E the chase SW by W four or five leagues Monte a christo SE by S. 7 or 8 leagues Cape francois SW by W ten leagues

[NYHS, NHS.]

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Extract from journal of Captain Edward Preble, U. S. Navy, commanding, U. S. Frigate *Essex*, Sunday, 12 January 1800

Strong gales, S. by E. to S. W. and rain, under reefed foresail, close-reefed maintopsail, mizzen and forestaysails. At 4 P. M. took in the maintopsail and set the storm mizzen staysail. The *Congress* S. E. by E. two miles. At 4 and  $\frac{1}{2}$  P. M., considering the bowsprit to be in danger, I bore away for a few minutes to take in the foretopmast staysail to save the ship forward; at the same time hauled down the mizzen staysail, the wind blowing with great fury. At this time lost sight of the *Congress*, our rigging being so slack as to make it impossible to carry sail to keep up with her, without hazarding the loss of our masts. At 8 P. M., under reefed foresail and storm mizzen mainstaysail. At 3 A. M., it moderated. Made more sail. At 11 A. M. strong gales and rain. Wore ship to the N. E. to set up rigging the starboard side. *Congress* not in sight. Lat. observed 38° 22' N. Lon., D. R., 52° 07' W.

[NR&L, Nr P 922<sup>14</sup>.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 12 January 1800

Commences with heavy gales and lofty sea from the Southward & very thick weather, took in M<sup>o</sup> topsail & set Miz storm stay sail,

At 4 pm the *Congress* bore SE b E. At ½ past 4 bore away for a few minutes & took in F T M staysail, for the safety of the bowsprit as the wind blew with great fury. At 3 Am. try under fore sail & miz: S: sail —

Latter part hard gales. At 11 wore Ship to the N & E<sup>d</sup> to set up the Starboard M<sup>s</sup> & T [?] shrouds

Lat. Observed. 38°22' N

Longitude. 50°38' W

[LC, EPP, 1799—1800.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 12 January 1800

Captured the Schooner *Anne* [or *Anna*] and put M<sup>r</sup> Allen on board her as prize Master. —

[NDA. NO, Vol. 1.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding Sunday, 12 January 1800

this 24 Hours begin with Hard Gales and Cloudy Still Laying under the Fore Sail Fore Top Mast Stay Sail and Mizzen Stay Sail

at 8 P M Wore Ship to the Northward hauld down the Fore Top Mast Stay Sail

Middle part began to Moderate

at 1 A M Set the Fore & Main Top Mast Stay Sail and Mizzen

at 4 Wore Ship to the Southward and Westward

at 7 Discovered the Main Top Sail Tye gone Spliced it and got it Aloft the Second time Cald All Hands Employd on Setting up Standing Rigging Saw a Sail to the Eastward

Latter part Light Breezes and flying Clouds

Latitude Observed 25°50' N.

Longitude 70°06' W.

[HS of Old Newbury, Mass., NDA photostat.]

To Secretary of the Navy from Richard Soderstrom, Minister of Sweden to the United States

PHILADELPHIA 13<sup>th</sup> January 1800

SIR It is with some uneasiness I beg leave to refer you to my Letter of the 10<sup>th</sup> Ult<sup>o</sup> relative to some Goods belonging to Subjects of His Majesty the King of Sweden on board the armed Schooner *Buonaparte* which was captured by the United States Ship of War *Merrimack*. I earnestly request you will favour me with an answer thereto as soon as possible, not having yet received one. —

I have the honor to be with great respect

Sir

Your most Obedient

humble Servant

RICH<sup>d</sup> SÖDERSTRÖM

The Honorable BENJ: STODDER

Secretary of the Navy &c

[NDA, XZ.]

To Samuel Meredith, Treasurer of the Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> January 1800

SAMUEL MERIDITH Esqr  
Treasurer of the United States

SIR The former Accountant of the Navy M<sup>r</sup> Winder, having resigned his office, & the present Accountant M<sup>r</sup> Turner, not yet having entered upon his duties, the Public service will suffer unless for the present you pay Warrants drawn by me without the signature of the Acc<sup>t</sup> M<sup>r</sup> Gillis the principal Clerk in the Accountant Office will certify on the Warrants that they are properly charged in the Books, & when the Accountant enters upon his office his signature will be given to such Warrants —

I have the honor to be  
with great respect Sir  
Yr obed servt

[NDA. Req on US T, 1798–1803.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 13 January 1800

Moderate and Light winds alternately, with cloudy dull weather, and a very high Swell Rolling from the Westward. —  
at Noon the Store Ship within hail. —

Longitude Account 58°.16' W.  
Latitude Observed 22°.0' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 13 January 1800

Light airs and Variable, In Pursuit of 5 sail to the Westw<sup>d</sup> apparently steering for Cape francois. @ 3 saw the U S Ships *Boston* and *General Greene* bearing SW by W. @ 5 saw the *Boston* bring too one of the vessels which we had pursue'd and permitted her to pass to Cape francois we then shortn'd sail and Gave over chace, @ [?] Double reefd the Topsails and hauld to the Wind to the Northward Cape francois SW ½ S, two leagues, *Boston* and *General Greene* in company, Wore and tackd to Work to Windward as Nessasary during the Night.

At daylight saw the *General Greene* SW by W 4 or 5 miles and two strange sails which appeard to be bound to Cape francois @ half past 11 Shortnd sail and brought too, Rec<sup>d</sup> an Officer with dispatches from the Black General at Cape francois

@ 12 Moderate breezes from E S E, the Cape S W two leagues. *Boston* and *General Greene* N N W 6 or 7 miles. Wind from the Southward and Eastward

[NYHS, NHS.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate Essex, Captain Edward Preble, U. S. Navy, commanding, Monday, 13 January 1800

These 24 hours commence with heavy gales & lofty sea. Ship under close reef'd F. sail & close reef'd Fore topsail & storm Miz<sup>n</sup> Staysail, At 1 PM wore ship.

Middle & latter part hard gales & rough sea. Ship'd much water, some of which went down the F. hatchway, that we were obliged to bore holes in the Water ways, between decks to let off the Water

Latter part set close reef'd M<sup>n</sup> topsail

Lat. Observed. 38°.8' N

Longitude 45°.20' [?] W

[LC, EPP, 1799-1800.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship Warren, Master Commandant Timothy Newman, U. S. Navy, commanding, Monday, 13 January 1800

these 24 Hours begin with Light Breezes and flying Clouds

At 1 P M Loosed the Top Sails Let the Reefs out and Made Sail After A Schooner to the Southward and Eastward

Discovered the Main Top Sail Yard Sprung So bad that it was Condemned it Stopped our Chase got it down got up A New one

Middle part Light Breezes and Sometimes Calm

at 6 A M Sint up Top Gall<sup>n</sup> Yards and Set the Sails

Saw two Sails one to the Northward and Eastward and one to the Southward and Eastward

All Hands Calld to Quarters Went thro the Manuel Exercise with the Great Guns and Small Arms with other Manuvers Common in Action

Latter part Calm

Latitude Observed 25°26' N.

Longitude 70°17' W.

[HS of Old Newbury, Mass., NDA photostat.]

[14 January 1800]

Extract from a letter to Secretary of the Navy from Captain Moses Tryon, U. S. Navy, commanding U. S. S. Connecticut

[U. S. S. Connecticut] Feb. 9, 1800.

On the 14th ult. I fell in with a French privateer sch. of 14 guns, which I chased the north side of Demerara, within gun-shot of the shore, until she got under cover of the fort. She sailed remarkably fast or should have taken her; I fired upward of 80 shot at her.

On the same day, I chased on shore on Deseada, a fine ship direct from France, mounting 22 guns, which bilged and sunk immediately after she struck.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 16 April 1800.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 14<sup>th</sup> January 1800*

Capt<sup>n</sup> DAVID JEWETT  
of the *Trumbull*, New London

SIR I have received yours of the 9<sup>th</sup> Ins<sup>t</sup> and now enclose you a descriptive sheet of the private signals of our Navy, four sheets explanatory of their general use, a list of distinguishing flags, 4 Copies of the Act for the government of the Navy, and of the Marine rules & regulations — I also enclose a Warrant for M<sup>r</sup> George H Brown Gunner, whom you will require to take the enclosed oath & return it to this Office —

The signals were ordered from hence the 15<sup>th</sup> July last & I presume have long since reached you, if however, this should be otherwise, you will apply to the Agent, who will furnish you with Bunting & you must have them made in conformity to the inclosed sheet —

Glasses are furnished by the Public You will make your Requisitions for such as are necessary for the *Trumbull* upon the Agent.

I have the honor to be

Sir

Yr obed Servt

In 2, or 3 days you may expect to receive your sailing orders — your recruiting parties should be instantly called in —

[NDA. OSW, Vol. 3, 1799–1800.]

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To Richard Soderstrom, Swedish Minister to the United States,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 14 January 1800*

RICHARD SODERSTROM Esq<sup>r</sup>

SIR I am honored with your letter of the 13<sup>th</sup> Inst — Mine to you of the 21 November [1799] would inform you that the goods taken in the French armed Schooner *Buonaparte* were sold at Saint Kitts prior to any demand made for any part of them by his Sweedish Majesty —

Capt Brown who made this capture is now at Boston — He may be called on to have the *Buonaparte* condemned in our Courts & you might then make before the Court a claim for the value of the Sweedish property on board — this is the regular course but the proceeding would be tedious and expensive — the Captain being disposed to dispute the claim made on the part of the Subjects of Sweeden observing on the improbability of their risking their property on board French Vessels, when their own could pass unmolested — If you will furnish the necessary evidence to establish the ownership and value of the property claimed, I will endeavor to have the thing so arranged that payment may be made here —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
 Tuesday, 14 January 1800

Light airs all Round the compass, intermixed with calms, and a heavy Swell from the Westward — Saw a Schooner and Sloop which it is supposed came out in company with us.

Longitude Account 58°.16' W.

Latitude Observed 22°.00' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
 U. S. Navy, commanding, Tuesday, 14 January 1800

fresh breezes and cloudy. Lying too off Cape Francois, *General Greene*, and *Boston* in company. Rec<sup>d</sup> from the U. S. Ship *Gen<sup>l</sup> Greene* the following Articles

Viz one pipe and 16 kegs of Brandy containing 283 Gallons

Fifteen small Keggs of Gin -----	d <sup>o</sup>	153	d <sup>o</sup>
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Nine Hhds of Mollasses -----	d <sup>o</sup>		d <sup>o</sup>
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Four cask of Vinegar -----	d <sup>o</sup>		d <sup>o</sup>
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One cask of oil -----	d <sup>o</sup>		d <sup>o</sup>
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@ 7 filld and made sail Squadron in company. @ daylight saw the *Boston* S S E six leagues. *Gen<sup>l</sup> Greene* S S W 3 leagues & a strange sail N E @ 10 saw the *Boston* Bring too and board a strange sail to the E S E Employd securing the Mainmast which appears Hazardous since the 17<sup>th</sup> of december 1799. at which time we first discovered it to be damaged below the Tressletrees. @ 12 Cape francois South 5 leagues *Boston* E S E three leagues *Gen<sup>l</sup> Greene* S S W 3 or 4 leagues

[NYHS, NHS.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 14 January 1800

Having occasion to put some papers on board the *Anna* made Sail & stood for her and I soon discovered that she was standing W. or W. b. N. I sent the Boat immediately, the prize saw the Boat and knew her to be the *Experiment's*, but did not shorten sail or alter their course until a shot from the *Experiment* brought her too. — I ordered M<sup>r</sup> A.[llen] to come on Board and explain his conduct, when he came on board he was evidently in a state of intoxication, and said that he supposed the Boat to be a Barge from Jeremie, and assigned it as a reason for running from the Boat. I thought the pretext a plausible one, I ordered him to Continue on Board as prize Master, and gave him liberty to exchange one of his men: — directed him to go on board and make sail which he refused to do, or take the man exchanged. I then ordered M<sup>r</sup> Fleming to take his place and sent him on Board with M<sup>r</sup> Blake to see that he delivered M<sup>r</sup> F.[leming] all the papers, and to see that he left this quadrant with M<sup>r</sup> F. for the use of the Prize, when M<sup>r</sup> B.[lake] demanded the quadrant, M<sup>r</sup> Allen refused, and threatened to knock M<sup>r</sup> B. down if he attempted to take it, M<sup>r</sup> B, then confined him and brought him on board the *Experiment* he was very much intoxicated, and gave no account of his Conduct

[NDA. NO, Vol. 1.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding  
U. S. Ship *Ganges*, 14 January 1800

At 4 PM exercised great guns and small arms. At 5 The *Harry* made the Signal for a strange sail proved to be off[f] the Lee beam

At ½ past 5 A M Saw a sail off the Weather bow, made sail in chace.  
At 6 fired 3 shot a[t] him and gave up the chace.

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship  
*Warren* Master Commandant Timothy Newman, U. S. Navy, commanding, Tues-  
day, 14 January 1800

the first part of these 24 Hours Moderate Gales and Pleasant  
Weather

Several Sail in Sight at A Distance

Middle part Light Breezes and Pleasant Weather

At 7 A M Set Fore & Main Top Mast Steering Sails Fore Steering  
Main Top Gall Royall and Top Galliant Steering Sails

at 8 A M Saw a Sail bearing W b N

Latter part Light Breezes and Pleasant Weather

Latitude Observed 25° 39' N.

Longitude 71° 06' W.

[HS of Old Newbury, Mass., NDA photostat.]

To Richard O Brien, U. S. Consul General, Algiers, from Secretary of State

DEPARTMENT OF STATE

Philad<sup>a</sup> Jan<sup>y</sup> 15<sup>th</sup> 1800

RICHARD O BRIEN Esq<sup>r</sup>

SIR, On the 11<sup>th</sup> of July I received your dispatches by the *Polacre Dey*, Captain Smith. Soon after, I desired M<sup>r</sup> Humphreys and another naval architect to examine the vessel, for the purpose of putting her in the order which you desired. They examined, and reported their opinion that the expense of such alterations and repairs would be much greater than the whole value of the vessel when completed; and that she was not calculated for such an armed vessel as you designed to make her. No other suitable vessel immediately presented: and in August, the yellow fever again prevailing, obliged the inhabitants to flee to the country, and suspended business. The fever prevailed in like manner, and produced similar effects, in New York. After this, there was a prospect that one of the public armed ships, which was taken out of the service, would supply the place of the *Polacre*; but upon further enquiry, this vessel also was deemed ineligible: and the season being then far advanced, it was concluded to load the *Sophia* once more for Algiers; and she is now ready to sail, with a valuable cargo, as by the inclosed invoice and bill of lading. — As you mentioned that 500 barrels of powder must be sent, I directed their being put on board: but the room left for them being insufficient, only 360 have been shipped. And I think this not unfortunate; that so necessary a commodity may not be wholly hazarded in a single bottom. The residue will be shipped in the *Spring*, with the other articles contained in your lists; except a

few not to be found in the United States; or not in the quantities required. — Of the spikes of the specified dimensions, several tons are made, and the several quantities will in due time be completed.

The delay which takes place in forwarding the stores and goods you commissioned, wherewith to discharge our debts to the Jews, will I trust produce no very great inconvenience: Every just claim, every stipulation, will be provided for by the shipment in the Spring.

The twenty brass twenty-four pound cannon desired by the Dey, cannot be procured in the United States, nor probably elsewhere during the present war. But if iron guns of that size, and of the neatest and best kind, will answer as a substitute, we can furnish them. Our iron is of a superior quality, and our founderies now very perfect. The guns will be light, as well as strong and smooth. If the 24 pounders are wanted for galleys, they perhaps need not be more than seven feet long, and weigh about thirty six hundred; perhaps less. By adding to their length, their weight will necessarily be increased: but if eight feet and a half long, they need not exceed forty hundred weight: whereas the usual weight of iron 24 pounders is 48 to 50 hundred. In fact, for every kind of real service, in ships and garrisons, iron guns of strong metal, and light, are, in the opinion of good judges, superior to brass. I have said thus much to obviate the common prejudice in favour of brass guns; seeing we have it not in our power to furnish them. —

I inclose the copy of a paper delivered by Captain Cathcart, in May 1796 to M<sup>r</sup> Barlow, as exhibiting a list of the articles required by the Dey of Algiers for our annuity of maritime and military stores. But the quantities of the several articles are enormous; and instead of twelve thousand sequins (21,600 dollars) would cost the United States three or four times that sum. This was not contemplated when the treaty with Algiers was ratified. It is true, the treaty provides that if the value of the stores annually delivered exceed the twelve thousand sequins, the surplus is to be paid for: But the prices of these commodities, as estimated at Algiers, bear no proportion to the sums they cost the United States, and consequently any surplus adds to our loss. — By your settlement in February last with the present Dey, you got rid of the burthensome peace presents, and of the annuity for two years and nine months: and it is hoped you will, at least on the arrival of the next cargo of goods and stores, be able to bring the annual present within the bounds of moderation. Perhaps the list inclosed, dictated by the former Dey in his wrath, may not be known by his successor; or if known, be admitted to be unreasonable. In such an event, you will send a list of the reduced articles for the annuity, defining the sizes, as well as quantities, with great precision; and adding the respective prices at Algiers. — Cutting the oak and pine planks of one length, breadth and thickness, wastes a great deal of timber, and they make bad stowage in a vessel. As the Dey has cruisers of various sizes, an assortment of planks, varying in all their dimensions, would be better adapted to his service than the huge planks hitherto required, and more practicable and less expensive for us to procure. — It is very true, if a plank 15 or 18 inches broad will be rated no higher than one of 12 inches, we had better cut off the surplus timber, to lessen the freight. But as the Algerines allow a better price for thick than thin planks, so may they distinguish between broad and narrow ones.

It would be convenient to receive from you a correct table of Algerine weights and measures compared with those of the United States.

It is proper that you should know the history of the ship *Hero*, which sailed hence more than a year ago laden with planks, masts and naval stores for Algiers. — In a few days after her departure, springing a leak, she bore away for the West Indies, and arrived at Jamaica, where she was obliged to unload and repair. In the Spring, she sailed thence to proceed on her original voyage: again became leaky; and so put back to New-York. There she was again unloaded, and underwent a thorough repair. But in the autumn, when ready to load the third time, it was found that a great part of her lumber was ruined. The large oak planks in particular were so decayed as to be fit only for fuel: and on this account it is fortunate that she returned from Jamaica to the United States. — This extraordinary circumstance must be ascribed to the large quantity of the timber on board, shipped, much of it, while full of sap, heating and fermenting for a time in the hot climate of the West Indies.

The oak planks and some other parts of the timber being thus damaged, or ruined, and other portions being, in consequence of your settlement, no longer required for Algiers, while they would answer well for our engagements with Tunis; it was judged best to complete the *Hero's* cargo with additional lumber (such as could be found at New York nearest the requisite dimensions) and other suitable stores, for Tunis. She is now nearly loaded; and the Agent informs me, will be ready to sail the first week in February. — The residue of the stores for Tunis will be provided and shipped as soon as possible.

A plate has been cut for the new passports, such as you recommended, of but about half the present breadth at the head; and the parts necessary for the Consuls will be forwarded in the Spring. — One entire new passport is inclosed for your inspection. —

After a series of misfortunes, Mr Joseph Donaldson arrived at Philadelphia. The ship and cargo with which he sailed from Leghorn, was seized and condemned by the French at Cayenne. He went to France, hoping to recover the value; but was disappointed. In the last summer he sailed again for Europe, where he still is. When he returns, the bills he drew on London in favor of the Jews, and which you sent me, will be presented, and payment obtained if practicable.

I am Sir, &c &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798-1800.]

[Enclosure]

[2 May 1796]

The following is a list of the Stores commissioned for by the Dey for the annual Present of the United States of America delivered to Joel Barlow Consular Agent of said States at Algiers May the 2<sup>nd</sup> 1796, and forwarded by James Lea<sup>t</sup> Cathcart. —

*Nails*

100	Algerine Quintals of Nails in length	13½ Inches
100	D°-----D°-----D°-----	12. D°
100	D°-----D°-----D°-----	10. D°
100	D°-----D°-----D°-----	9. D°
100	D°-----D°-----D°-----	7½ D°
100	D°-----D°-----D°-----	6. D°
100	D°-----D°-----D°-----	5. D°

700. Algerine Quintals of Nails

*Bomb Shells*

500	Bomb Shells	5¼ Inches Caliber	16
500	D°-----	5¼ D°-----D°-----	24
500	D°-----	6½ D°-----D°-----	34
500	D°-----	6¼ D°-----D°-----	42

2000 Bomb Shells

*Cables*

4	Cables of 18 Inches	120 fathom long
6	D° " 15. D°-----	D°
6.	D° " 14. D°-----	D°
6.	D° " 13. D°-----	D°
6.	D° " 12. D°-----	D°
6	D° " 11. D°-----	D°

34 Cables

*Rope*

4	Coils of 10 Inch Rope
4	D° of 9 D°
4	D° of 8 D°

12 Coils of Rope

*Oars*

1,000 Oars for large Cruisers or Frigates  
 500 D° smaller

1,500 Oars.

*Gunpowder*

1,000 Algerine Quintals of Gunpowder

*Planks.*

1,000	Pine planks from 22 to 24 picks long, and 6 inches thick
1,000	Oak Planks D°-----D°-----D°
3,000	Pine boards of common length and 3 Inches thick
2,000	Pipe Staves

*Canvas.*

100 Bales of Canvas  
 50 Quintal of Sheet lead  
 100 dozen long tar brushes  
 100 Quintals of white rope yarns

NB. — I really think that for 2000 pipe staves was meant 20,000. The overplus of the value of these stores above the annual present are to be counted from one year to another or paid for in Cash as p<sup>r</sup> Treaty. —

JAS. LEA<sup>r</sup> CATHCART

NB. One pick is 24 $\frac{1}{2}$  inches — so that 22 picks make near 46 English feet in length.

[SDA. Dip. Cor., Inst. to Min., Bk. 5, 1798–1800.]

To James Leander Cathcart, U. S. Consul, Tripoli, from Secretary of State

DEPARTMENT OF STATE  
*Philad<sup>a</sup> Jan<sup>y</sup> 15<sup>th</sup> 1800*

JAMES LEANDER CATHCART Esq<sup>r</sup>

SIR, By the *Sophia*, which arrived here the latter end of August, I received your dispatches. Your negotiation with the Bey of Tripoli has been conducted in a manner very satisfactory to the President. The services of Doctor M<sup>c</sup>Donogh have been so useful, I have written him a letter (herewith transmitted) expressing the President's acknowledgements, approving the compensations made to him by you, and bespeaking his future good offices, should any occasion call for them.

It is not surprising that Tunis & Tripoli should feel hurt by any claim of pre-eminence by Algiers: and from the indignant manner in which they repel this claim, it is manifestly impolitic to hold it up to view, even if it exists — (a point at least doubtful —) because its existence will operate its full effect in our favour, so long as it shall be known that we stand well with Algiers. And it will not be amiss, when a fair opportunity shall offer to intimate to the Bey of Tripoli, that the United States are disposed to treat him with the like respect and friendship as they do the Chiefs of the two other Regencies. This seems to be what he expects by this expression in his letter to the President — “We have consummated the peace, which shall on our part be unalterable; provided you are willing to treat us as you do the two other Regencies, without any difference being made between us.” The letter previously adverts to the difficulties in the way of your negotiation, and his resolution not to receive you: But that D<sup>r</sup> M<sup>c</sup>Donogh's entreaties prevailed; and so, in order to gratify his desire, and to preserve unaltered the subsisting friendship, the Bey agreed to accept the small sums of ten thousand dollars in lieu of the stipulated stores, and eight thousand dollars as a substitute for the brig *Sophia*, promised by Captain O'Brien. — I should send you a copy of the Bey's letter, if the answer of the Rais to you “that the Bey never gave copies of his letters to any one,” did not excite an apprehension that if it were known, it might give offence: and yet, without a formal copy, it seemed proper that you should be acquainted with the substance of its contents.

Agreeably to your request, M<sup>r</sup> Woodside has received two hundred dollars on your account, to procure you some supplies, which I expect he will send in the ship *Hero*, now nearly loaded, and which is to sail for Tunis the first week in February. This ship which sailed a year ago for Algiers, sprung a leak, and bore away for the West Indies. There she was obliged to unload and make repairs. Departing thence, she again became leaky, and got back to New-York, in May. There again unloading, she has undergone a thorough repair, and is pronounced a safe ship. But by these misfortunes, her oak timber, put on board green, decayed and was unfit to reship. This deranging her cargo for Algiers, the deficiencies were supplied with lumber as near as possible of the kinds required for Tunis. — The *Sophia* carries this letter: she is loaded with a valuable cargo of stores & merchandize for Algiers. In the Spring other vessels with ample cargoes, to fulfil our engagements with Algiers and Tunis will be forwarded. — The yellow fever has again visited Philadelphia & New-York, and obliged the bulk of the inhabitants, as well as the public offices to remove. This retarded every measure to be taken relative to the states of Barbary. We did not return 'till the beginning of November.

The *merchandize* before mentioned, with the quantities yet to be sent to Algiers, is destined to form an exchange for the monies borrowed there to defray the expenses of negotiations with Tunis & Tripoli, and for charges and obligations incurred in Algiers. —

It appears probable that some of our armed vessels will visit the Mediterranean in the ensuing spring or summer. I inclose a list of our growing fleet; besides which, materials for building six seventy fours are collecting.

I am Sir &c &c.

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798–1800.]

[Enclosure]

To Doctor Bryan McDonogh, Tripoli, from Secretary of State

DEPARTMENT OF STATE  
*Philad<sup>a</sup> Jan<sup>y</sup> 15<sup>th</sup> 1800*

Doctor BRYAN M<sup>c</sup>DONOGH

SIR, The dispatches of Captain Cathcart, Consul of the United States for Tripoli, as well as former communications from other American Agents, show how friendly and useful you have been in our negotiations with the Bashaw; for which I am directed by the President to render to you his sincere thanks, and to express his approbation of the notice which Captain Cathcart has taken of your services. Other occasions may present hereafter in which your interposition may be beneficial, when your benevolence and friendship will be counted on, as on your part you may count on the gratitude of the United States.

I am Sir, &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798–1800.]

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

[PHILADELPHIA]

Navy Department 15<sup>th</sup> January 1800

Capt<sup>n</sup> SILAS TALBOT  
of the *Constitution*

SIR I have duly received your letters down to the 15<sup>th</sup> December including the one of that date all of which have been communicated to the President who desires me to mention his approbation of Your measures and his entire confidence in your judgement to execute properly the difficult Service assigned You —

I annex to this letter an extract of one dated the 9<sup>th</sup> December received by the Secretary of State from Doctor Stevens — It would have been as well if he had communicated the same ideas to you — perhaps he has done so. It is impossible to foresee from this Country at what particular Spots, our Vessels can be employed with most advantage for the protection of our Commerce You must consider yourself at full liberty at all times to follow your own judgement in employing the vessels under your Command for the defence of our trade & the capture of Enemy Vessels, not only in the Neighbourhood of Touissants ports but round the whole Island & the other Islands in the vicinity of S<sup>t</sup> Domingo. — But you justly consider it important to maintain a superiority of Naval Force near Cape Francois, & although no circumstance has yet arisen to shew the necessity of this caution, there is no knowing how soon the good policy of it may become too evident — I send the extract of Doctor Stevens letter, not that you shall consider it as making any part of your Instructions but as containing ideas which may be usefull — of which however you are to be the sole Judge You must judge when to keep the vessels within cooperating distance & when to separate them a great distance from each other. — This goes by the *Richmond*, Captain Law, who is to place himself under your command — By this time you have been joined, in addition to the *Gen<sup>l</sup> Greene* & the *Boston*, the *Herald* & the *Experiment* by the *Patapsco* Geddes & the *Augusta* M<sup>r</sup>Elroy It is desirable that you should have small vessels enough to cruise at all the places in the neighbourhood of Saint Domingo including Porto Rico most useful for the protection of our trade, and large ones enough to give you a superiority wherever it shall be necessary over any force belonging to the French or the Island near Touissants ports

The *Richmond* takes under convoy some of the articles of rigging & mentioned by you, as wanting for the *Constitution* — Some of the other vessels besides the *Constitution* may want a part Mess<sup>rs</sup> James & Ebenezer Watson will send you an invoice of the articles. Having sent you provisions under convoy of the *Augusta*, I hope you will not want more before I can hear from you after the arrival of the *Augusta* — On the subject of provisions, I can only repeat what has before been said, that it being very expensive to buy them in the Islands, except green vegetables which you can get cheap, every means must be used to economise — Whenever a vessel under your command returns to the United States for whatever reason she should bring no more provisions than necessary to last her home — the overplus should be distributed among the Vessels remaining — Doctor Stevens as you observe, has a difficult part to act — & may be obliged

to temporize, & to do things not warranted by the arrangement with Touissant but he ought not to give passports, except for the purposes of trade between Touissants ports, & except to Vessels actually employed by Touissant in carrying supplies for his troops

[P. S.]

16 JANUARY 1800

Upon another perusal of your letter, I am more forcibly struck as with the probability of a crisis bearing near at hand, which will require all your prudence to manage, so as to guard our Citizens well on shore as at Sea from very great evils

The machinations against Touissant seem to be encreasing & will too probably encrease, and the arrival of the Frigates with the French Comm<sup>rs</sup> if they do arrive may be the signal for an explosion I can suggest nothing useful to you — In any event that may arise, you will feel it to be your duty to employ your whole force in such manner as shall best contribute to the security of the persons & property of our Citizens —

I am sorry the *General Greene* is in such bad condition — the time of her men will be out in March, April & May — If she can be useful it will be best to keep her with you for the present & send her in so as to arrive about the middle of April — I would send you another Frigate if it was in my power, but it is necessary that we should be a match for 3 Frigates at Guadeloupe, as well as at S<sup>t</sup> Domingo & we have lately sent the *Congress* and the *Essex*, a distant voyage, & our other new Frigates are not yet ready — The french Frigates intended for Saint Domingo will probably be selected for fast sailing, and may be light vessels — The *Constitution* & the *Boston* with the aid of the *Patapsco*, I hope will be a full match for them. Should you be obliged to send in the *General Greene*, & as long as there seems to you to be good reasons to expect the arrival of the French Frigates, it would seem but prudent in you to keep this force within cooperating distance —

I have the honor to be

Sir, Yr obed Serv<sup>t</sup>

[NDA, OSW, Vol. 3, 1799–1800.]

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To James & Ebenezer Watson, Navy Agents, New York,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 January 1800

Mess<sup>rs</sup> JAMES & EBENEZER WATSON

New York —

GENTLEMEN I am honored with your letter of the 11<sup>th</sup> Inst — A remittance of 20,000 \$ was ordered yesterday. The shipment of the stores for the *Constitution* I presume from your letter is complete You will please direct their delivery, in the absence of Captain Talbot to Nathan Levy Esq<sup>t</sup>, Navy Agent at Cape Francois — Tomorrow I shall send Captain Law his sailing orders when I hope every thing which depends on you will be in perfect readiness as well with respect to the *Richmond* as the stores in question

It is a pleasing circumstance that you have found a conveyance for the stores to Batavia, even at the expence you mention — The crews

of the Frigates without the addition of these stores would be short particularly of the most essential article bread

I have the honor to be  
Gentlemen  
Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]  
Navy Department 15 January 1800

Capt<sup>r</sup> MOSES BROWN  
of the *Merrimack*, Boston

SIR The Sweedish Consul claims for the Goods claimed by Sweedish Subjects in the French Schooner *Buonaparte* — He can insist on your causing that vessel to be condemned in our Courts before which he could make the claim — If the claim be a just one, you are liable for the amount — Your safe course will be not to distribute for the present the prize money unless you can ascertain the cost of the Goods in question in which case, you may retain in hand that sum & distribute the residue — You will hear again from me in a few days on this subject —

I have the honor to be Sir  
Y<sup>r</sup> obed. Serv<sup>t</sup> —

[NDA. OSW, Vol. 3, 1799-1800.]

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To Stephen Higginson & Company, Navy Agents, Boston, Mass.,  
from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 15 January 1800

STEPHEN HIGGINSON & C<sup>o</sup>  
Boston —

GENTLEMEN Since my letter of the [7<sup>th</sup>] Inst requesting you to ship 60000 Lbs bread to Batavia, Mess<sup>rs</sup> James & Ebenezer Watson of New York have succeeded in engaging a Conveyance for that article — You will therefore please to consider my order to you as rescinded.

I have the honor to be  
Gentlemen  
Yr obed St

[NDA. GLB, Vol. 3, 1799-1800.]

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To William Marbury, Navy Agent, Georgetown & Washington, D. C.,  
from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 15<sup>th</sup> January 1800

WILLIAM MARBURY Esq<sup>t</sup>  
George Town, Potomack

SIR I request you will purchase 2000 Barrels of Middlings, or if you cannot get so much middlings make up the quantity of con-

demned flour, & of common Flour, but as small a proportion of the latter as possible indeed of the two last — Ship the flour & middlings in the proportion of  $\frac{2}{3}$  to Stephen Higginson & Co at Boston &  $\frac{1}{3}$  to Gibbs & Channing New Port Rhode Island, as opportunities offer — I wish a shipment to be made to Higginson as soon as convenient — You may take your time for the execution of the whole order, a part you will execute as soon as you can — My object is to reduce the price of Ship Bread in the Eastward States and if it can be effected by this means considerable quantities more of this kind of flour will be wanted Write me when you make a shipment, & send me Invoices of the Flour & the cost — I have directed a remittance to be made you of 10,000 D<sup>rs</sup> — 4000\$ You will pay the Com<sup>rs</sup> & get a square in the City for Naval purposes — I have written to the Att<sup>y</sup> General, to send you directions as to the form of the Deed — You can at any time draw on me at sight if you want money faster than I supply it.

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Wednesday, 15 January 1800

Light Winds and Calms alternately.

Brought to and Spoke a Hamburg Brig, from S<sup>t</sup> Thomas's bound to Hamburg, out 5 days and no news.

Every appearance of a Strong Current Running.

Excercised Great Guns and Small arms &c. —

The Store Ship within a mile of us.

Longitude Account 58°.20' W.

Latitude Observed 21°.30' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Wednesday, 15 January 1800

Light airs and cloudy, Employd as nessasary, @ 2 bore up N N E, @ 3 shortn'd sail and brought too Gen<sup>l</sup> Greene and *Boston* in company. Rec<sup>d</sup> ships stores and provisions as follows

Viz 3 Pipes of Brandy.	Containing-----	Gallons
2 Puncheons of Rum----	d <sup>o</sup> -----	Gallons
Hogsheads of Mollasses	d <sup>o</sup> -----	Gallon
Cask of Vinegar-----	d <sup>o</sup> -----	Gallons
1 Box of candles-----	d <sup>o</sup> -----	Pounds

Also 2 cask of Stonelime and one cask of Fruit limes together with two live oxen for Ships use.

at the same time in hoisting in a Hhd of Molasses Guagd @ 90 Gallons the head flew out, lost 21 Gallons

@ 10 In the Evening Made sail to the Eastw<sup>d</sup>. @ daylight saw a strange sail E N E, [*General*] Greene and *Boston* in company 3 or 4 miles S W. of us, Made sail in chace to the S<sup>d</sup> and E<sup>d</sup> Wind V<sup>bl</sup>e

from the Westw<sup>d</sup>. Parted company with the Squadron the Cape S S W 10 or 11 leagues, the Monte S E by S 27 miles the Chace N E by N 10 or 12 miles

Latitude Observed 20°21' N.

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 15 January 1800

Commences with light squalls, & following sea with showers of rain. People employ'd at sundries of ships duty.

Middle part moderate breezes and pleasant weather. At 2 Am parted Fore topsail tye. At 5 set m<sup>n</sup>top mast & miz<sup>n</sup> S. sails. At 10 am got up T G masts on end. At 11 am saw a sail to windward, tack ship & gave chase to the same —

Lat. Observed. 35.0 N

Longitude 38.20 W

[LC, EPP, 1799—1800.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 15 January 1800

the first part of these 24 Hours Moderate Breezes and Cloudy Bent the Small Bower Cable at 5 P M Took in Top Gall Royal & T G Stearing Sail

at 6 took in Stearing Sails for & Aft at 7 Hand Top Galls Sails

Middle part fresh Breezes and Rainy

at 2 A M took one Reef in the Mizen Top Sail at 3 Double Reefd the F & M<sup>n</sup> Top Sail Set the M<sup>n</sup> Top Mast Stay Sail and Housed the Guns

at 4 Set the Mizen Stay Sail at 6 Let Reefs out of the Top Sails Set the Top Gall Sails and Top Mast Stearing Sails Saw a Sail bearing West Stearing to the Southward at 8 Saw the Second Sail bearing West

at 10 Took in Stearing Sails Top Gall Sails Stay Sails and Hauld up our Courses and Spoke the Brig *Berkley* from Turks Island 4 Days out of and Bound to Boston Fitz Rowe Master Bore away our Course Dropt our Fore Sail

Latter part Fresh Breezes and Cloudy

Latitude Observed 26°26' N.

Longitude 73°44' W.

[HS of Old Newbury, Mass., NDA photostat.]

[16 January 1800]

To Secretary of the Navy from Richard Soderstrom, Minister of Sweden to the United States

SIR! I have recieved the letter you have honored me with dated the 14. Instant on the Subject of the Swedish property taken on board the French armed Vessel *Buonaparte* — I am sorry to find

that Capt<sup>n</sup> Brown has so mistaken an Idea, as to suppose it improbable that Swedish Subjects should risque their property on board of French Vessels, when their own could pass unmolested — unfortunately a severe experience has often taught our merchants to think otherwise, & has often obliged them to resort for protection to the quarter from which the greatest danger was to be dreaded — From the United States they feared nothing, knowing that their property would be safe in American hands, tho' found on board of hostile Vessels — Your offer to have the business amicably Settled, & the money that may be found due paid here, can only tend to confirm me in this opinion — In consequence, I lose no time in availing myself of it, and have the Honor of inclosing to you the proofs of ownership & Value of the property, which have been transmitted to me by the Secretary of State under the 14<sup>th</sup> Novemb: A<sup>o</sup> P<sup>o</sup> [?], and which I hope will prove Satisfactory — Should any thing further be required, I beg you will be so good as to inform me of it, that I may take immediate measures to give you that Complete Satisfaction which you are entitled to receive —

I have the Honor to be with the greatest respect

Sir

Your most Obed<sup>t</sup> and very  
Humble Ser<sup>t</sup> —

RICH<sup>d</sup> SÖDERSTRÖM

Philad<sup>a</sup> 16: Janu<sup>r</sup> 1800.

The Hon<sup>ble</sup> BEN: STODDERT

*Secre<sup>t</sup> of the Navy*

[NDA, XZ.]

To Master Commandant David Jewett, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16<sup>th</sup> January 1800*

Capt<sup>n</sup> DAVID JEWITT

*of the Trumbull —*

SIR The *Trumbull* from the time she has been launched ought to be at sea and I am without information when she will be ready — I pray you lose no time in preparing for your departure — I hope your answer to this will inform me that you are ready for your sailing orders if I should not before receive such information —

I have the honor &c<sup>o</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

To Captain Robert Gill, Navy Storekeeper, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16<sup>th</sup> January 1800*

Capt<sup>n</sup> ROBERT GILL

*Navy Storekeeper —*

SIR Be pleased to inform me whether all the orders respecting the stores for the Ship *Trumbull* building by Joseph Howland have

been completed The last was on the 7<sup>th</sup> October for 2 Guns, in addition to those before ordered, 80 tons kentledge, 30 pair of Pistols 7,200 lb powder —

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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To Captain Thomas Robinson (Junior), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 16th January 1800*

Capt<sup>n</sup> THOMAS ROBINSON Jr

*New York —*

SIR The President of the United States by the advice & consent of the Senate having appointed you a Captain in the Navy I inclose your Commission — You will be pleased to take the enclosed oath & return it to this office — It is desirable that you should continue superintending the Construction & Equipment of the *New York*, until other employment can be found for you — Your pay & Emoluments will commence from the date of your letter of acceptance

I have the honor to be

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Thursday, 16 January 1800

Light airs and variable.

Employed at doing the various duties of the Ship.

The Store Ship near us at Noon. —

Every Appearance of a Strong Current.

Longitude Account 58° . 20' W.

Latitude Observed 21° . 00' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 16 January 1800

Fresh Breezes and cloudy in chace to the Southward @ 1 squally shortnd sail @ 3 Boarded the chace an American Schooner from Cape francois bound to Baltimore @ half past 3 filld and gave chace to two strange sails to the NE by E @ 5 shortnd sail wore and boarded the chace an American Brig and Schooner from Philadelphia bound to Cape francois. Took 3<sup>d</sup> Reef in the Topsails and Single reefd the Courses. @ half past 6 filld and made sail to the SW, saw Monte a christo SE ½ E ten leagues.

Squally with Rain Sent down Top Gallant yards @ half past 8 wore to the southward and came to the wind under Reefd courses and double reefd Topsails

At 12 Midnight Moderate breezes and clear weather wore to the S W.

@ 2 AM saw a sail bearing E S E out all reefs and sent Up Top Gallant Yards. Set the Staysails and Gave chace

@ 4 light airs and variable. Made the private Signal to the chace, which was answerd by the United States Ship *Boston*. wore and came to the wind to the Westward

@ 7 the *Boston* in company the *General Greene* S S E four or five leagues

@ 10 Shortnd sail and boarded an American Schooner a prize to the United States Schooner *Experiment* orderd her to keep company till further orders, @ 12 Cape francois S W by S three leagues *Boston* in company. *General Greene* S S W 9 miles

[NYHS, NHS.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 16 January 1800

Commences with heavy squalls and rough sea, At 2 sat mainsail, at 3 close reef'd topsail, continuing in chace of the brig to windward At 5 PM fired a gun & brot her too prov'd to be an English brig from Plymouth bound to newyork — rough sea — did not board her — At 5 carried away one of the M<sup>s</sup>Shrouds splic'd & set it [word illegible] again, housed M T G mast, let 2 reefs out of Fore sail the day ends squally.

Lat. Observed. 34° . 3' N

Longitude. 35° . 6' W

[LC, EPP, 1799-1800.]

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To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Alexander Murray, U. S. Navy

[U. S. Frigate *Insurgente* Between 17 and 22 January 1800]

DAVID M. CLARKSON

DEAR SIR Cap<sup>t</sup> Champain has been so polite as to offer to be the bearer of this, & presuming that it will be pleasing to you to be inform'd of the very great civilities, & attention that I have received here. I can assure you that I feel myself under the most infinite obligations to Lord H: Seymour for the generous courtesy in which he has replied to my letter, & gave orders to the Officers of the Arsenal to supply me with a mast & every other assistance I stood in need of. I am now on the eve of departure to cruise off Deserada for about a fortnight when I hope to have the pleasure of seeing you

Previous to the reply to my letter, I had the good fortune to meet with one of the most friendly, & worthy Men I ever knew in the Person of Cap<sup>t</sup> Western, of the *Tamer* [*Tamar*], from being perfectly a stranger to him, he at once removed every ceremony, & we became as familiar as Brothers & anxious to shew me every thing that he thought new to me in the Nautical line. I avail'd myself of taking an insight into many things, That we in our Infancy have not yet been able to comprehend fully, or bring to maturity, comparitively. with

so perfect a system of order, & contrivance as prevails in the British Navy so that my time has not only been pass'd agreeably, among his friends, & acquaintance, but usefully, for I will not deny but we have much yet to learn in Our profession.

I have likewise met with great civilities from Cap<sup>t</sup> Kittor, who is here heaving Down his Ship. as my accounts are enter'd on Government acc<sup>t</sup> I have not had occasion to make use of your friends assistance at St Johns

Yours &c

[NDA. A. Murray's LB, 1799-1805.]

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

ENGLISH HARBOUR ANTIGUA

17<sup>th</sup> Jan<sup>y</sup> 1800.

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

SIR The above [12 January 1800] is a copy of what I had the honor to address to you on the 13<sup>th</sup> I have now the pleasure to inform you that I have completed my repairs, & am just on the eve of Departure. I have signed the Accounts for all the supplies I have had from the Arsenal on Governments account, & have received from an American Cap<sup>t</sup> here \$800, which I have given a bill on you for to complete all other demands, in which I have exercised all the oconomy in my power. the attention, & polite deportment of his Majesty's Officers. to me & my Officers. has been genteel & civil to the greatest degree, & which I think it my duty to make known to you. particularly Cap<sup>t</sup> Western who has been unbounded in his friendship, & in giving a spur to our equipment, which has been very expeditious: Owing to this untoward circumstance, & the prospect of a speedy termination to hostilities with France. as well as the crazy state of Our ship. I hope you will agree with me in Opinion that we ought to remain on this station as long as possible. for however anxious I feel with respect to my Family from whom. I have never heard a word since I left America. yet I willingly wave all selfish considerations, when I think my ser vices can be usefully applied in the protection of our commerce, tho' I have before advised you of my intention to leave the West Indies in this Month, yet I now think to extend my time, & not to fix upon any certain period as yet, unless otherwise order'd by you, I sent the Brig out on a cruise a few hours after her arrival, & hope to join her tomorrow

Yours &c —

[NDA. A. Murray's LB, 1799-1805.]

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To Gillaspey & Strong, Medical Supply Merchants, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17th January 1800

Mess<sup>rs</sup> GILLASPEY & STRONG

GENTLEMEN Be pleased to prepare and make up a Chest of Medicine & instruments for the Frigate *Philadelphia* of 44 Guns & 400 men She is allowed one Surgeon & two mates —

I am Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

To William Eaton, U. S. Consul, Tunis, from Secretary of State

N<sup>o</sup> 34.

DEPARTMENT OF STATE  
*Philad<sup>a</sup> Jany 17<sup>th</sup> 1800*

WILLIAM EATON Esq<sup>r</sup>

SIR, I have reserved for a separate letter the President's determination on the subject of the present of jewels *demand*ed by the Bey of Tunis. In his letter to the President, of which I inclose a copy, you will see that he persists in his claim; but not in terms so decisive as in his conversations with you. Perhaps it may yet be parried; or at least reduced to one half the amount. Since you wrote, you may have ascertained what other powers, as well as Spain, have given on similar occasions. I am aware that the delay is unfavourable: but if he waits the arrival of the *Hero*, with her valuable cargo of naval and military stores — an earnest besides that the residue will come — I hope he will be softened; and that you will either do away [with] this claim, or reduce it to a small value, in some few of the most conspicuous articles in his list. — You will well consider how this affair may be best conducted; and act as you shall think most advantageous for the interest of the United States. It will not do to *lose* our *peace* with Tunis for the value of this present. You suppose the estimate to be extravagant: doubtless the articles are set at the Jew prices; and that for a much less sum they may be procured in England. If therefore you are compelled to give the present, secure time enough to get them from England. Some articles must probably be manufactured for the purpose; and the whole may require a year to be procured. In the mean time, as he wants something *to be seen*, a few articles most showy may be provided at Tunis. If he objects to the proposed delay; you can answer, that the President felt a confidence, that, on further reflection upon all circumstances in relation to the United States, he would relinquish the claim; and therefore did not give orders to provide the Present.

I suppose the Bey understands French; and therefore, with a copy of the President's letter to him in English, I send you a French translation of it, to be presented or not as you judge proper.

I am with great regard &c &c

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798-1800.]

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

[PHILADELPHIA]  
*Navy Department 17th January 1800*

Capt<sup>n</sup> MOSES BROWN  
of the *Merrimack*—

SIR I am honored with your letter of the 8<sup>th</sup> Inst — You were right in not paying the prize money of the *Buonaparte* until the Sweedish claim should be settled — that business is now in train, the result shall be communicated to you as soon as it is known — Capt<sup>n</sup> Tingey is now in town, I shall let him know what you say respecting his claim — More than 2 dollars p<sup>r</sup> man cannot be allowed for recruiting. — I

am pleased with the progress made in fitting the *Merrimack* for sea & shall soon send your sailing orders —

I have the honor to be Sir  
Yr obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799–1800.]

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To General Swan, Baltimore, Md. from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17th January 1800*

Gen<sup>l</sup> SWAN  
*Baltimore*

D<sup>r</sup> SIR I should like to get bolts and spikes from you for two of the 74<sup>s</sup> perhaps for all — But I have made a Contract here for a supply of all the Copper wanted of Country manufacture — I doubt more & more the success of the attempt — How soon could you import the whole bolts & spikes for 6 ships? What price p<sup>r</sup> Lb will you deliver at — I am with great Esteem

D<sup>r</sup> Sir  
Yr &c

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Friday, 17 January 1800

Light winds and Variable, all these twenty four hours.

Got a Lunar observation by which the common Reckoning will be corrected in tomorrows transactions.

Find there has been something of a Westerly Current — but not near so strong, as on the last Voyage out to the West Indies.

The Store Vessel astern about two miles. —

Longitude Account 58°.51' W.

Latitude Observed 19°.50' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 17 January 1800

Moderate Breezes and clear, Lying too Examining the American Schooner lately captur'd by the U S Schooner *Experiment* near Cape Tiberoon. @ 3 Joind company the U. S ship *Gen<sup>l</sup> Greene* Unbent the Foresail and Spanker and Bent others

@ 6 PM moderate breezes and cloudy Cape francois S by W 3 leagues. @ 9 filld and made sail to the Eastward squadron in company. orderd the *Experiments* prize [*Anne*] to keep company during the Night. @ 11 lost sight of the Schooner @ 12 fresh breezes and clear weather @ daylight saw the *Boston* S W and the *General Greene* E S E and Schooner N N W. @ 8 light breezes and clear brought too for the squadron to Join company Set up the Fore and main topmast Rigging. Employd scraping the Axel trees and trucks of the Gun carriages. @ 12 Moderate breezes and clear weather Wind at S W *Boston* in company *General Greene* E S E six or seven miles. Cape francois S W by S five leagues

[NYHS, NHS.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Ganges*, 17 January 1800

Saw St Bartholemews bearing W b S Dist 12 or 13 Leagues —  
At 2 Saw Nevis bearing South 11 or 12 leagues —  
At meridian Saba bore from N W. to N b W. 4 Miles

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.  
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,  
Friday, 17 January 1800

these 24 Hours 24 begin with Moderate Breezes and Pleasant  
Weather

at 3 P M Saw the Island of Abacco bearing West Dis<sup>t</sup> 5 Leagues

at 4 in Stearing Sails for & Aft & Hald to the Southward at 5  
Tack'd Ship to the Eastward the South point of the Land bearing  
S W  $\frac{1}{2}$  S at  $5\frac{1}{2}$  In Top G Sails fore and Aft at  $\frac{1}{2}$  past 6 P M  
Capt Newman being in the Cabin Examining the Drafts of the Land  
a Number of the People came to the Cabin Dore and Insisted upon  
having Candles to burn Otherwise they Swore by God they would  
not do Duty and they would go on board of the First British Man of  
War they Could See and Used other Mutenous Language Edward  
Barry, James Leonard, Joseph Curtis, William Standwood, Thomas  
Davis were put in Irons to Stand Trial Will<sup>m</sup> Standwood was found  
with the Cook Hatchet in his hand Edward Barry Swore he would  
Take care of the First Lieutenant if he did not take care of him-Sept  
at 8 P M Double Reefd the Top Sails fore & Aft at 12 Midnight  
Tack to the Westward

Middle part Moderate Breezes and Cloudy wind inclining to the  
Southward

at 4 A M Tackd Ship to the Eastward

at 5 wore Ship to the Westward

at 6 Saw a Sail to the Southward and East<sup>rd</sup> at  $\frac{1}{2}$  past 7 Spoke  
His Majestys Sloop of War *Swan* Jacob Watson Commander from  
Burmudas at 10 A M wore Ship and Stood in for the Land

at 11 A M Spoke the Sloop *Clarisa* of and from New York 17 Day  
out Bound to New Providence

this 24 Hours Ends with fresh Breezes and flying Clouds  
Latitude Observed 26°26' N.

[HS of Old Newbury, Mass., NDA photostat.]

To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT Jan<sup>y</sup> 18 1800

Agreeable to request of Cap Sever, we have shipped in the Ship  
*Juno* Benjamin Smith master 27 Hhds West India Rum cont<sup>s</sup> 3125  
Galls to be delivered to the *Congress* & *Essex* frigates at Batavia —  
We have made provision, that in case those frigates should have left  
Batavia, that the Rum should be sold, and the proceeds invested in  
good bills on the United States, and remitted us for account of Gov-  
ernment — The papers relative to this shipment will be forwarded  
with this month account to the Accountant —

The repairs of the *George Washington* to light water mark, the Carpenters expect to compleat in Ten days if the weather permits when she will be ready for Coppering, if you conclude on its being done — The repairs on the Ship are faithfully done, and when compleated she will be as good for any service, as when built — We have suspended the rigging, & procuring the articles wanted for her outfitts, should not a sale of her be speedily effected, we wish your directions whether we shall go on with outfitts of her —

Enclosed are letters you forwarded to our care, which did not come to hand untill after the frigates had sailed for Batavia —

HON BENJAMIN STODDERT Esq<sup>r</sup> —

[Newport HS, Gibbs & Channing LB.]

To Captain Christopher Raymond Perry, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U. S. FRIGATE *Constitution* at Sea, off Cape Francois.

18<sup>th</sup> January 1800.

Christopher R. PERRY, Esq<sup>r</sup>  
Commanding the U. S. Frigate  
*General Greene*.

SIR, as the continuance of our Ships of war on this station, (off the Cape), at the present time, seems to be very unpromising, of any success, or immediate service to our Country, I have thought it best, that our force should cruise else where, for some time.

Therefore on the receipt of this you will proceed to cruise for seven days in, or off the Turks Island Passage, with a View to capture any French ships that may leave the Ports of S<sup>t</sup> Domingo, immediately after our ships disappear. — After which you will make a cruise, round the Island of S<sup>t</sup> Domingo—first by the way of Nicholas Mole, crossing the Bite to Dona Maria, and paying more particular attention to the South side of the Island —

When you have compleated this circuit of the Island you will run into the Bite of Leogane, meet with the *Boston*, and take her Station in that quarter, where you will continue until further Orders. —

While in the Bay you must pay attention to Convoying the American trade, too, & from Port Republick till they are clear of the Bay, and even thro' the Keys, should appearances seem to make it Necessary — The *Experiment* is now in the Bite, and it is likely she will be found there when you arrive You can therefore command her to assist in securing the Convoy against the Boats of Rigaud in case of Calms so common in that Bay — You will be careful not to capture any Vessels (except those from Rigauds Ports) within one league of any part of the Island under General Touisants Command, or do any one thing, that may Justly give cause to disturb the Harmony between him, and the People of the United States —

The number of American vessels trading to Rigauds part of the Island, has become very considerable You will therefore endeavor to intercept them as much as possible —

I have the Honor to be

Sir,

Your Obed<sup>t</sup> Hble, Serv<sup>t</sup>

SILAS TALBOT

[18 January 1800]

To Edward Stevens, U. S. Consul General at St. Domingo from Nathan Levy,  
Navy Agent, Cape Francois

(Copy)

CAPE FRANCOIS 25<sup>th</sup> Jan<sup>r</sup> 1800

EDWARD STEVENS Esq<sup>re</sup>

*Consul General of the United States at S<sup>t</sup> Domingo*

SIR, I have just been informed of your return to the Cape, and take the earliest opportunity to make known to you, that Commodore Talbot sent in here on the 18<sup>th</sup> Ins<sup>t</sup>, a Schooner, called the *Anna* Cap<sup>t</sup> Dutton, prize to the United States armed Schooner *Enterprise* [*Experiment*] Cap<sup>t</sup> W<sup>m</sup> Mayley, her papers are all lodged in the office of the Judge of the Peace Citoyen Telemaque. When the Captain late Owner of the prize Sch<sup>t</sup> did undergo an examination. The interrogations put, with his replies, are filed there. I have desired all further proceedings to stop 'till I know from you, how far the Laws of the United States will justify a Trial, Condemnation and Sale (of Prizes taken, bearing the American Flag, by our Ships of War) in any other Ports, except it be one of the United States. —

I have the honor to be,

Sir,

Your very Hble Serv<sup>t</sup>

(Signed) NATHAN LEVY *Navy agent*

[SDA. CL, Cape Haitien, Vol. 2, 1799–1800.]

[18 January 1800]

Interrogation of Captain Benjamin Dulton (or Dutton), commanding the  
Schooner *Anne*, captured by U. S. Schooner *Experiment*

[Translation]

3rd PLUVIOSE year 8 [23 January 1800]

Extract from the minutes of  
the records of the court of  
the justice of the peace of  
the Commune of Cap [Francois].

Interrogation

of Captain Benjamin Dulton [or Dutton]  
of the schooner *Anne*, a  
prize captured by the  
*Experiment*.

In the name of the French Republic the eighth year of the French Republic one and indivisible and the third Pluviose [23 January 1800]

Before us Charles Cezar Télémaque, justice of the peace of the Commune of Cap [Francois] appeared the master of the schooner *Anne*, at anchor in this roadstead, a prize taken by the armed United States Schooner *Experiment*, the said master assisted by Citizen Blouy government interpreter for the English language to whom we administered the oath prescribed by law; whereupon we put the following questions to the said master through the said interpreter.

Interrogated as to his name, age, profession, place of birth, and habitual domicile, [he] answered that his name was Benjamin Dulton that he was born in pennsylvania was twenty-seven years old; by profession a merchant residing in baltimore, and at present master on board the schooner *Ann*.

Interrogated as to the ownership of the said schooner and by whom, when and in what place she was captured [he] replied that the said schooner belongs to him that she was captured by the schooner *Experiment* Captain Maylay about the tenth [12th] of the month of January as well as he could remember [while] off Cayemitee [Caimite].

Interrogated as to who was the original owner of the schooner *Anna*, he answered that he did not know.

Interrogated as to the ownership of the said vessel and as to who sold her to him, and where she was sold [he] answered that Mr. Richard Beyll had bought her after she had been condemned at St. yague de Cuba as appears from two documents written in the Spanish language and handed over by him at this time to be added to the other documents and that it was in St. yago de Cuba that he bought the said Schooner from the said Richard Beyll.

Interrogated as to the whereabouts of the papers which he handed over, when he delivered those he had to the Captain of the *Experiment* [he] answered that the papers had been handed over by him to the lieutenant who boarded his ship [and] who left them in his possession.

Interrogated as to whether he was acquainted with the facts relating to the said vessel [he] answered that the said Schooner had been built in virginia, that she left norfolk bound for St. Thomas that in the latter place she was sold and that the register and the sea letter were sent back to the Continent according to custom — that she set sail for Porto Rico with Danish papers that she was taken from Porto Rico by an English frigate and sent to jamaica that while on her way there she was recaptured by a Spanish felucca which sent her to St. Yague de Cuba; that she was condemned as an English prize [and] bought after the condemnation by Mr. Richard Beyll.

Interrogated as to the nationality of Mr. Richard Beyll, his present place of residence and how long he has resided there [he] answered that Mr. Richard Beyll is a naturalized Dane, that he does not know the place of his birth, that he now resides at Ste. Croix and that he does not know at all how long he has been residing there.

Interrogated as to why the bill of sale does not bear the signature of any public official I mean the bill of sale made out by Richard Beyll in his favor [he] answered that the united states Consul at St. yago had knowledge of the bill of sale made out in his favor by Richard Beyll as appears from the affidavit which is attached thereto.

Interrogated as to why Richard Beyll the seller, did not appear before the Consul to acknowledge the said bill of sale in his presence and thereby give it more authenticity [he] answered that the said Richard Beyll was present and that no mention was made of his presence, since it was not judged necessary.

Interrogated as to whether the said Schooner, when he purchased her, was laden, what her cargo consisted of, as to whether he sold her at St. yague de Cuba, to whom, and as to what was the amount of the proceeds of the sale [he] answered that the said Schooner had only a cargo of yellow wood [and] that he sold it to Richard Beyll for the sum of one thousand gourdes.

Interrogated as to why no mention is made in the bill of sale of the cargo which amounts to a third of the sum which is specified therein, [he] answered that no mention is made of it because it is not customary to include in the sale of a ship, [the value of] a cargo which may be on board.

Interrogated as to how much the total sum realized by the sale of the ship and cargo amounted to [he] answered that the total amounted to four thousand gourdes.

Interrogated as to the whereabouts of the document which he must have received at St. yago de Cuba from the Spanish officers of the port [he] answered that he only had a clearance which he left with the commanding officer of the fort.

Interrogated as to where he went after leaving St. yague de Cuba, and as to the place he was bound for [he] answered that he was bound for port Républicain and that he went to port antonio on the island of Jamaica.

Interrogated as to why instead of proceeding to his destination, he went to port antonio [he] answered that it was because he had lost his main mast.

Interrogated as to what was his cargo on leaving the island of Cuba [he] answered that he only had a stone ballast.

Interrogated as to the purpose of his going to port Républicain [he] answered that it was for the purpose of taking on freight there for the united states of america.

Interrogated as to why, since he did not have any paper issued by the american government, such as Register sea letter and Clearance, he did not proceed directly to the united states, to obtain them, as he should have done in order to prove in an incontrovertible manner the american ownership of the said ship instead of engaging in a sort of Coasting forbidden by all maritime laws, as much by those of his nation as by those of the other nations of europe [he] answered that he had not gone directly to the united states to obtain these divers papers, not believing it necessary, and that his own interests determined him to go and get freight in a French port for the purpose of selling it later in America.

Interrogated as to where he had the clearance which he must have received at port antonio where he had put in [he] answered that not having made an entry at the custom house of port antonio, seeing that he was in ballast and in distress, he had obtained permission to leave the port with a simple pass which he delivered to the Commanding Officer of the fort.

Interrogated as to the day and hour of his departure from port antonio, as to whether he had been met or searched by any ship and as to where he went [he] answered that he does not remember, that he was met by three English ships two of which searched him, and that on the following day which he thinks was the ninth of January [word illegible] he sighted a large vessel which was waiting for them and in order to avoid her he took refuge with the help of his oars, under the protection of fort dame marie where he spent about five hours; that finding the land between himself and the said vessel he sent a small boat ashore at nightfall to pay anchorage dues and obtain permission to leave; which was done at once.

Interrogated as to whether he had guns or muskets aboard the said Schooner [he] answered that he did not have any. It was represented

to him that in the inventory of the articles found aboard the said Schooner and made by the prize Captain there are entered twelve shot for swivel-guns, powder and ten little bags of shot and [he was asked] why these objects were on board since he had neither swivel-guns nor muskets [he] answered that these objects came from an armed american vessel which was at St. yago [and] from which one of his sailors had brought them on board his ship as they were intending to take some muskets, which they had not done.

Interrogated as to whether he was acquainted with a certain John hugues [he] answered that he knows him because he was a passenger aboard his ship.

Interrogated as to where the said hugues came on board, as to where he intended to go, and as to where he left him, [he] answered that he came on board at St. yague with the intention of going to port Républicain and that he stayed aboard the Schooner *Experiment*.

Interrogated as to the place of residence of the said John hugues, as to whether he has not resided at Jeremie, as to whether he knew at what date he was still there and as to whether he and the said hugues are not partners and have not done some business at Jeremie [he] answered that the said John hugues is a Citizen of the united states; that he has resided at Jeremie that he does not know at what date he was still there and that he was charged with his business, about which he was being interrogated, at the said port of Jeremie.

Interrogated as to how far he was from Jeremie, when he was captured [he] answered that he judged that he was seven miles from jeremie.

It being pointed out to him that his statements conflict with the depositions of James Leace who positively states that they were captured a mile and a half from the rocher de la grande anse; of John clement hyle who says that the ship was captured three quarters of a mile from the grande anse; and adds in a second affidavit that he thinks judging from the several circumstances of the voyage that they were bound for Jeremie [he] answered that they were all falsehoods.

Interrogated as to whether the English ships which boarded him found the papers he had sufficient, and as to whether he did not have any others which he no doubt had shown as justification [he] answered that he only showed them the papers which were later handed over by him to the captain of the *Experiment*, and that they were satisfied with them.

Interrogated as to what he thought was the nationality of the ship which forced him to put in at Cap Dame Marie [he] answered that he thought she was English.

Interrogated as to why since he thought she was English he tried to avoid her, seeing that the ships which had previously searched him had assured him that his papers were quite in order [he] answered that he avoided her for fear of being detained and of losing precious time through such detention.

Interrogated as to whether he is not aware of the interdiction by the united states of america against entering one of the ports under the domination of the Rebel Rigaud and as to why he put in at Cap Dame marie he answered that a ship in distress puts in at the first port she comes to.

Interrogated as to why there was not on board among the papers a [sea] protest made out before a public officer of the place at which he

put in [and] showing the reasons for and necessity of putting in [he] answered that he thought that it was not necessary. And he was not interrogated further.

On being shown the papers of the said Schooner, to the number of twelve and including the two papers handed over by him during the present interrogation and interrogated as to whether he recognized them as being the papers found aboard his ship; he declared that they were the same ones and that they were all those he had on board, which he initialed with us and the aforementioned interpreter and the clerk of the court with the exception of items one, two, three, eight and ten.

We then read to him with the aid of the aforementioned interpreter the present interrogation and his answers, and he declared that he stood by the truth of his statements after which we signed with the interpreter and the clerk of the court each one of the pages of the present interrogation, \* \* \* [The said Captain Dulton refused to sign.]

subscribed to the minutes

CEZAR TÉLÉMAQUE, BLOUY, GUERALT,  
*Clerk of the court.*

A True Copy.

GERAULT  
*Clerk of the Court.*

I the undersigned Charles Cezar Telemaque justice of the peace of the commune of Cap [Francois] certify to all whom it may concern that Citizen Gueralt who signed the foregoing copy is clerk of the court of the justice of the peace of this commune and that in such capacity faith must be placed in his signature in matters of law and otherwise. In witness whereof I have delivered these presents to which I have had affixed the Seal of the court.

off[f] Cap [Francois] the seventeenth Pluviose [6th February 1800] Year 8 of the Republic one and indivisible.

CEZAR TÉLÉMAQUE.

[Seal of the Court of the Justice of the Peace of Cap Francois].

[NDA, XZ.]

[18 January 1800]

To Nathan Levy, U. S. Navy Agent, Cape Francois, from Edward Stevens, United States Consul General at St. Domingo

(Copy)

CAP FRANCOIS *Jan<sup>y</sup> 27<sup>th</sup> 1800* —

SIR — In answer to your Letter of this Morning[\*], which I have just had the Honor of receiving, I beg Leave to inform you that I am acquainted with no Tribunal at this Place competent to the Trial of the Prize Schooner *Anna*. — I am rather inclined to think that she ought to be sent for Adjudication to the U. States. —

My Opinion is founded on the 7<sup>th</sup> Section of an Act of Congress, pass'd on the 9<sup>th</sup> Day of July 1798, entitled "an Act further to protect the Commerce of the U. States." It contains the following positive Clause Viz: — "Sec. 7: And be it further enacted that before break-  
"ing Bulk of any Vessel which shall be captured as aforesaid, or other  
"disposal or Conversion thereof, or of any Articles which shall be

“found on board the same, such Capture shall be brought in to some Port of the U. States & shall be libelled and proceeded against before the District Court of the same District &? &?” — The Conclusion I have formed is still farther strengthen’d by the Silence which both the Laws of the United States and the different Treaties they have enter’d into with foreign Nations observe respecting the Trial, in foreign Ports, of Prizes made by our Ships of War —

The Schooner *Anna*, it appears, has been captured under American Colours. — She can only, therefore, be tried for a supposed Contravention of the Laws of the U. States. — I submit it to you, Sir, whether sound Policy does not dictate in such a Case, rather to leave it to our Courts of Admiralty to decide whether an Infraction of the Law has really taken Place, than to solicit the Interference of a foreign Jurisdiction — If the Tribunals of this Colony are permitted, — nay invited to determine Questions that solely regard the Interests of American Citizens numberless Inconveniences would result from it. —

When I enquired by what Authority the Judge of the Peace had taken Cognizance of the Capture, it was from a Supposition that no Application had been made to him for that Purpose; and from knowing that our Government had expressed great Solicitude to prevent the Officers, at foreign Places, from determining the Validity of Prizes made by our Ships of War. — In the 17<sup>th</sup> Article of the Treaty of Amity and Commerce between the United States of America and the Monarchy of France, — in the 19<sup>th</sup> Article of the Treaty with Sweden, and in the 19<sup>th</sup> Article of that with Prussia, the wisest Precautions have been taken to prevent this dangerous Species of Interference — Had, therefore, the Judge of the Peace commenced the Trial unsolicited, I should have deemed it my indispensable Duty to have put a Stop to the Proceedings. —

Such, Sir, were the Motives that dictated my Answer to your Letter of the 25<sup>th</sup> Ins<sup>t</sup> — It is my sincere Wish to do every Thing that can in any Measure tend to advance the real Interest of the U. States, and I beg Leave to assure you of my hearty Concurrence with you, whenever that desirable End can be attained. —

I have the Honor to be, with Respect & Consideration

Sir

Your most obed<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS

N. LEVY Esq<sup>r</sup>

Agent for the Marine of  
the U. States at Cap Francois.

[\*dated 25 January and included herewith under 18 January 1800.]

[SDA. CL, Cape Haitien, Vol. 2, 1799–1800.]

To Nicholas Roosevelt, Soho, near Newark, N. J., from Secretary of the Navy

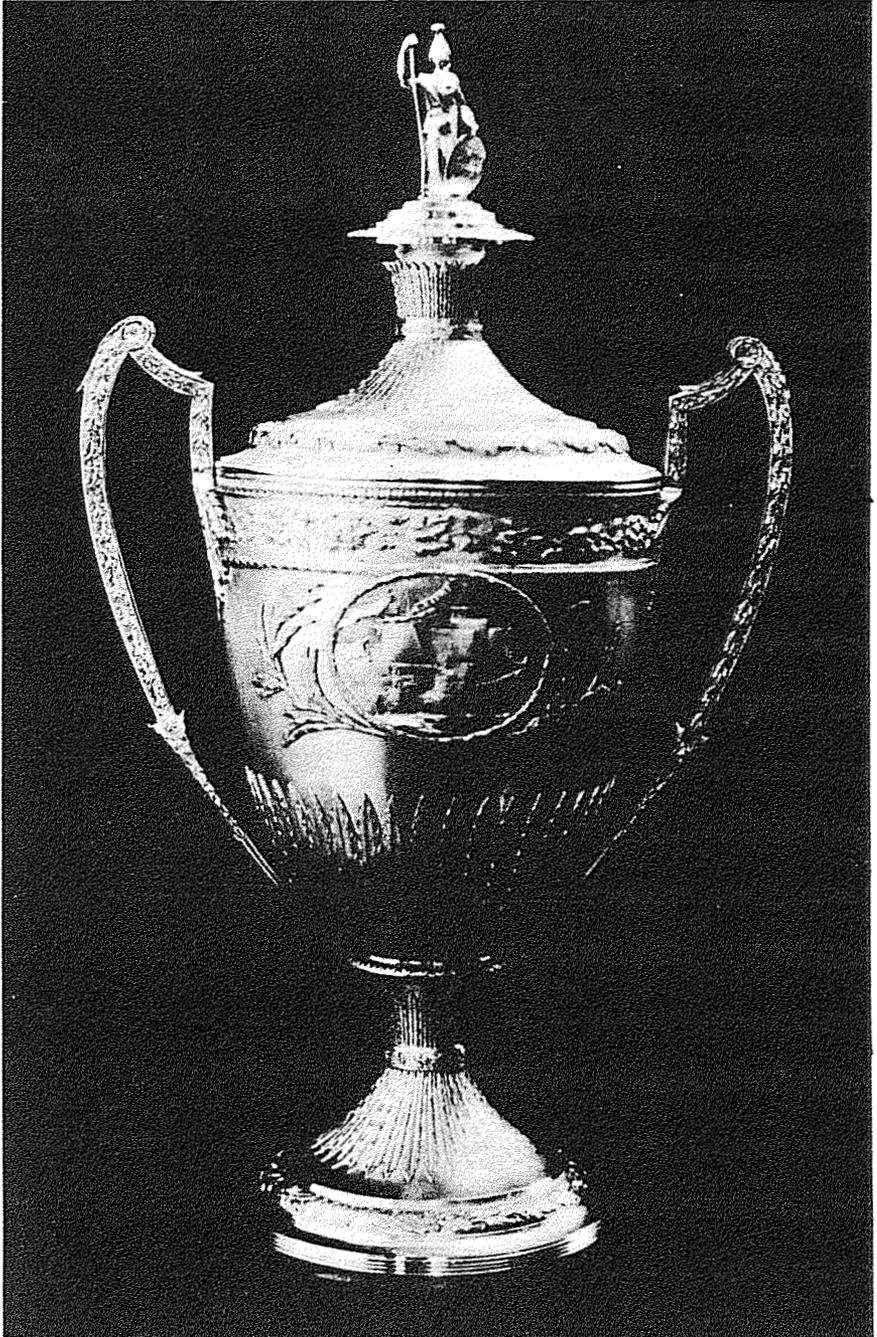
[PHILADELPHIA]

Navy Department 18<sup>th</sup> January 1800

NICHOLAS ROOSEVELT Esq<sup>r</sup>

near Newark —

SIR I send you a Copper Spike made here in a Blacksmiths Shop — The process is to take a piece of Copper, heat it, and draw it near the



SILVER URN PRESENTED TO CAPTAIN THOMAS TRUXTUN, UNITED STATES NAVY  
BY UNDERWRITERS AND MERCHANTS AT LLOYD'S  
COFFEE HOUSE IN LONDON.



Size of a Spike then cool it in water, hammer point & head it cold If hammered hot, the spike will be too soft, will not drive, but bend in driving, & often so far in the Ship as not to be got out without great difficulty

As to cast spikes, there never can be a certainty that they are solid, when they are nearly driven to the head, they frequently break short off — No Bolts or spikes therefore will answer the Public purposes except such Bolts as are rolled, or hammered or sweded [squeezed?] cold — & Such Spikes as are hammered & made cold

M<sup>r</sup> Humphreys is setting by me while I am writing this & indeed it is from his information I write — You can judge whether you can make such bolts & spikes, & if you cannot, the best way will be to give up the thing at once — The hammered spikes you have sent might by being hammered cold be made to answer for smaller spikes — but the Cast Spikes cannot be mended — M<sup>r</sup> Humphreys says that old copper once cast over will not afterwards work under the hammer & cannot be made malleable — or to answer for spikes or bolts —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Saturday, 18 January 1800

Fresh Breezes, and a head Sea — find a Strong Northerly Current Running.

Store Ship at Noon two Leagues astern.

This Vessel has caused me great delay and vexation in this passage.—

Corrected the Common Reckoning from the observed Longitude of ☉ West of ☽ on the 1<sup>st</sup> Instant to that made yesterday by ☉ East of ☽ with the Run since it was made up to Noon of this day

The Run Since yesterday noon with the difference between the Dead Reckoning & last Lunar observation is made a course of to produce the correction which makes the Longitude to day as per column. —

Longitude Observed ☉ East of ☽ 61°.10' W.

Latitude Observed 18°.46' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy,  
commanding, Saturday, 18 January 1800

Moderate breezes and cloudy, Lying too off Cape francois employd as nessasary Carpenters and Sailmakers as occasionally.

Condemnd by Survey and hove over board 200 pounds of beef it being rotten stinking and unfit for men to eat. Said to have been Received from the Navy contractor at Philadelphia

@ 6 Cape francois S W six leagues Monte a christo East 5 leagues

@ 8 Wore to the Northward and made sail squadron in comp<sup>d</sup> Wore and Tackd as nessasary to keep clear of the land during the

102 NAVAL OPERATIONS; JANUARY 1800-MAY 1800

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Night. AM @ 4 d<sup>o</sup> Weather Squadron in company Employd washing and Fumigating between decks

The American Schooner capturd by the United States Schooner *Experiment* Captain Maley was orderd to Join the *Constitution* for examination Captain Talbot not knowing the Exact limits of General Touisants boundary has order'd her in to Cape francois

@ 12 the Cape SW by S three leagues

[NYHS, NHS.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 18 January 1800

At 1 P M Sounded in 12 Fathom got Rocky bottom.

Saba bearing NNE about 9 Miles —

At 4 P M Saba bore N E 7 or 8 leagues —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 18 January 1800

these 24 Hours begin with Fresh Breezes and Cloudy Weather

at 1 P M Close Reefd the Top Sails Spoke the *Hind* Frigate on a Cruise and a Number of other Vessell with her Capt Lareon [or Larcon] from New Providence the Convoy Bound to London at 6 the Land in Sight

at 2 P M Wore Ship and Stood for the Land

at 4 Set the Main Sail

at 6 P M Wore Ship to the Southward & East<sup>d</sup>

at ½ past 7 Hauld up the Main Sail

at 8 handed the Mizen Top Sail

at 11 Handed the Fore Top Sail

at 12 Midnight handed the Main Sail

Middle part Fresh Breezes and Cloudy Weather

at 6 A M Set the Fore Top Sail

at 8 Handed the Fore Top Sail

Latter part Fresh and Cloudy

Judging us to be 9 or 10 Leagues from the Land West from us

Latitude Observed 26°06' N.

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Sunday, 19 January 1800

Throughout the whole of these twenty four hours — The wind has been very variable, with a high Cross Sea from the S E.

Got a Lunar observation as per Column.

The Store vessel at Noon about three leagues astern, and from her dull sailing, we lose more than one half of our time. —

Having the Longitude minutely determined, we shall Soon make Barbuda and Antigua under our Lee. —

Longitude Observed  $\odot$  East of  $\text{D}$   $61^{\circ}.22'$  W.  
Latitude Observed  $17^{\circ}.53'$  N.

[HS of Pa. NDA Photostat.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 19 January 1800

these 24 Hours Fresh Gales and flying Clouds at 1 P M Spoke the Sloop *Mary* from Philadelphia out 18 Days Will<sup>m</sup> Paul Master in Distress gave him Assistance Supplied him with Rigging & the Ships Fore Top Mast Stay Sail he being without Bowsprit Jibb & Fore Stay Sail took him in Convoy he being bound to Havanah

at 4 P M Spoke the Schooner *Lucy* from & of Providence Bound to the Havanah John Smith Master out 25 Day took her under Convoy Let one Reef out fore and Aft at 5 Close Reefd the Top Sails

at 8 Wore Ship to the North<sup>rd</sup> & Eastward

Middle part Light Breezes and Cloudy

At 5 A M wore Ship to the Southward and Westward our Convoy in Company

at 7 $\frac{1}{2}$  Sent the Ha[w]ser on board of the Sloop and took her in tow Set all Drawing Sail Sent the Sail Maker on board & A Man with him to Assist in Making A Jibb

Latter Part Light Breezes and Pleasant Weather

Saw the Land bearing West Dist<sup>t</sup> 6 Leagues

Latitude Observed  $25^{\circ}58'$  N.

[HS of Old Newbury, Mass., NDA photostat.]

Extract from letter to Secretary of the Navy, from Captain Richard V. Morris, U. S. Navy

[OFFICIAL.]

[U. S. S. *Adams*] ST. KITTS, Jan. 20, 1800.

"The *Adams* has captured the *Onze Vendem[i]aire*, of two carriage guns and 70 men — and the *Adams* and *Eagle*, in company, the *Fougeuse*, of two carriage guns and 51 men.

"It is not in my power to send you the names of all the captures by the squadron under my command, owing to part of them being at sea — but the whole is 17."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 15 February 1800.]

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

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>n</sup> SILAS TALBOT  
of the *Constitution*, Cape Francois

SIR Captain Rodgers in the ship *Maryland* has been for sometime in the vicinity of Surinam cruising under the order of Captain

M<sup>e</sup>Niell — Should you fall in with him which is not improbable, you will then order him to join your command — and when you think you have vessels to spare from Saint Domingo, detach them wherever you judge they can be usefully employed in defending our trade, or in capturing the French Privateers —

I have the honor &<sup>s</sup> &<sup>t</sup> —

B[ENJAMIN] S[TODDERT.]

[NDA. OSW, Vol. 3, 1799-1800.]

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To Master Commandant Richard Law (Junior), U. S. Navy,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>s</sup> RICHARD LAW JUN<sup>r</sup>  
of the *Richmond* —

SIR Captain Talbot having transferred to you all the Circulars containing Instructions for the general government of your conduct on a cruise, it only remains for me to direct, that taking under convoy the Storeship now in readiness at New York, a vessel with Block houses & other articles Shipping for the British Government & such Merchant Vessels as may be prepared to sail with you, You proceed with the *Richmond* to join our Squadron on the S<sup>t</sup> Domingo Station, rendezvousing at Cape Francois & place yourself under the Command of Captain Talbot your Senior Officer, from whom you will take your future orders, & to whom you will deliver the enclosed package. Should you not meet with Captain Talbot on your passage to Cape Francois you will deposit the Stores with N Levy Esquire Navy Agent there & proceed to sea & cruise in the vicinity of Saint Domingo until you fall in with him — In this event it may be also proper for you to deliver up the vessel with Stores for the British Government to the convoy of any British armed vessel you may find there — as she is intended for Jamaica — Mess<sup>rs</sup> Watsons will inform you who are the Agents for that vessel at New York, & if she should not be ready to sail with you, you must wait for her

I have the honor to be

Sir

Yr obe<sup>d</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>s</sup> SILAS TALBOT  
of the *Constitution* —  
Cape Francois

SIR Captain Law takes under his convoy a vessel with Block houses & other articles destined for Jamaica, which vessel you will order convoyed to her destination unless you should meet with a British armed vessel, to whom you will then give her up

You will direct in case of your having to convoy this vessel to Jamaica, that every attention be paid her

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

To Governor of Virginia from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th January 1800

His Excellency

JAMES MUNROE Esquire

Governor of the State of Virginia

SIR The United States have heretofore occupied for Navy purposes a piece of ground at Gosport, belonging to the Commonwealth of Virginia — it is supposed to contain about ten acres — The ground is considered to be very well situated for a permanent Navy Yard, and if it should be so appropriated, it will be desirable to commence imm<sup>o</sup> some buildings for the accomodation of Workmen & the security of timber —

Permit me therefore by order of the President to solicit the favor of your Excellency to communicate to the Legislature of Virginia the desire of the Government of the United States to obtain this property, either by purchase or in such other way as the Legislature shall deem proper

I have the honor to be with great respect

Yr Excellencys most obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>o</sup> MOSES BROWN  
of the *Merrimack*

SIR I have received yours of the 10<sup>th</sup> Inst — The resignations of Dan<sup>l</sup> [Nathaniel] Bradstreet Francis Salter & John Couch have been received & accepted, but M<sup>r</sup> Platt your Boatswain has not yet forwarded his —

You must select suitable characters for these stations & they must act under your appointment for the present, as there will not be time after receiving your answer to transmit their Warrants, but you will send me a list of their names, and Warrants shall be forwarded to the West Indies — If Doctor Shurtleff is well qualified for a Surgeon, he may occupy that station on board the *Merrimack* — in that case you will select a proper character for Surgeons mate M<sup>r</sup> [Michael] Titcombs Commission shall be sent on in a day or two —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 20th January 1800

Capt<sup>r</sup> MOSES BROWN  
of the *Merrimack*, Boston

SIR The Goods claimed as Sweedish property on board the *Buonaparte*, are "3 cases marked DCD, containing 100 Reams of writing papers & 3 cases marked L N<sup>o</sup> 1, 2, 3, containing 50 ½ ps Listados, 23 pieces Ging and Harlem & 50 ps fil ds Epreavel harlem" Have you any evidence of what the cargo did consist; & that these cases or any part of them were not on board of them at the time of capture? If you have not, you will have to pay for the whole, & must deduct from the prize money accordingly — The amount claimed for the first 3 cases is 435 D<sup>r</sup> and for the latter \$1239, making together 1674 D<sup>r</sup>, which sum must remain in the hands of Mess<sup>rs</sup> Higginson & C<sup>o</sup> subject to my order.

The Bills received from M<sup>r</sup> Clarkson for account of the N<sup>t</sup> proceeds of the sales of the *Buonaparte* having been partly sold on credit no settlement can take place with, or payment be made, to you on that A/C out of the money actually received on acct of the Bills — \$1436 25/100 being the Balance due for salvage on the recaptured Brig *Harmony*, and 2820\$ for the prize Schooner *Magicienne*, and if the money received be not sufficient they will make good the deficiency But why should these bills have been sold on credit? were they not Government Bills? and could any doubt exist as to their punctual payment? — The sale however being an act of your own whether by yourself or Mess<sup>rs</sup> Higginson as your Agent you must abide the consequences —

I have the honor to be

Sir

Yr obed Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT.]

[NDA. OSW, Vol. 3, 1799-1800.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from  
Secretary of the Navy

[PHILADELPHIA]

Navy Department 20<sup>th</sup> January 1800

STEPHEN HIGGINSON & Co.  
Boston —

GENTLEMEN It appears there is due Captn Brown & the Crew of the *Merrimack* on account of the recaptured Brig *Harmony* D<sup>r</sup> 1436 25/100 and on account of the *Magicienne* \$2820, and half the Nett proceeds of the sales of the *Buonaparte* after deducting therefrom the claim for Sweedish property said to be onboard at the time of Capture amounting to d<sup>r</sup> 1674. It was hoped the two first sums might have been paid out of the part belonging to the Public of the latter prize, but from the manner in which the Bills remitted by M<sup>r</sup> Clarkson have been sold, it appears there has not been enough of money received for this purpose consequently it remains to provide for the deficiency Be pleased therefore to retain in hand out of the money

actually received for bills sold, 1674 D<sup>rs</sup> to meet the Sweedish claim in the event of its being established & pay over the residue to Captain Brown for himself and the Crew of the *Merrimack* on acco<sup>t</sup> of the first two prizes, & if it be not sufficient you will please make up the deficiency — No settlement can take place with or payment made to the Captors on A/C of the *Buonaparte* until this money be received for the bills sold — But why sell these bills on credit! Were they not Govern<sup>t</sup> Bills! & could any doubt exist as to their punctual payment — The sale of those bills however being an act of Captain Brown, whether by himself or you as his Agent he must abide the consequences

I have the honor to be  
Gentlemen  
Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

To Naval Constructor Joshua Humphreys, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
*Navy Department 20<sup>th</sup> Jan<sup>y</sup> 1800. —*

M<sup>r</sup> JOSHUA HUMPHREYS

SIR A Dock for the purpose of repairing our largest Ships without the dangerous operation of heaving down is contemplated to be erected at New London, New Port, a place between New Port & Providence, Boston or Portsmouth New Hampshire, and I want to ascertain at which of these places it can be constructed to most advantage — One of the 74 Gun Ships is to be built at Boston — another at Portsmouth, and wherever they are built, it is desirable that a sufficient quantity of Ground should be purchased for a complete Navy Yard for the present occasion, and future uses of the Navy — With these objects in view and wishing to avail the public of your knowledge respecting them, I have to request that you will be pleased to visit the several places mentioned, and with a critical examination of them, report to me your opinion of the advantages and disadvantages of each so far as respects the construction of the Dock — You will also please to designate each place the sites which you may judge most proper for that purpose, with such discriptions that they may be readily ascertained by any person hereafter, and conceal the Spot which in your mind you shall fix on, a competition may be created between the proprietors of the several places and the public be thereby enabled to purchase the necessary quantity of ground on fair and reasonable terms — The appropriation by Congress for a Dock is small, much too small for the object, but it is proper that it should be begun, and at a place, and on a plan capable of great extension. — Although a Dock sufficient to contain not more than one Ship will be attempted in the first instance, it ought to be foreseen that it may be necessary to annex to it hereafter Docks to contain 20 Ships of the line, and that the works now to be erected should constitute a permanent part of the whole establishment — The neighborhood of Boston on many accounts appears to me to be the most desirable place for a Dock — There they have workmen of all kinds, seamen and Fortifications — I wish you to pay pointed attention to that place,

and particularly to the spot pointed out in the Letters of the Reverend Jedediah Morse which you will receive herewith — Let not this opinion of mine however, create any partiality in your mind favorable to this place or unfavorable to any other, but give each a fair thorough examination, and decide according to their respective merits, taking into view situation, convenience for Docking Timber, facility of Navigation, capability of defence, capacity of the harbours to contain a Fleet, in short every thing which your own matured judgement (on which I have great reliance) shall suggest as proper and necessary. — A number of documents relative to the places and objects in question will be delivered to you herewith, of which I request your particular care as Copies of them are not retained in the Office. — With respect to the Navy Yards for building Ships of War, I find that considerable sums of money have been expended in erecting wharves &c for building the Frigates authorized in 1794 on Private property, and in confined places; inadequate to the purposes at present contemplated — To prevent the same evil in future, you will be pleased to designate at or near Boston and Portsmouth, proper sites, to comprize a quantity of ground at each place sufficient for a permanent building Yard, and all the buildings, Dock and seasoning timber &c necessary for such an establishment, I presume from 15 to 50 acres, according to price and situation, and ascertain the price at which it may be purchased — As it is hardly to be expected that a sufficient quantity of ground can be purchased at an eligible price in either of the Towns, I request your attention to situations adjacent to each, particularly to an Island in the neighborhood of Boston, and two or three in the neighborhood of Portsmouth, and in this, as in the former instance create competition between the proprietors of the soil, by ascertaining at each place more than one spot which may answer the object in view — If you fix on either of these places for a Dock for repairing Ships, it is probable the building Yard may be comprized in the same purchase of ground, and it is desirable that it should be so. —

Mess<sup>rs</sup> Howland and Allen at New London, Gibbs & Channing at New Port, Stephen Higginson & C<sup>o</sup> at Boston, and Jacob Sheaf[f]e Esq. at Portsmouth, to all of whom you have Letters will afford you every assistance in their power to facilitate your operations, which as soon as you have completed, you will be pleased to make report of to me — You have also Letters from John Brown Esq. to John J. Clark or Tho<sup>s</sup> Holsey Esq. Mess. Brown & Ives — Benjamin Talman Esq & James Rhodes Esq of Providence, — and a Letter from Theodore Foster Esq. to myself, relative to the situation between New Port and Providence — Great expectations are formed of this place — do full justice to it in your Report — It appears desirable to some of the Members of Congress to the Eastward that some places in the district of Maine should be examined with a view to the construction of a Dock, particularly Portland and Wiscasset. You will therefore be pleased to extend your visit to those places and report on their situation &c in addition to the before resited — Letters to Mathew Cobb and Nath<sup>l</sup> Fosdick of Portland from the Hon: Geo: Thatcher, — and to General Wood and Abiel Wood Jun<sup>r</sup>, John Hues & John Merrill Jun<sup>r</sup> Esquires of Wiscasset from the Hon<sup>ble</sup> Silas Lee are herewith handed you, also a Letter from the Hon: P. Wadsworth

to Joseph M<sup>c</sup>Lellan & Son and one to Weeks & Tucker of Portland. —  
I have the honor &<sup>c</sup>

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Monday, 20 January 1800

The Beginning of this Day clear & pleasant the middle and latter  
Squally and Unpleasant.

Made the land at 4 P M. Saw Antigua bearing S S W.  $\frac{1}{2}$  W. and  
Barbuda bearing W B N. —

At  $\odot$  Set the North part of Antigua bore S W B S Seven Leagues  
Distance.

At 7. A M. Monserrat bore West Eight Leagues Distance and at  
Noon Rodondo South three Miles. —

Bent the cables &c &c &c The Store Ship about one Mile astern. —

Longitude Acc<sup>t</sup>  $62^{\circ}.20' W.$

Latitude Acc<sup>t</sup>  $17^{\circ}. 6' N.$

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Monday, 20 January 1800

Moderate breezes and cloudy. @ 1 Gave chase to a strange sail  
bearing N N W. @ 3 shortnd sail and boarded the chase an american  
Schooner from Baltimore bound to Cape francois

@ 4 filld and made sail to the Northward & Parted company with  
the squadron. @ half past 5 Monte a christo South  $61.40$  East Cape  
Francois South  $21.20$  West distance 19 miles from which we take our  
departure. Made and shortn'd sail as nessasary Steerd NW  $\frac{1}{4}$  N  
45 miles. AM @ 2 brought too with the main Topsail to the mast,  
up NW by N off NW by W till half past 5. In which time we had  
drifted W by N six miles Made sail and Steerd NW by N 16 miles

@ 8 Saw the S E end of Heneaga NW  $\frac{1}{2}$  W, 12 or 14 miles saw a  
strange sail bearing W S W which appeard to be steering S W by S.

@ 9 We bore up W S W and steer'd down the south side of Heneaga.

@ 10 came by a small Island detachd from the land 2 or 3 miles We  
pass'd 6 or 7 miles to the Southward of this small Island and saw the  
bottom very plane. We then hauld off S W three or four miles and  
steerd down for the S W point 8 or 9 miles to the Eastward of the  
S W end of Heneaga, Came by a Reef which Extends one or two miles  
to the Southward, there we saw two Wrecks, one of which was Totally  
dismasted, the other a Schooner with her fore topmast up

At 12 Meredian Fresh breezes from the Northward and Eastward  
the S W end of Heneaga bore N W, 8 or 9 Miles sounded with 85  
fathoms of line. No Ground

Latitude Observed  $20^{\circ}42' N.$

Longitude Observed  $73^{\circ}40' W.$

[NYHS, NHS.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*,  
Captain Edward Preble, U. S. Navy, commanding, Monday, 20 January 1800

Commences with pleasant weather employ'd setting & taking in  
sails

At 4 PM, exercis'd the great guns Pleasant & moderate breezes, all  
sail set to advantage, At 6 am set Studding Sails below & aloft  
Latter part good weather, all sail set.

Lat. Observed. 26°.44' N

Long. Observed. 32°. 7' W

[LC, EPP, 1799-1800.]

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Extracts from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.  
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,  
Monday, 20 January 1800

these 24 Hours begin with Moderate Breeze and Cloudy Weather  
Several Sail in Sight

at 2 P M took in T G Sails Fore & Aft

at 5 the South End of Abacco bore W N W the North End bore  
N N W Dist 4 Leagues

at 5½ P M borught too A Schooner (by A Shot) from Rhode  
Island Bound to the Havana 20 Day out the *Nancy Right* of Bristol  
*America* Caleb Eddy Master offered Assistance He said he would  
keep Company our Signal for Tacking 2 Light

Wore Ship to the Eastward with our Convoy

Middle part Light Airs and Pleasant

Lost Sight of the *Nancy Right*

People Employd on Sundry parts of Ships Duty

at 2 Meridian Egg Island bore E N E Dist 4 or 5 Leagues

Wore Ship to the Eastward Schooner *Lucy* in Company and Sloop  
*Mary* in Tow

Latter part Light Breezes and Pleasant Weather

Latitude Observed 25°24' N.

[HS of Old Newbury, Mass., NDA photostat.]

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To Josiah Parker, Chairman of the Committee on Naval Affairs, from Secretary of  
the Navy

[PHILADELPHIA]

Navy Department 21st January 1800

Col. JOSIAH PARKER

SIR The enclosed paper is drawn up by Capt Tingey to meet the  
difficulty stated therein I believe it is the practice of all Nations to  
condemn vessels from the papers & without the vessels themselves  
being arrived into their ports — It is certainly the constant practice  
of the British & French Nations — and nothing is more certain than  
that our armed Vessels could cruise but to little purpose for the  
protection of our trade if they should be obliged in all cases to send  
the Captured Vessels into ports of the United States for condemnation

as the existing Laws direct — Upon reading Captain Tingey's draft of a Bill & considering a little the subject, you will judge what is proper to be done —

I have the honor to be  
with great respect Sir  
Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NOTE: The enclosure herein mentioned has not been located.]

[NDA. Cong. LB, Vol. I.]

[21 January 1800]

Extract from letter from Lieutenant Charles C. Russell, U. S. Navy, commanding the U. S. Ship *Herald*, concerning the capture of the French Privateer *La Mutine*

[U. S. S. *Herald*] 25th Jan. 1800, off St. JOHN'S, PORTO RICO.

"I have the honor to inform you, that on the 21st inst. at 6 o'clock, A. M. I saw a sail in the N. W. quarter, to which I gave chase, and at 9, after firing seven shot at her, bro't her to. She proved to be a French privateer, called *La Mutine*, commanded by capt. Lauger, from St. John's, Porto Rico, and had been out 14 hours; she mounted six guns, 12 and 4 pounders, with 60 men, half French and half Spanish."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 10 March 1800.]

[21 January 1800]

Extract from a letter from an Officer on board the U. S. Brig *Augusta*, to a Gentleman in Baltimore, Md., concerning capture of the French privateer Schooner *La Mutine*

[U. S. Brig *Augusta*] off PORTO RICO, Jan. 24, 1800

"After compleating our water, and replacing our foretop-mast with a new one, we proceeded off this place, according to the orders of commodore Talbot, who commands on this station, and generally lies off the Cape. Nothing material occurred (having fallen in with nothing but Americans, Danes, &c.) till the night of the 21st inst. saw a sail on our weather beam; we immediately gave chase, but they with sweeps got out of gun shot, it being almost calm. However, we kept her in sight till morning, and then springing up a smart breeze, we pursued her so close that at 9 A. M. the U. S. ship *Herald* being to leeward, she struck. She proved to be the French privateer schooner *Mutine*, of 4 twelve pounders and 2 fours, manned with 65 men. By this capture I hope we have saved some of our defenceless countrymen, as she had been out but 12 hours, intending to cruise three months in which time, had she not been intercepted, she would undoubtedly have done a great deal of mischief to our commerce. We understand there are several others in Porto Rico, which we keep pretty well blockaded, but they will slip out in the night. We brought to a brig two days ago from Philadelphia, who informed us of the death of our worthy and beloved Washington."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 27 March 1800.]

112 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

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To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA]

Navy Department January 21st 1800.

GIBBS & CHANNING

Newport Rhode Island

SIR I am honored with your letter of the 6<sup>th</sup> Instant. The price at which you have offered the *George Washington* is certainly a fair one, & she ought to command it If however she will not, you will be pleased to decline selling her, & continue her repairs as if she was again to be fitted for a Cruiser, as must be the case in the event of your not being able to obtain an adequate price for her, and I am decidedly of opinion that by enlarging her Sails and other alterations, she may be improved so as to render her a valuable one — It is still however desirable that she should be sold, and if a private sale cannot be effected you may offer her at Auction under the limitation before prescribed —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Tuesday, 21 January 1800

At 7. P M. Arrived and Anchored in Bassateer Road S<sup>t</sup> Kitts, where I found lying at Anchor the following Ships of War of my Squadron.

Frigate *Adams*.  
" *John Adams*.  
" *Baltimore*.  
Brig *Eagle*.  
" *Pickering*.

At 10 A M. I dispatched the *Eagle*, in search of the *Enterprize* &c — as I want that Vessel in particular — to send on a Cruize that will be hereafter journalized.

Forwarded dispatches announcing my Arrival &c &c &c (see letter Book) to Secretary of the Navy by a Schooner prize to Captain Morris or one of the Squadron. —

[HS of Pa. NDA photostat.]

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Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding  
U. S. Ship *Ganges*, 21 January 1800

At ½ past 1 P M Saw the land bearing S W near 10 leagues —

At 4 the Westernmost point of Curacoa bore S S W about 7 leagues  
Dist.

At ½ past 5 Neil Jacobson fell overboard in attempting to get his hammock out of the netting — — Cut away the life boy and hoisted out the cutter but could not save him —

At Meridian pleasant —

[NA.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*. Master Commandant Timothy Newman, U. S. Navy, commanding Tuesday, 21 January 1800

the First part of these 24 Hours Light Airs and Pleasant Weather  
At 5 P M Egg Island bore N E b E 4 or 5 Leagues Dist and Land  
to the Southward bore S S E Dist 5 Leagues

Wore Ship Occasionally

Middle part Calm and Pleasant Weather

Wore Ship Occasionally

At 5 A M Saw the Land bearing from N E by N to S B E

these 24 Hours End with Light Airs and Pleasant Weather

The Sloop *Mary* in tow and Schooner *Lucy* in Company

Latitude Observed 25° 13' N.

[HS of Old Newbury, Mass., NDA photostat.]

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

[PHILADELPHIA]

*Navy Department 22<sup>nd</sup> January 1800*

Capt<sup>n</sup> THOMAS TINGEY

SIR One of the 74 Gun Ships is to be built at the City of Washington, where the public have procured thirty odd acres of Ground with a view to a permanent Navy Yard —

You will be pleased to proceed to that place with a view to Superintend the building of the Ship and as it is very desireable that the improvements to be made for the purpose of building the Ship should be such as will make a part of larger improvements hereafter, I have to request that you will pay particular attention to the placeing of these improvements

I know of nothing immediately necessary, but a Wharf and a place for docking timber; but these should be judiciously placed, so as to conform to future arrangements on a larger scale. — At present nothing more is to be attempted than economy and dispatch will require in building the ship in contemplation but I wish you would take a correct view of the ground and suggest a plan of improvement for a complete Navy Yard — M<sup>r</sup> William Marbury is the Navy Agent at that place — He will point out to you the place fixed on for the establishment of a Navy Yard, & will aid you with all the information & assistance in his power — I deem it unnecessary at present to give you any minute instructions relative to the operations you are about to undertake If any should be necessary, in future, they can be given from time to time as circumstances may require — You will be pleased to keep me constantly informed of the progress of the work under your Superintendence —

I have the honor to be

Sir Yr obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

To William Marbury, Navy Agent, Georgetown & Washington, D. C., from  
Secretary of the Navy

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> January 1800

WILLIAM MARBURY Esq<sup>t</sup>  
George Town —

SIR This will be delivered by Captain Tingey an officer of great merit in our service He goes to Washington with a view to superintend the building of the 74 Gun Ship & to aid in the arrangement of the Navy Yard — the improvements of which he will also superintend — The money as heretofore will pass through your hands —

Captain Tingey being a man of understanding & having Seen the Navy yards of England, will be able to direct the layings of that in Washington to greatest advantage — Still it is not intended that any expence shall for the present be incurred, beyond what is necessary for building the 74 Gun Ship & docking timber — I beg leave to recommend Captain Tingey to your good Offices —

I have the honor to be.

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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To Lieutenant John Shaw, U. S. Navy from Captain Alexander Murray, U. S. Navy

OFF DESEADA Jan<sup>y</sup> 22<sup>d</sup> 1800

JOHN SHAW Esq<sup>t</sup>

D<sup>r</sup> SIR I have now the pleasure of acknowledging the receipt of two of your favors, one I found at St Kitts on my arrival there, the other handed to me by M<sup>r</sup> Watson, the intelligence it contain'd was truly distressing to me, but 'tis in vain to repine at the unerring will of Providence.

I am very happy you have such a good command, and which I had arranged for you previous to my leaving America and am well convinced that the small fast sailing vessels are the most profitable to the Commanders, it would give me singular pleasure to have you join'd to any command I might have, but at present I am acting as a single Vessel, under the immediate controul of the Secr<sup>y</sup> of the Navy, & have nothing to do with any of the Public Vessels, nor they with me.

I shall at all times be happy to hear of your success & welfare, & am with great regard

Your most Obed<sup>t</sup>

[NDA. A. Murray's LB, 1799–1805.]

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To Captain Thomas Truxtun, U. S. Navy from Captain Alexander Murray,  
U. S. Navy

Off DESEADA Jan<sup>y</sup> 22<sup>nd</sup> 1800

THO<sup>t</sup> TRUXTUN Esq<sup>t</sup>

D<sup>r</sup> SIR I hope this will find you safe arrived at St Kitts, having spoken with two American Vessels that sail'd under your convoy, it

would give me singular pleasure to have the good luck to meet with you previous to my departure for America. M<sup>r</sup> Clarkson will no doubt be able to detail to you any particulars respecting my Cruise which I am sorry to say has not answer'd my expectations (& I fear) nor that of my Country, but this I am certain of, that it has not been for want of zeal or industry on my part.

I am extremely anxious to hear from my family, having never had a line from them, or the Secretary of the Navy since I left America, & hope you have brought me some intelligence from them, & which I fear will not be of a pleasing nature, having had the report of the death of one of my dear Children.

I must beg the favor of you to leave me a few lines, in case of my not seeing you, to tell me what has been going on in our department in my absence, & whether my conduct has been approved of in the range I have taken, as I have been altogether governed by my own judgment.

As my Ship is now almost a wreck, I feel very anxious to return with her. but as yet fear to encounter the rigor of our Winter Coast, & can make out a while longer in the West Indies, where our services are much required.

As you will now have the command here, & as I propose to be at St Kitts in all this Month, if you should have a convoy ready for America, & will permit the prize Brig *Conquest of Italy*, now Cruising under the command of M<sup>r</sup> Watson (one of my Lieu<sup>ts</sup>) to proceed with me, I will take charge of it & see it as far as the Latitude of 25° 00' N & then send the Brig on to America, with the charge while I return to cruise some days off Porto Rico previous to my departure.

If you can make any better arrangement in the interim you will be so good as to let me know, & should be happy to act in coincidence with your better judgment, being with the greatest respect

Your most Obed<sup>t</sup>

Hum<sup>l</sup> Serv<sup>t</sup>

[NDA. A. Murray's LB, 1799-1805.]

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Extract from a letter from Captain Thomas Truxtun, U. S. Navy, to a Friend in Philadelphia

On board the *Constellation*,  
BASSETERRE ROADS, Jan. 22. [1800]

"I have not time to say much at present, having arrived only two days ago, and have not yet been on shore. A 44 gun ship and a corvette of 28 guns are at Guadaloupe. I shall give them a fair challenge to come out in a day or two, and am hurrying to put all things in readiness for that purpose."

[LC, "Salem Gazette", (Salem, Mass.), 25 February 1800.]

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To Benjamin Lincoln, Collector of Customs, Boston, Mass., from U. S. Consul at St. Jago de Cuba

(The following letter from the American Consul at St. Jago de Cuba, is important as it defines a commercial point in the maritime orders of Spain, not heretofore distinctly understood. This letter was

accompanied with a protest, stating that the sch. *Polly*, Atkins of Boston, sailed from Port de Paix, in Dec. last, for Boston, was taken by a British frigate, retaken by a Spanish falucca, and sent into Cuba where she was condemned.)

ST. JAGO DE CUBA, 22d Jan. 1800.

B. LINCOLN, Esq.

SIR, "On the arrival of the therein mentioned schooner *Polly* of Boston at this port, I claimed her as American property, subject to a salvage. But was told by the court of admiralty here, that by an order of the King of Spain, all neutral vessels retaken, should be considered as good prizes. For an explanation of this, I beg liberty to refer you to Mr. Stoughton the Spanish Consul with you."

I am your most obedient,  
Humble servant,

JOSIAH BLAKELEY,  
Consul of the United States.

P. S. On the 15th we received at this city the awful and distressing account, of the death of that friend of mankind — the great — the good — GEORGE WASHINGTON. The Americans in port wear crape for 13 days, during which time the American flag is raised half mast. On the first day of mourning, two American vessels in port, fired in the morning, at noon, and in the evening 13 minute guns. Many respectable strangers here, requested permission and join us in the solemn tribute of respect. — Reflections the most serious, seem to have taken possession of every countenance; in a gloomy silence, each inhabitant appeared enveloped — In a fearful gloom the whole city seem to set, inshrouded.

[LC, "New Hampshire Gazette", (Portsmouth), 19 March 1800.]

To James & Ebenezer Watson, Navy Agents, New York,  
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22<sup>nd</sup> January 1800

Mess<sup>rs</sup> JAMES & EBENEZER WATSON  
New York —

GENTLEMEN Since my Letter of the 17th Inst it has been ascertained that the Carronades directed to be made for the *Philadelphia* Frigate cannot be complete by the time she will be ready in other respects — I have therefore to request that you will purchase the three pair of 32 pounders mentioned in your letter of the 6th inst on the best terms practicable, together with their Carriages and other implements shot &<sup>s</sup> and ship the same as soon as may be with those already ordered to this place —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 3, 1799-1800.]

[22 or 23 January 1800]

To Midshipman Richard B. Randolph, U. S. Navy from Captain Alexander Murray, U. S. Navy

M<sup>r</sup> RANDOLPH

SIR You having now been appointed prize Master of the recaptured Schooner *Aurora*, you must proceed with her down to St Kitts & there 'wait the benefit of convoy & wait upon M<sup>r</sup> Clarkson to let him know the circumstances of the recapture, the Cap<sup>t</sup> that belongs to her will take the charge of Navigating her, you are only to lay your claim for Salvage agreeable to the time she was in the Enemies possession & give direction to M<sup>r</sup> Will<sup>m</sup> Miller Agent for the *Insurgente* at Philadelphia, to send forward his authority for recovering the amount of the Salvage, what ever it may be, provided the Schooner does not arrive at Philadel<sup>a</sup> in which case you are to call on him to let him know of your arrival at all events, go to whatever part of America you may happen to arrive at you must (the first you do) write to him about your situation & draw on the Owners of the Vessel for any necessary supplies you may want to be deducted from the Salvage & get to Phil<sup>a</sup> as soon as you can or to Virginia as you may think best giving notice where to find you

Wishing you Success

I am

Your most Obed<sup>t</sup>

[NDA. A. Murray's LB, 1799-1805.]

[22 or 23 January 1800]

Case of Richard Bland Randolph on Schooner *Aurora* re-captured by U. S. Frigate *Insurgente*, Captain Alexander Murray, U. S. Navy, commanding

GEORGE TOWN 7<sup>th</sup> April 1824.

This day Personally appeared before me One of the Justices of the peace for the County of Washington in the District of Columbia; and deposed \* \* \* \* \*

That I, John Shore Webb, of the State of Virginia, late a Midshipman \* \* \* to join the U. S. Frigate *L'Insurgente* at Norf<sup>o</sup> under the command of Alex<sup>r</sup> Murray Esq<sup>r</sup>: \* \* \* Rich<sup>d</sup> Bland Randolph was attached \* \* \* and that He the s<sup>d</sup> Rich<sup>d</sup> Bland Randolph was on the morning of 25<sup>th</sup> January 1800 \* \* \* ordered to board, capture and convoy s<sup>d</sup> vessel [Schooner *Aurora*]; and upon the entry of s<sup>d</sup> Rich<sup>d</sup> B. Randolph on b<sup>d</sup> s<sup>d</sup> vessel: The French Prize Master thereof, did wound, and Maim Rich<sup>d</sup> Bland Randolph by cutting a finger from off the left hand, and shooting him the s<sup>d</sup> Rich<sup>d</sup> in or about the right angle with a positol, and that He did also receive many other wounds in s<sup>d</sup> Encounter: and carried the Prize un-appalled notwithstanding, and thereupon was Honored with appointment of Prize Master of s<sup>d</sup> Vessel and forthwith instructed to repair for the Port of Philadelphia; then and there to report s<sup>d</sup> Vessel to M<sup>r</sup> W<sup>m</sup> Miller Agent for the *L'Insurgente* \* \* \* \*

\* \* \* \* \* JOHN S. WEBB

Subscribed and Sworn to the date first above — before

DAN<sup>l</sup> REINTZEL [?]

Jus. Pea. County Wash: Dist: Col<sup>t</sup>

To the Honb<sup>ls</sup> the Senate and House of Representatives of the United States of America in Congress Assembled. —

The Petition of Richard Bland Randolph respectfully and humbly sheweth. —

That your Petitioner was appointed a Midshipman in the Navy of the United States on the 10<sup>th</sup> day of June 1799 and ordered on board the U. S. Ship *L'Insurgente* on the 1<sup>st</sup> day of May 1800 \* \* \* \* continued on board of said ship until she departed from Hampton Roads on her Second Cruise, which was in August or September of the same year, at which time, your petitioner was sent on shore to sick quarters on furlough \* \* \* \* and remained in the state of Valetudenarian until the reducing Bill of 1801 \* \* \* \* he was during the several cruizes of the ship *L'Insurgente* a Midshipman attached to the said Ship, but from wounds and disabilities, he was as above stated sent on shore to sick quarters, yet he cruised in that ship from Gosport Navy Yard to Hampton roads, thence to the Western Isles, thence to Lisbon, thence to Gibraltar. to Madeira, Salvages, Canaries, thence across the Atlantic towards the Amazon, to Cayenne, Paramarabo, to Surinam, Barbadoes, Martinico, to Antigua, thence off Desoraba, where the Schooner *Aurora* was captured, on her passage from Berbice to Point Petre Guadaloupe — that your petitioner was on the morning of the 25<sup>th</sup> January 1800 at about 4 o'clock A. M. ordered to *board, capture and convoy* the Sch<sup>r</sup> *Aurora*, upon his boarding her he received a wound on the left hand from the French prize master, from a cutlass which carried away one of his fingers, he also received a pistol ball in his right ancle, which was fired by some person on board the Said Schooner, together with a violent rupture \* \* \* \* he assisted in taking eighteen valuable prizes while on board said ship, that he was attached to her twenty months and twenty-one days, C[laims] that he never hath received any thing from the United States, either on account of Wages or prize money \* \* \* \* \*

\* \* \* \* \*

[No signature or oath]

[VA., Old Act Navy Inv: Rejected 774, Richard Bland Randolph.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Wednesday, 22 January 1800

the first part of these 24 Hours Light Breezes and Pleasant Weather at 5 P M New Providence Island bore from S E b E to S W 3 or 4 Leagues Dist Saw the Town and fort Wore Ship to the Northward and Eastward

at 10 Cast off the Sloop *Mary* it being Calm and Pleasant

Middle part Light Airs

at 4 A M Lay with the Main Top Sail aback

at 6 Filled away the M<sup>n</sup> Top Sail

at 8 New Providence bore S B W Dist 5 or 6 Leagues

took the Sloop *Mary* in tow Schooner *Lucy* in Company finding A SW Current

Latter part Moderate Breezes and Pleasant Weather

Latitude Observed 25°17' N.

[HS of Old Newbury, Mass., NDA photostat.]

To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul General at  
St. Domingo

(Copy)

CAP FRANCOIS Jan<sup>y</sup> 23<sup>d</sup> 1800

SILAS TALBOT Esquire

SIR, Having this instant returned from Leogane, I hasten to transmit, you a Copy of the arrangements made with the General in chief, Toussaint Louverture respecting french arm'd vessels. I believe you will find them perfectly agreeable, to the instructions, contain'd in an Official letter I had the honor of receiving from the Secretary of State, at the moment of my departure from the Cape: and I flatter myself they will meet the approbation of the Government of the U. States to whom I shall communicate them by fir<sup>s</sup>' safe conveyance.

### REGULATIONS

Article 1<sup>st</sup> — No Vessel of any description whatever, shall be allowed to arm in that part of the Colony, under the Jurisdiction of General Toussaint, except such as are employ'd by him either for the protection of commerce, or, to co-operate in his military expeditions, against the South —

2<sup>nd</sup> That all arm'd vessels, not in his immediate Service, shall be liable to capture and Confiscation by the Ships of War of the United States —

3<sup>rd</sup> that all the cruisers in his employ (of which a list shall be sent to the Commodore of the United States Squadron on the S<sup>t</sup> Domingo Station) shall be furnished with regular passports, signed by the Consul General, the British agent, and General Toussaint. Those that neglect to apply for such passports (*'tho in his service*) shall be liable to capture and confiscation

4<sup>th</sup> all armed vessels in his service, shall cruise within the Limits prescribed by the secret conventions entered into between General Toussaint, and the British previous to the renewal of commerce: Viz, not more than 5 Leagues from the Island of S<sup>t</sup> Domingo —

5<sup>th</sup> no passports, shall be granted to any vessels but those using the coasting trade of the Island or, those in the service of General Toussaint, and sailing within the limits mentioned in the 4<sup>th</sup> Article —

6<sup>th</sup> The particular agent of the executive Directory shall grant no commissions for arming the vessels of Private individuals, and if any such Vessels shall be found at Sea with commissions of this Description, they shall be liable to Capture and Confiscation

7<sup>th</sup> No arm'd merchantmen which have already arrived in this Colony from France, or, which may hereafter, arrive shall be entitled to a passport and if any such vessels should be captured, either in coming to, or going from this Island by the Ships of war of the United States, such capture shall not be considered by General Toussaint as an infraction of the arrangements entered into with the United States. It is understood, however, that (if it can possibly be avoided) such captures shall not be made, so near to the shores of the Island, as to give a suspicion that the American Ships of war have cruised there for the express purpose of taking such vessels, it is also understood that all such arm'd vessels, belonging to france as may be captured by the ships of War of the United States, shall be sent elsewhere for adjudication, and brought into a port of the Colony —

Such are the regulations, Sir, that have been made, in conformity to the instructions I received from the Government of the United States, I now embrace the earliest opportunity of transmitting them to *you*.

I have already had the honor of informing you, that the strictest orders have been given to prevent ships of war, or privateers belonging to the French Republic from entering the ports of this colony, as to armd Merchantment coming from France, I do not imagine that the trade of the United States, will incur any risk from them, in future. Those that have already arrived, are so much disgusted with the Government, in consequence of the requisitions to which they have been subjected, that they will return, no more, but should they even think proper to Continue, so disadvantageous a commerce, the most effectual steps have now been taken to intercept them, without interrupting the Harmony between this Island and the U States. I have discuss'd this subject very fully with General Toussaint, and have I believe, effectually done away [with] the unfavorable impressions made in his mind by the unjust, and ill founded Clamors of the French inhabitants at the cape. He sees the conduct of our naval commanders in a true light, and does them the Justice they Merit. I have convinced him that their Orders are positive, and that no arm'd French Vessels can be respected, but such as carry passports agreeable to the above Stipulations.

I have the honor to be with sincere esteem and regard —

Sir,

Your M<sup>o</sup> Obed<sup>t</sup> Servant<sup>t</sup>

(signed) EDW<sup>d</sup> STEVENS

S TALBOT Esq<sup>t</sup>  
&<sup>s</sup> &<sup>s</sup> &<sup>s</sup>

[LC, J. Sever Papers, NDA photostat.]

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

[PHILADELPHIA]

Navy Department 23<sup>rd</sup> January 1800

Capt<sup>n</sup> SILAS TALBOT  
of the *Constitution* —  
Cape Francois —

SIR I observe from letters published in the Rhode Island News papers from Captain Perry, and from other circumstances, that some of the Captains on the Saint Domingo Station think themselves authorized to Capture French property even on board Neutral Vessels —

Mistakes of this kind will lead us into quarrels with all the World — It is our interest and our policy to avoid them — at least not to provoke them by acts of injustice I have the honor to request that you will check this disposition to make captures which our Laws do not authorize in the Officers under your command — They must be governed by the Laws, and by their instructions founded on the Laws — The publication of letters from our Officers to their friends on Public affairs has already done mischeif — You will be so good to inform all under your Command, that the President disapproves of the practice of writing private letters from our Ships relative to public

transactions, and requests that it be discontinued. — It is believed that the officers of the British Navy are enjoined to avoid this practice, which from what I have already observed is sometimes injurious not only to the Public interest, but to the Officers themselves —

I understand from M<sup>r</sup> Higginson that the Brig sent in by Captain Little & Perry to Boston will not be condemned and that the most expected is a decree that there was cause to justify the sending her in for trial. —

I have the honor to be

Sir

Yr most obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO. Jan: 23<sup>rd</sup> 1800

To the Secretary of the U. S. at Philadelphia

SIR! I have the satisfaction to inform you that the Crew of the *Delaware* have been generally recover'd — & this morning Capt. Baker finding his Ship's company so sufficiently well — he determin'd to go out after a French Privateer who sail'd yesterday — he will probably stretch as high as Cumana — where french Cruisers have of late done much mischief. The *Scammel* has remain'd here — & her Commander & many of the Crew, are very unwell — Captain Baker has been very Zealous in the affair of the *Nautilus* — with the Governor, with no more success than myself — the only difference is — he has vouchsafed to answer Captain Baker. —

The calls on me since the *Delaware* & *Scammel* have been here, have been very heavy — for Provisions &c<sup>a</sup> & I am very sorry to add, that the Hospital expences in consequence of the numbers who have been & yet are sick, will amount to a considerable Sum. — I shall be under the necessity of drawing for about 5000 Dollars — in a short time — & I will endeavour to include in my account — which I design to furnish — the whole disbursements when it will be closed. —

I take the liberty to acquaint you that M<sup>rs</sup> Phillips & my own Health, & the promotion of my business will render it necessary for me to return home in a few months — & I have resolved to appoint M<sup>r</sup> W<sup>m</sup> D. Robinson, a native born Citizen of the U. S. my Successor, until your pleasure is known — In this Gentleman the United States will find a Faithful servant. — & his Abilities will do Credit to the appointment.

[SDA. French Spol. CA, Curacao, 1797-1801.]

[23 January 1800]

Report of the Committee of Commerce and Manufactures, instructed 15 December 1799, to report in what manner and to what effect the Act suspending commercial intercourse with France, has been executed, accompanied by letter to Chairman of Committee of Commerce and Manufactures, from Secretary of the Treasury

THE committee of Commerce and Manufactures, beg leave to report, on the subject of the suspension of the commercial intercourse

between the United States and France, that the laws which have been enacted for that purpose have been, as far as appears to the committee, faithfully executed in all respects depending on the care of the officers of the United States. It is but too probable however that individuals, engaged in pursuit of private commercial advantages, and regardless of the public welfare, have evaded in many instances the provisions of those laws. Some observations from the Secretary of the Treasury, relative to these practices, and a detail of the cases, which under the sixth section of the last act of Congress, prohibiting commercial intercourse with France, have been transmitted to that department, are herewith submitted. The committee being of opinion, that it is expedient further to suspend all commercial intercourse, between the United States and France have prepared a bill for that purpose, which is also submitted, and in the opinion of the committee ought to be enacted without delay.

TREASURY DEPARTMENT,  
*Jan. 23d, 1800.*

SIR, I have the honour to enclose a statement of all the cases which have been transmitted to this department for decision pursuant to the act of Congress passed on the 9th of February, 1799, entitled, "an act further to suspend the commercial intercourse between the United States, and France, and the dependencies thereof."

Although this statement contains the substance of the information desired by the committee, and particularly in what manner the power granted by the sixth section of the act has been exercised, yet it may be useful to observe, that the law of Congress passed on the 13th of June, 1798, which imposed the first restrictions on commercial intercourse with France, was by this department understood to declare the following principles, by which the conduct of the collectors of the customs has accordingly been governed.

1st. That all exports to France or her dependencies were prohibited after the first day of July 1798, except the goods and effects of Frenchmen residing in the United States, and about to depart in vessels with permits from the President of the United States.

2d. That the entry of vessels *bona fide* the property of citizens of the United States, or employed by them, and having on board property of such citizens only, was lawful until the first day of December 1798, and no longer.

Although the true interpretation of the law cannot be considered as finally settled by judicial decisions; yet as diversities of opinion are known to exist, it is desirable that the sense of the legislature may be ascertained upon the following points, in case the restrictions upon commerce with France, shall be continued after the third day of March ensuing.

1st. Whether the restrictions shall extend to any, except French and American vessels?

2. Whether trade through a neutral country, by means of a mutual agent of persons residing in the dominions of France and the United States shall be lawful?

3. Whether cartel vessels with passports of the President of the United States, authorizing the departure of French citizens and their

effects shall be exempted from the restrictions imposed on other vessels?

4th. Whether vessels which may be captured or driven by distress into French ports, the cargoes of which may be seized or detained by the French government, shall be allowed to receive merchandise or produce in exchange, or compensation for the cargoes so seized and detained.

The following practices have been discovered and may be expected to increase, in case the law shall not provide a competent remedy.

1st. American citizens have proceeded to the island of St. Thomas, and have there obtained certificates of naturalization for themselves and their vessels; — with such vessels a direct trade between the United States and French ports, has been attempted to be prosecuted in the same manner as before the law was passed.

2d. Agents for commercial houses have been established in the island of St. Thomas, and other neutral places, to whom the productions of the United States have been consigned; these productions have been shipped from thence in other American vessels for French ports. The vessels employed between the neutral French ports, have been generally covered as Danish property.

3d. Although vessels which have been employed in transporting French citizens and their property from the United States, have been carefully restricted by instructions and by the Custom House inspection, from transporting merchandize on account of persons resident in the United States, yet there is reason to suspect that the intentions of the government have in some instances been evaded. In case it shall be deemed reasonable to continue the provision for removing French citizens and their property — precise regulations for preventing the vessels from being employed in commerce will be highly necessary.

4th. Vessels have been carried to the vicinity of French ports, where as is believed, they have been captured by French privateers, in consequence of pre-concerted arrangements; — other vessels have entered French ports, on pretence of distress. — Although the vessels have, in many instances, been liberated, yet the cargoes have been detained by order of government. In some cases, the masters or owners have been permitted to purchase return cargoes — latterly to strengthen the plea for being admitted to entry in the United States, it has been represented, that the masters have been compelled to receive cargoes on board their vessels.

The cases of vessels which have been reported as having been captured by privateers, or driven into French ports in distress, have been attended with particular difficulty. — In some instances the representations have doubtless been fair and correct; but in others they have unquestionably been collusive and fraudulent; the protests and other papers usually produced by masters of vessels could not however furnish the means of a just discrimination.

No effectual remedy is perceived against an abuse which must continue to increase, but by declaring importations from French ports to be unlawful in all cases whatever, without excepting those of vessels really captured or driven into French ports in distress. The capture or arrival in distress may be involuntary and therefore not illegal — but the purchase of a new cargo or any purchase whatever except of necessaries to enable the captured persons to return to their own country, ought as is believed to be declared unlawful.

It may be said that such a regulation would be odious and severe; that it would be cruel to oblige men to suffer unnecessary losses, or to abandon their property to great risques, when an equivalent was offered. Admitting these objections to have some force, yet it may be observed with equal truth — that the act prohibiting commercial intercourse, ought to be considered in connection with other measures, as constituting a part of the system of resistance, adopted by the United States — that prior to the adoption of this system, our vessels were captured and condemned indiscriminately — that the suspension of commerce is a measure, which if well executed, must powerfully influence the conduct of the French colonies — that no system of resistance can be executed without exposing our citizens to some losses: that it is impossible to distinguish cases of real capture or distress, from those which are fictitious — that many of our citizens, will not make reasonable efforts to avoid being captured or entering French ports, if they find themselves exempted from every loss and inconvenience — that the plea of forcible exchange cannot be admitted without permitting the French government virtually to repeal our laws, by means of their own internal regulation; and that if the United States refuse to submit to an insidious policy, and some of our citizens suffer losses, it is against the French and not the American government that their complaints ought to be directed.

I have the honour to be,

With great respect,

Sir,

Your most obedient servant,

OLIVER WOLCOTT.

The Hon. SAMUEL SMITH, Esq. }  
 Chairman of the Committee of }  
 Commerce and Manufactures. }

[LC, "The Daily Advertiser" (N. Y.), 20 February 1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot,  
 U. S. Navy, commanding, Thursday, 23 January 1800

Fresh breezes and hazy weather, @ half past 12 Gave chase to a strange sail bearing E N E, @ 2 Squally with Rain in Top G<sup>t</sup> sails & down Jib. @ ¼ past 3 fir'd a gun to bring too the chase. Shortnd sail and boarded the chase an American Sloop from Philadelphia bound to the Cape, saw another sail bearing SE by S. @ ½ p<sup>t</sup> 4 Tackd to the N<sup>o</sup> In 2<sup>d</sup> reef in the Topsails, Saw one other sail N E which hauld in towards the Reef @ ¼ p<sup>t</sup> 6 wore to the S<sup>d</sup> & Brou<sup>t</sup> too Maintopsail to the Mast the S W point of Heneauga N by W 8 miles. Continued lying too till 6 AM the Wind at N E. @ ½ p<sup>t</sup> 6 AM, Wore ship & Made Sail to N N W @ 10 saw Heneauga bearing N by E 6 or 7 leagues Carpenters and sailmakers employd as Nessasary, @ 12 Meredian Fresh breezes and cloudy, the S W point of Heneauga Bearing N by W three leagues. Wind @ N E.

Latitude Observed 20°46' N.

[NYHS, NHS.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 23 January 1800

these 24 Hours begin with Moderate Gales  
 At 1 P M Set Top Gall Sails fore and Aft  
 At 3 Egg Island bore E N E Dist 3 Leagues  
 A[t] 4 the Land bore from N E b E to S S E Dist 2 Leag Wore Ship to the Westward  
 at 6 P M took in Top Gall Sails Jibb & Stay Sails Spoke A Sloop from New providence of and Bound to New York  
 Middle part Moderate Breezes  
 at 12 Midnight Wore Ship to the North<sup>wd</sup> & Eastward  
 at 5 A M Wore Ship to the North<sup>wd</sup> & Westward  
 at 10 A M Abacco bore N b E Dist 7 Leagues  
 at Meridian the Land bore from N E b E to N N E Dist 4 Leagues the Sloop *Mary* in tow and Schooner *Lucy* Astern Shortened Sail for her to Come up  
 Latter Part Moderate Breezes and Pleasant  
 Latitude Observed 25°43' N.

[HS of Old Newbury, Mass., NDA photostat.]

To Chester Fitch, Director British Arsenal at Antigua, from Captain Alexander Murray, U. S. Navy

U: S: Frigate *Insurgent* off  
 ANTIGUA 24<sup>th</sup> Jan<sup>r</sup> 1800

CHESTER FITCH Esq<sup>r</sup>

SIR I avail myself of the present Opportunity of writing to you, as one of the Gentlemen who direct the affairs of the Arsenal at English Harbour, & am sorry to say that I have had great injustice done me with regard to my fore mast, we had not been at sea twelve hours before we discover'd it to open & shut in several places & to a dangerous degree. upon close examination we found it full of large knots, that had been work'd out & the Vacancy plugged up & fill'd with putty so as to prevent the discovery of any outward defect. we have secured it as well as our present situation will admit of, but to fish it substantially will be a matter of considerable cost. I think the harder of it as it was evidently the intention of the Admiral to act a friendly and generous part toward us, & the Master Builder and Mast Maker, must have both been very conscious that the mast they gave me was not trust worthy. & such a one as they would not have offer'd to one of their own Ships when at the same time I am charged with the full value of a first rate mast that could be made.

I shall certainly have a proper survey over it the first opportunity I have of meeting with any of his Majesties Men of War, & let the Admiral know the result, which my duty to my country, as well as my own reputation compel me to, I am the more sorry for this event, having been so handsomly treated, & received so many friendly benefactions from all the Gentlemen of Antigua

Be pleased Sir to accept of my assurances of esteem & make my respectful Compliments to Cap<sup>t</sup> Western & the other Gentlemen of our acquaintance

I am

Yours &c

[NDA. A. Murray's LB, 1799-1805.]

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To Master Commandant Richard Law, (Junior), U. S. Navy, from  
Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> January 1800.

Capt<sup>n</sup> RICHARD LAW JUN<sup>r</sup>  
of the *Richmond* —

SIR The vessel with British Stores will not be ready to sail for some time, and Your further detention is unnecessary — You will therefore immediately on the receipt hereof proceed to sea, agreeably to my instructions of the 20th Inst.

I have the honor to be

Sir

Yr most obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

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To David Pollock, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24<sup>th</sup> January 1800

M<sup>r</sup> DAVID POLLOCK  
*Philad<sup>a</sup>* —

SIR Conformable to your request I inform you that the Island in the State of Georgia called Grovers, being a part of a tract of timber land in that Country offered by Col Tattnall and yourself to the Government of the United States has been purchased by the Navy Agent M<sup>r</sup> Jackson for the sum of Seven thousand five hundred Dollars, the one third part of this sum the Government will pay you on procuring an order from M<sup>r</sup> Jackson for the same, which I beleive you are entitled to from the papers relative to that property in my possession — Indeed I have supposed that I should have been requested by M<sup>r</sup> Jackson to have paid you before this time, as Col Tattnall mentioned to me, that one third of the purchase money would belong to you & should be paid by an order on me — But I have only lately heard from M<sup>r</sup> Jackson of the purchase & perhaps Deeds had not then passed —

I am Sir

Yr obed Serv<sup>t</sup>

[NDA. GLB, Vol. 3, 1799-1800.]

To James & Thomas H. Perkins from William F. Myer

CANTON January 24. 1800

Mess<sup>rs</sup> JAMES & THOMAS H. PERKINS

GENTLEMEN as my Commission will now amount to about six or seven thousand dollars in america on the Ship *Resource* Cargo Cap<sup>t</sup> Pearce you will therefore please to get Insured for me against all Risks Seven thousand dollars as my Commission from Canton to america onboard the Ship *Resource* Cap<sup>t</sup> Nathaniel Pearce, mounting Sixteen six pounders & ten Wooden Guns in all charging twenty Six Guns wood & Iron and fifty six men in all onboard & I Come home in her my self. I leave this tomorrow morning for our delightful Country America & hope to find you all well, our Ship Sails very fast 10.12 & 13 Knotts and man'd with as good a crew of americans as Ever floated the ocean, I should prefer the new Insurance Company or M<sup>r</sup> Brooks. my best regards to your Family & believe me to be Sincerely your Friend

WILLIAM F. MYER

[RIHS.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 24 January 1800

Fresh Gales and cloudy, Employ'd working to Windward to the West end of Heneauga @ half past 3 saw a strange sail bearing N N W, Tackd as nessasary to work to windward @ 6 wore to the N<sup>d</sup> the S W point of Heneauga N E by E the West point N N E 10 or 11 miles, @ 8 up foresail and brought too, Sounded every half hour with 100 fathoms of line till 12 No Ground, @ 2 AM Squally and Rain with Thunder and lightning settled down the Topsails on the Caps, @ half past 2 clewd up the fore Topsail and close Reefd the Topsails, Wind variable from N E to N N W with heavy squalls, Sounded with 100 fathoms every half hour From 12 Midnight till 4 AM at which time we wore to the southward and came to the wind under a reefd Foresail & close reefd Topsails @ 6 saw a strange sail bearing South out 3<sup>d</sup> Reef and Gave chace, @ 8 saw Cape Maize bearing S by W. @ 9 Shortnd sail and boarded the chace an american Brig from S<sup>t</sup> Yago bound to Baltimore. Made sail to the Eastward, @ 12 Fresh breezes from N E cape Maize S by W. 10 or 11 leagues. Mount Lagoon S S W 12 leagues

[NYHS, NHS.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 24 January 1800

Commences with strong gales —

At 9 PM under Fore sail, double reef'd fore topsail, M Sail, close reef'd Maintop sail & fore top M S. sail when the Main mast sprung between decks, Immediately down T G yard & launchd the T G mast. In mainsail Down M<sup>a</sup>Yard, Carried away one of the M<sup>a</sup>Shrouds. All hands employd securing the Mast & M shrouds, So ends the day

Lat. Observed. 14° 48' N

Longitude. 28° 21' W

[LC, EPP, 1799-1800.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Friday, 24 January 1800

Wind E. by N. at 9 P. M. Fresh breezes under close-reefed topsails and courses. At half past 9 P. M. Lieutenant Phipps (his watch on deck) informed me the mainmast was sprung between decks. I ordered the maintopsail to be taken in. Examined the mast and found it very badly sprung about three feet above the wedges. Got down the top-gallant yard, and masts. Took in the mainsail and set up the weather shrouds; then got the mainyard down and took every precaution to ease the mast and secure it until morning. At 6 A. M. the carpenters were all set to work preparing fishes for the mast. Carried away two of our main shrouds; got up others to replace them. Lat. 14°48' N. Lon. 28°15' W.

[NR&L, Nr P922<sup>14</sup>.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 24 January 1800

Fresh breezes: and clear.

Sounded in 25 fathoms.

Saw a large sail at the point which proved to be the British Frigate *Meleager*. Capt Ogle —

At 6 sounded in 20 fathoms.

fine black sand mixed with broken shells —

At ½ past 6 came too in Samba Bay in 11 fathoms The *Harry* in C<sup>o</sup>

At Meridian the Fort at Carthagea bore S S E. 7 or 8 leagues. and Carthagea. S E 8 or 9 Miles —

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 24 January 1800

this 24 Hours begin with fresh Brezes and Pleasant Weather

at 5 P M Stood in under the Land in 4½ Fathoms water Wore Ship to the South<sup>w<sup>d</sup></sup> and Eastward the [we?] being 1½ Miles Dist from the Land Wore Ship to the South<sup>w<sup>d</sup></sup> & Eastward Cast off the Sloop *Mary*

at 6 Shortened Sail and Lay with the M<sup>n</sup> Top Sail aback

at 10 P M Wore Ship to the North<sup>w<sup>d</sup></sup> Shew two Light for A Signal for our Convoy to Tack Ship

Middle part Pleasant Weather

at 2 A M Wore Ship and stood off from the Land

At 5 stood in for the Land

at 6 Bore away Lost Sight of our Convoy Made Sail Saw a Ship Stearing to the Westward

at 7 Set Top Mast Stearing Sails

at 8 Fired a Shot and Brot too the Ship AHead off us at 8½ Spoke her from New providence bound to Savanah the *Grand Turk* of New London Pardon T Taber Master Who Likewise informed us of an American Vessells being retaken by the *General Green & Boston* and Sent into Providence and that they had taken a French Privateer

and Sent to S<sup>t</sup> Christophers. the Berry Islands bearing S S W Dist  
5 Leagues

Latter part Moderate Breezes and Pleasant Weather

Latitude Observed 26°10' N.

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from a letter from a Gentleman on board the U. S. Ship *Connecticut*, Captain  
Moses Tryon, U. S. Navy, commanding, to his friend in Wethersfield, Conn.

[U. S. S. *Connecticut*] BASSETERRE ROAD,  
Jan. 25. [1800]

“Since my last nothing particular has occurred. On the 23d I  
left the ship that I was prize-master of, and to-day the *Connecticut*  
arrived from a cruise, after having sunk a French ship of 18 guns, and  
run ashore a French privateer schooner of 14 guns.”

[LC, “Claypoole’s American Daily Advertiser”, (Phila.), 12 April 1800.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 25. January 1800 —*

*The Secretary of the Treasury*

SIR Cap<sup>t</sup> M<sup>c</sup>Neill of the *Portsmouth*, has just arrived at New York —  
It will require 25000 Dollars to pay the Crew — which I want to  
remit immediately to New York — I have the honor therefore to  
request that you will be pleased to direct the Treasurer of the U. S.  
to pay over to Sam<sup>l</sup> Meredith Esq Treasurer of the Navy, Twenty  
five thousand Dollars out of the appropriation of 2,102,384<sup>4</sup>/<sub>100</sub>

I am

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

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

[PHILADELPHIA]

*Navy Department 25th January 1800*

Capt<sup>n</sup> DANIEL M<sup>c</sup>NEILL

of the *Portsmouth*. New York

SIR I am honored with your letter of the 24<sup>th</sup> and congratulate  
you on your arrival with your Crew in perfect health — It would  
have been more agreeable if you could have reached Boston, as the  
men would have been better pleased to have been discharged there,  
and the Officers would have been among their friends. — But it  
will not be prudent to think of removing the Ships at this season —  
Be pleased therefore to direct the Purser to prepare the mens accounts  
for immediate settlement that they may be discharged — I will  
on Monday remit you 20,000 Dollars which I suppose will be sufficient  
to pay the whole crew.

I presume some of the men & perhaps some of the officers have  
given powers of Attorney for part of their pay in their absence —

these powers ought to have been witnessed by yourself & by the Purser, and you ought both to have an account of their names — In these cases it will be impossible to ascertain what sums have been paid on the powers under a fortnight or more, & it will not do to keep the men until it can be ascertained — In all these cases therefore the Purser must deduct all the money that the Purser's authorized to be paid, to be sure of deductions enough — If too much is to be deducted the men can receive their balances at the ports to which they belong. — If you are not extremely attentive to this part of this business, there will be great confusion & perhaps considerable loss to the United States — The sooner the men can be discharged, the better in all respects — Mess<sup>rs</sup> James & Ebenezer Watson are the Navy Agents at New York to whom you will apply for any advice & assistance you may stand in need of — You have not mentioned whether the Ship wants any repairs — Please to inform me of this in your next letter, and also what Stores &c will be required for another cruise —

I have the honor to be

Sir

Yr obed serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799–1800.]

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To H. Weld Noble, Purser of U. S. S. *Portsmouth*, at New York, from Accountant of the Navy Department

NAVY DEPARTMENT

*Accountant's Office Jan<sup>y</sup> 25, 1800*

M<sup>r</sup> H. WELD NOBLE

Purser of the *Portsmouth*

N. York

SIR Previous to paying the Crew of the *Portsmouth* — you will take care to ascertain all charges against them. You I presume know whether any of them have authoriz'd Attornies to draw any part of their pay and you must be responsible for charging it against their wages. it appears from the Accounts of Stephen Higginson Esquire rend<sup>d</sup> to this Office that several payments has been made by him to Attornies of several of the *Portsmouth* Crew, an abstract of which you will herewith receive, but it is more than probable this abstract does not contain all the payments that have been made, and in all cases where Powers of Attorney have been given it will be best for you to presume that all the payments authoriz'd by the Powers of Attorney have been made, and to charge the individuals therewith — The only charge against you for money advanc'd at this Office, is \$150 paid on your order — to Captain M<sup>r</sup>Niel — Your pay rolls must contain columns for the names & stations of the Ships Company, also for the commenc<sup>t</sup> and expiration of service, one for the time of service & others for the rates and amount of pay for that time, and such other columns either in the pay or receipt roll as are necessary to exhibit the charges of money, Slops, payments to Att<sup>ys</sup> &c. as circumstances may require, and one for the ballances due, and remaining to be paid at the time the roll is made up to, or time of discharge, death, or desertion of the individual, for the final payment a

receipt roll will be proper, which besides having in it such of the aforesaid columns for advances as you may not have room for in your pay roll, must have columns for names, stations, and ballances, together with a column for the signature of the person paid and another for the witness to the final payment and signature; the witness should be a commission'd or warrant Officer, one of whom should always be present at the pay table while paying off — deserters forfeit the wages due to them, but the Ex<sup>ts</sup> or Adm<sup>ts</sup> of dead men and the Att<sup>ys</sup> of absentees with leave, upon producing and leaving with you for y<sup>r</sup> Voucher the letters of Attorney or administration, legally executed and authenticated may be paid, such as do not apply while you are paying may hereafter be paid at this office, for which purpose it will be necessary for you to make out, an abstract of the ballances due to dead & discharg'd men or deserters which must be produc'd with your pay and receipt rolls in your Slop account you will shew by approp<sup>ty</sup> columns the quantities of each several kinds of articles rec<sup>d</sup> or purchas'd, and the amount, and from whom — when & where, & on the contrary you will shew the q<sup>ty</sup> dispos'd of & remaining on hand, with their amounts respectively so that y<sup>r</sup> Acc<sup>t</sup> will shew both the article & the amount. —

The regulations of the Navy require every person belonging to a vessel of war, to draw one ration and this it will be presumed is always done unless the contrary is shewn, therefore in the subsistence abstract a distinction must be made between the undrawn rations, and the extra rations that some of y<sup>r</sup> commissioned and Warrant Officers are entitled to pay for, the undrawn adds a ration to y<sup>r</sup> provision a/c. which should be accompanied by a statement shewing the number of men, who from time to time, have drawn rations, and the quantities of each several kinds of article, thereby expended & in order to shew the state of the Officers subsistence account, an abstract exhibiting what provisions each of them have drawn, or have been Supplied with, and what may be due to each of them must accompany your provision Account. —

I am Sir

y<sup>r</sup> Obed<sup>t</sup> Servant —

THOMAS TURNER, Acc<sup>t</sup> of  
Navy Departm<sup>t</sup> —

[NDA. LB., N. Dept. Accts. Of., 1798–1800.]

[25 January 1800]

Deposition of Peter Taylor, Captain of the American Armed Brig *Nancy*, captured by the privateer Sloop *Flibustier* belonging to Bourdeaux & sailing with English colors hoisted

Before John Culnan, Consul of the United States of America, for the Canary Islands —

Personally appeared — Peter Taylor master James Dryburgh mate, & John Collins mariner of the American brig *Nancy* of New-York, & owned by Thomas Buchanan Merchant of said place, being duly sworn, deposed, & said —

That on the twentyeth of January 1800 sailed from the harbour of Funchal, in the Island of Madeira bound for Lisbon; on the 21<sup>st</sup> got clear of the Island; on the 23<sup>d</sup> in latitude 32°50' Longitude 13°00'

saw two ships to windw<sup>d</sup> which gave chase, at meridian came up, & boarded us. They proved to be the *Lord Rodney*, & the *Boeswick*, two Liverpool letters of Marque bound to Madeira, after examining our papers permitted us to proceed — at 2 P. M. tacked Ships to the Northward, & westw<sup>d</sup>. On the 25<sup>th</sup> at seven A. M. made the Island of Porto Santo, & tacked again to the Eastward — at 3 P. M. thick weather, twenty leagues to the eastward of Porto Santo, discovered a Sloop on our lee bow, about 3 miles distance under English colours, & suspecting her to be an Enemy, prepared for action, at four we fired a gun ahead of her, & hoisted our colours, when she returned another gun still under English colours, & coming into our wake, hove about, & stood for us — at 5 came up under our stern, & hailed us in English to hoist out my boat (perceiving her superiority, & having two men, & a boy sick, & two of the others not willing to fight) was obliged to go on board the privateer w<sup>th</sup> my papers — she proved to be the *Flibustier* of eight guns, & sixty five men belonging to Bourdeaux, Comanded by Antoine Watering, who sent a prize master, & fourteen men to take possession of the *Nancy*, & taking out her crew returned me aboard, & Steered for the Island of Palma — the privateer keeping us Company — On the 28<sup>th</sup> came to anchor in the road of Palma; on the 29<sup>th</sup> was taken ashore to make a deposition before the Governor — the 30<sup>th</sup> d<sup>o</sup> myself & crew embarked for the Island of Teneriffe, where we arrived the 2<sup>d</sup> of February. —

Whereupon at the request of the said master & in behalf of his Owner, I do solemnly protest against the said Sloop privateer *Flibustier*, Antoine Watering master, & all concerned for the capture of the brig *Nancy* for whatever losses, Costs, damages, interest, expences already might have suffered, or hereafter Suffer for, or by reason of the premises. —

Thus done, & protested w<sup>th</sup> my Consular Seal hereunto affixed at my Office in Teneriffe this third day of February 1800, & twenty fourth year of the Independance of said States — the said master, mate & mariner having sworn to the contents of this publick Instrument of protest, & signed the same. —

JOHN CULNAN.

[SDA. Spol. Cl. SC, 1819, Vol. 65.]

[25 January 1800]

From David Harding, Master of the American armed Ship *Portland* to the Owners of the same, captured by a French Privateer and recaptured by U. S. R. C. Brig *Pickering*

Ship *Portland* feb<sup>r</sup> 26<sup>th</sup> 1800

GENTLEMEN Your anxiety has doubtless been very great with respect to the ship and mine has not been less so as I can only say at present that on the twenty fifth day of Jan<sup>r</sup>, last I was taken by a french Privateer (in Latt<sup>d</sup> 21°50' Long<sup>d</sup> 59°30') after a chace of Eighteen hours during which time I ply'd them with a number of shot unfortunately to no purpose I was but ill able to stand the deck myself. had it have been otherwise our fortune might possibly have been better or worse the particulars you will learn when Ever we meet let it suffice at present to say that on the second inst. the Ship was

Recaptured by the United States Brig<sup>t</sup> *Peckering* Cap<sup>t</sup> B Hiller in Sale Rock Passage and conducted to Tortola Cap<sup>t</sup> Hiller Proceeded on to S<sup>t</sup> Kitts where fortunately I was in pursuit of the Ship in hopes she might be Retaken. You will learn by the within closed protest the rout which I have been oblig<sup>d</sup> to take had I not been there Tortola would have prov<sup>d</sup> as fatal to the property as Guadelupe it was with some difficulty that I got the property out of their hands it now Rests on this that I conduck the ship and cargo to Boston address<sup>d</sup> to Mess<sup>rs</sup> Stephen Higgenson & C<sup>o</sup> agent for the American Navy in that place where I hope to see one or more of the gentlemen owners of the Ship or otherwise I shall call on M<sup>r</sup> Eben<sup>t</sup> Preble for advise

I have with me now in the ship of my former crew my two mates W<sup>m</sup> Cross & the Boy the others I left in prison at S<sup>t</sup> Martins doubtless Gentlemen I shall have advise forw<sup>d</sup> Imediately to Boston on the Receipt of this I shall imediately on my arival protest against the proceedings at Tortola as it has not been in my power to do it before by reason the fleet were under way & I was oblig<sup>d</sup> to join them

the Schoo<sup>r</sup> *Sally & Mary* ariv<sup>d</sup> at S<sup>t</sup> Kitts the day before I left had been taken by the same privateer that I was & Retaken by the British Frigate *Dianna* Cap<sup>t</sup> Cross was taken on board the privateer & a Young Clerk only left onboard. I Conclude Subscribing my Self  
Your Unfortunate Serv<sup>t</sup>

DAVID HARDING

Latt<sup>o</sup> 22. — Long<sup>o</sup> 66.30  
under Convoy frigate *Baltimore* }  
Commadore COWPER }

For Mess<sup>rs</sup> James Deering Asa Clap & Stevens & Hovey Owners Ship *Portland*.

[Ct. of Cl, French Spol., Case No. 1744.]

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 25<sup>th</sup> January 1800

EBENEZER JACKSON Esq<sup>t</sup>  
*Savanah* —

SIR This will be presented to you by M<sup>r</sup> Samuel Humphreys whom I have appointed to inspect the Timber procuring for the 74 Gun Ships agreeably to your Contract with M<sup>r</sup> Phineas Miller of the 20th November last — I trust you will render him every necessary assistance to facilitate his operations & personally I beg leave to Com mend him to your friendly attentions —

I have the honor to be

Sir

Yr obed Servt

[NDA, GLB, Vol. 3, 1799-1800.]

[25 January 1800]

List of Vessels under convoy of the U. S. Brig *Pinckney* from Havana

List of Vessels which sailed under Convoy of the Brig *Pinckney*, from Havana, January 25, 1800:

Ship *John*, A. Robinson, Charleston, sugars and indigo, J. Pierce.  
 Brig *Aurora*, Corey, Charleston, sugars and indigo, Fitzsimons.  
 Brig *Jane*, Curran, Charleston, sugar and rum, M'Pharon.  
 Brig *Felicity*, Chatte, Baltimore, tobacco and rum, Walsh.  
 Brig *Orion*, Briggs, New-York, mollasses, Richmond.  
 Sch. *Harriot*, Putman, Charleston, molasses, Putman.  
 Sch. *Fanny*, Skiddy, New-York, sugar and logwood, Ingram.  
 Sch. *Hope*, Sinkins, Charleston, molasses and sugar, Maxwell.  
 Sch. *Rebecca*, Cary, Charleston, molasses and coffee, King.  
 Sch. *Planter's Adventure*, Bonner, Charleston, sugar, O'Geer.  
 Sch. *Friends*, Welsh, Norfolk, molasses and sugar, Smith.  
 Sch. *Sally*, Taunton, Charleston, molasses and sugar, Dennis.  
 Sloop *Betsey*, Frazer, Baltimore, molasses and sugar, Ellis.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 20 February 1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 25 January 1800

Moderate and cloudy. Working to windward between Cape Maize and Heneauga. @ 1 out all reef and set T G<sup>t</sup> sails wind vb<sup>t</sup> from E S E to East, Saw Heneauga bearing N E and Cape Maize S S W. @ half past 5. fresh breezes & Cloudy Shortnd sail and double reefd the Topsail, @ 6 Lost sight of the Island of Heneauga. Stood towards Heneauga till 7 In the Even<sup>s</sup> We then Tackd to S S E. @ 12 Moderate and hazy Tackd as Nessasary during the night to keep clear of the land @ 3 AM Sounded with 120 fathoms of line No Ground

@ daylight saw the high land bearing NE by N  $\frac{1}{2}$  N 7 or 8 miles to the E<sup>d</sup> of this S W point of heneauga, cleans'd out between decks passd 7 or 8 miles to the Westw<sup>d</sup> of the S W p<sup>t</sup> of Heneauga there sounded 100 fathoms No Ground. 3 or 4 miles from thence the water appeard white and Shallow. @ 12 Calm ships head North the SW p<sup>t</sup> E S E 7 or 8 miles the West point NE by E 6 or 7 miles the N W extreeme NE by N in sight from the deck, Sounded with 120 fathoms of line No Ground —

Latitude Observed 20° 50' N.

[NYHS, NHS.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 25 January 1800

Commences with stiff gales & lofty sea

At 3 PM. close reef'd Foretopsail. At 5 set close reef'd Mizen topsail, At 5 Am carried away a pair of Starboard M<sup>s</sup>Shrouds and found the M<sup>a</sup> trussell trees to be broken. Down M T S yard, All

hands employd fishing & woolding Mast getting up preventer  
Main shrouds So ends the day  
Lat. Observed. 12°.56' N  
Longitude. 27°44' W

[LC, EPP, 1799-1800.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 25 January 1800

Standing off the mouth of the river Boca-Chica At 1 P M the fort fired a shot at us sent the cutter on shore. At 2 P M the two forts an[d] one Gun boat continued firing at us.

At 4 the boat returned with a Pilot after the forts and a gun boat had fired 36 shot at us. Run in and came too in 11 Fathoms close under the fort. At ½ past 8 AM fired a salute of 13 guns. At 10 weighed the kedge and took it on the beach and moored Ship.

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Saturday, 25 January 1800

the First part Moderate Gales and Pleasant at 3 P M Saw the Great Bahama bearing N W Dist 5 or 6 Leagues

at 5½ it bore from E b N to N W Dist from abreast off it 2 Leagues at the Same time took Stearing Sails Top Gall Sails and Reefd Top Sails Fore and Aft

at 7 P M Hauld to the Southward with the Mizzen Top Sail Aback at 10 Close Reefd the Top Sails and handed the Mizzen Top Sail at 11 Handed the Fore Sail

Middle part Fresh Breezes and flying Clouds

at 2 A M Wore Ship to the Southward and Eastward

at 6 Saw the Great Bahama Bearing the Eastern End E b N the Western End in Sight N ½ E Dist 5 Leagues

at 10 Hauld out the Mizzen Let one Reef out of the Main Top Sail

at 11 A M Set the Fore Sail and Mizzen Top Sail Close Reefd

Latter part Fresh Breezes and flying Clouds

Latitude Observed 26°13' N.

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 26 January 1800

These 24 hours commences with stiff gales & rough sea. All hands employd securing the M<sup>n</sup>Mast & other necessary duty. At 5 P M swayd up M<sup>n</sup>Yard set Mainsail & M<sup>n</sup> top mast S. sail Latter part more moderate. Employ'd getting up M T S yard & reducing Main topsail

Lat. Observed. 10°.19' N

Longitude. 26°.36' W

[LC, EPP, 1799-1800.]

[26 January 1800]

To William Eaton, U. S. Consul, Tunis, from Secretary of State

(N<sup>o</sup> 4)

DEPARTMENT OF STATE

Philad<sup>a</sup> Feby 12. 1800WILLIAM EATON Esq<sup>t</sup>

SIR, The brig *Sophia* left the capes of the Delaware for Algiers, on the 26 of January, and I expect will arrive by the last of the present month. Duplicates of my dispatches by her accompany this letter.

I now inclose an invoice and bill of lading of the cargo of the ship *Hero*, Captain Robinson, destined for Tunis, where her arrival will I trust put a good face on our affairs. — The other stores for Tunis will be shipped as early in the Spring as it will be possible to procure them. I hope they may be under convoy. —

I am very respectfully &c. &c.

TIMOTHY PICKERING

[SDA. Dip. Cor., Inst. to Min., 1798-1800.]

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

PHILADELPHIA 26 Jan<sup>y</sup> 1800M<sup>r</sup> BENJ<sup>m</sup> STODDERT

SIR I beg leave to suggest the propriety of ordering the Marines from the Schooner *Experiment* to the Frigate *Boston* (if an opp<sup>y</sup> offers) as she sailed without her Compliment of Marines. I never knew of any opportunity to her or would have recommended this measure before. —

L<sup>t</sup> Sheridine can be ordered on board the *Herald*, and then the Marines, & himself will be relieved from the Tyranny spoke of to me by Cap<sup>t</sup> Carmick. —

I have the Honor to be  
your ob<sup>t</sup> Ser<sup>t</sup>

W. W. B[URROWS]  
M[ajor] C[ommandant]  
M[arine] C[orps]

[MCA, LS, 1800.]

[17 December 1799 to 26 January 1800]

Extract from a private letter from Lieutenant John Shaw, U. S. Navy, commanding the U. S. Schooner *Enterprise*

“On the 17th December we left our capes with a moderate breeze from the S. W., but it shortly increased to a violent gale accompanied by quantities of rain, and having a new vessel and raw hands, had soon many difficulties to encounter. We lost one man overboard besides springing our foremast, but had it condemned by a surveyor as being unfit to proceed to sea with. On the 19th January procured another mast in Martinico, and proceeded to St. Kitts with a convoy of 15 sail. Hauled up for a brig we saw under Guadaloupe, which showed a Swedish jack. As we had every reason to suppose her a

French vessel, beat all hands to quarters, the usual mode we adopt on seeing a strange sail. We gave her a gun, showing our colors, but she kept her wind to the southward until we had fired 14 shot at her, when she hauled down her colors and came under our lee. She proved to be a Swedish brig of twenty 12-pounders and 90 men. After examination let her proceed. On the 19th were ordered out on a cruise. On the 22d recaptured the schooner *Victory* with a valuable cargo from Norfolk bound to Antigua, five days in possession of the French. On the 24th recaptured the brig *Androscoggin* of Topsham, six days in possession of the French. They both arrived safe in St. Kitts. On the 26th inst. we proceeded to Curracoa with dispatches from Commodore Truxtun to Captain Baker of the *Delaware*. She is in port with many of her men sick."

["Gazette of U. S.", March 28, 1800.]

[26 January 1800]

American Brig *Polly*, Lazarus Lovell commanding, describes falling in with certain U. S. Ships of War, and mentions the capture of the French Privateer *La Voltigeuse* by the U. S. R. C. Brig *Pickering*

On the 26th, about 70 miles to windward of Desada, early in the morning I fell in with the United States ship *L'Insurgent*, Alexander Murray, esquire, commander; by his request I lay by until they closed several packages — the lieutenant who came on board informed me that there was also cruising to windward, the U. States ship *Connecticut*, capt. Tryon, the *Adams*, captain Morris, and the *Invincible* [British?] of 74 guns, the *Baltimore* and *Pickering* cruising under the lee of Guadaloupe. Likewise informed me that three weeks before had arrived at Guadaloupe, two French ships, one of 20 and one of 50 guns, which had brought out a new governor, Genet — capt. Murray very politely told me he would stand on a piece with me to the northward, and accordingly did until 2, P. M. a lofty warlike looking ship with a crowd of sail hove in sight to windward, but on getting sight of us she in studding sails and hauled on a wind to the northward; the *L'Insurgente* then made sail and stood to windward after her; night came on, and I lost sight without knowing which had the better of the chase. On the 28th, I fell in with the United States brig *Pickering*, Benjamin Hillar, esquire, commander, on a cruise; eight days before had captured the *Voligeise* [*La Voltigeuse* captured 7 December 1799], of 10 guns, and 61 men, 3 days from Guadaloupe, taken nothing; 3 months provisions on board. It was expected that this privateer would have engaged the *Pickering*, as she shewed 14 ports; but on the *Pickering* firing a shot athwart her fore foot, and giving three cheers, the French colors came down. I had the above news from lieutenant Ingraham, who came on board — he further said, that four days before he was himself on shore at Point Petre, to exchange the above prisoners, and saw there the two French ships before mentioned.

The *Pickering* altering her cruise, has captured 16 sail; she was then full manned, and all her crew in good health: the doctor, Mr. Sargeant, was so good as to come on board and prescribe for a man I had sick, who has since recovered.

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 7 Feb. 1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 26 January 1800

Calm and cloudy Ships head N N E, @ half past 12 Sent an officer and a boats crew to Survey the West point of heneauga at Sundown Observed a Smoak on the Northermost part which appear'd to be a mile or two In land, @ half past 5 the N W part of Heneaga NW by N the West point E S E 6 miles the S W point S E 10 or 11 miles. @  $\frac{3}{4}$  past 5 the Cutter returned which had been employd on the Surveying service round the S W point of heneauga. One half a mile from the shore they had 30 fathoms and Gradual Soundings from thence to the Shore they landed on a sandy beach a little to the southward of the West point, the Surf is Generally low Except with a North or a Westerly wind, @ 6 Wore to the southward and Steerd on a SW by S course 11 miles in order to obtain an offing Winds moderate and variable during the night. AM @ 2 Steerd S E till 4 AM. @ 6 Tackd to the Northward wind @ N E by E @  $\frac{3}{4}$  past 8 Saw the land near the S W end of heneauga. @ 11 Saw two small Schooners bearing E N E steering down the south side of heneauga. @ half past 11 out 2<sup>d</sup> reef of the Topsails to work to Windward, @ 12 Fresh breezes from N E saw one of the small schooners anchor in under the S W point of heneauga bearing E N E

[NYHS, NHS.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Sunday, 26 January 1800

this 24 Hours Fresh Gales and Hazy Weather Saw the Great Isaac bearing S W b S Dist 2 or 3 Lea[gues] at 2 P M the Great Isaac bore S b E  $\frac{1}{2}$  E 3 or 4 Leag Dis Saw a Sail Stearing to the Eastward

at 3 Let one Reef out of the F & M<sup>r</sup> Top Sails  
 at 5 $\frac{1}{2}$  P M the Bemine Island bore S E B E 4 or 5 Leagues Dist  
 at 8 Sounded with 30 Fath Line no Bottom  
 Middle part Fresh Breezes and flying Clouds  
 at 4 A M took one Reef in Each Top Sail Sounded with 115 Fath<sup>m</sup>  
 Line no Bottom  
 at 6 A M Let one Reef out of Each Top Sail and Set the Main Sail  
 Latter part Fresh Gales and flying Clouds  
 Latitude Observed 24°15' N.

[HS of Old Newbury, Mass., NDA photostat.]

To Robert Goodloe Harper, Chairman of Committee of Ways & Means, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th January 1800

Honble

ROBERT GOODLOE HARPER  
 Chairman Committee Ways & Means

SIR The appropriation of one million of Dollars was made to procure six vessels, to mount not exceeding 18 Guns each — and to commence the building of six Ships of 74 Guns. The six small vessels

have been procured and are in service, and altho their A/cts have not yet been settled little doubt remains that they have cost by the time they were ready for sea nearly 300,000 D<sup>r</sup>s the sum they were estimated to cost —

The frames of Live Oak for the 6 Seventy four gun Ships are now ready for delivery — they were estimated to cost delivered at the different places where the Ships are to be built 240,000 Dollars, but they will really cost 300,000 D<sup>r</sup>s — They are cut to the moulds in Georgia, in order to save the expence of transporting useless timber in consequence of which the cost exceeds the estimate, but in this cost is included the labour of cutting them to the moulds, which is considerable & which will, it is presumed, produce a saving in the article of labour estimated at 510,000 [or 510,600] D<sup>r</sup>s equal to the excess in the cost of the frames. —

The other timber for these Ships will all be delivered & paid for in the course of the present Winter — a great proportion of it has already been obtained, it was estimated at 180,000 D<sup>r</sup>s — The Copper required for the 6 ships will cost 170,000 D<sup>r</sup>s — and as we cannot be certain of getting it from other Countries when we shall want it and as it is of the utmost importance to obtain it in our own, it may be proper to expend the whole sum this year, whether the building of the Ships should go on rapidly, or otherwise — nearly 20,000 D<sup>r</sup>s indeed has already been expended in procuring a part of the Copper.

I find that very large sums have been lost in erecting wharves &c for building the Frigates authorized in 1794 in places so confined as to be totally unfit for building even Frigates hereafter and in every instance where this mistake has occurred, the expenditure of money on objects at this time wholly useless has not amounted to less than 200,000 D<sup>r</sup>s — an other expence has grown out of the circumstance of want of room at such places, the amount of which there is no calculating — I mean the labour of piling and unpling timber heaped together in confusion, because there was not room to admit of its being placed away in any proper order. It would not be hazarding too much to say that the same piece of timber has been removed from this cause twenty times over in Philadelphia where economy in Ship building is pretty well understood — To avoid errors of this kind and that the money now to be laid out shall be useful hereafter, I have contemplated to purchase at the six different places where the Ships are to be built, ground enough for capacious building yards, and to have such wharves erected as would answer for future occasions as well as the present — Each wharf will probably cost 20,000 D<sup>r</sup>s — the Ground Sheds, & Docks for the security of timber & other absolutely necessary expenditures may amount to as much more — in the whole to 240,000 D<sup>r</sup>s and this sum must be expended before even the Keels can be laid to advantage

These several Items for the six small vessels.....	300, 000
for the frames of the 6 — 74 Gun Ships.....	300, 000
for the other Timber.....	180, 000
for the Copper.....	170, 000
for the Navy Yards, Wharves &c.....	240, 000

\$1190, 000

amount to 190,000\$ beyond the appropriation of one Million the whole except for the Copper will be expended in the course of the Winter and early in the Spring — a much larger proportion of it than 300,000 D<sup>r</sup>s has already been expended, altho by the Treasury Books it does not appear to have been the case

The Navy Agents are Agents for every purpose of the Navy — several of them have applied of money remitted them out of the appropriation for the maintenance of the Navy, considerable sums towards the Timber &c for the 74 Gun Ships which can only be charged to the appropriation for that object when their Accts are settled — Thus then it appears that an appropriation of 190,000 Dollars will be required to put us in a condition to lay the keels of the 74 Gun Ships. It may be essential that not only the Keels should be laid in the Spring but that such progress should be made in the Ship during the Summer & fall, and an appropriation of an additional 410,000 D<sup>r</sup>s for this purpose seems no more than sufficient to pay for the labour, and to commence a provision for anchors, sails, rigging Guns &c — I do not believe it will be found necessary to go on with those Ships as fast as possible, but I have supposed that our present arrangements must be made upon the Idea that it will be necessary. — Six hundred thousand Dollars in addition to former appropriations will be sufficient to put the Ships in such a state in 1800, as to be got to sea — perhaps early in the summer of 1801

I have the honor to be  
with great respect & Esteem  
Sir Yr most obed Servt

[NDA. Cong. LB, Vol I.]

To Samuel Humphreys, U. S. Inspector of Timber, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 27th January 1800*

M<sup>r</sup> SAMUEL HUMPHREYS  
*Philadelphia —*

SIR Agreeably to a contract between Ebenezer Jackson Esquire Navy Agent at Savannah in Georgia and Phineas Miller Esquire for procuring the timbers for the frames of 6 seventy four Gun Ships of Live oak, a Copy of which is herewith enclosed for your information and Government — You are hereby appointed Inspector on the part of the United States for the purpose of examining & determining whether the said Timber is of the proper quality, cut conformably to the moulds, delivered at proper Landings, & in such quantities at such Landings as said contract stipulates.

Before you proceed to inspect the Timber you will please provide yourself with a Book ruled in columns for each tier of Timber, headed at Top with their respective names, & under with Larboard & Starboard — The columns should be large enough to admit of your marking how much each timber is longer or shorter than the mould, to ascertain that there is sufficient length in the whole timbers to complete each frame. There should also be columns, for the length, breadth depth & contents for cubic feet of each timber The length to be taken from the moulds except otherwise ordered in the directions

for procuring the Timber a Copy of which you will receive herewith — Each Account is to be headed with the name of the Ship the Frame is intended for, or the name of the place where each is to be built, Say Portsmouth (New Hampshire), Boston, New York, Philad<sup>a</sup>, Washington, Norfolk — Each piece is to be thus marked, as well as with the name of the timber, both larboard & starboard. — You will observe by the Contract & instructions, in what manner the timber is to be got, and what latitude is given the procurers. — It is essential that all outside pieces shall be of the best quality clear of all defects whatever — Those for the frames generally should also be of sufficient quality but pieces may be admitted for the frames generally that would not do for outside work, tho none should be received that have large heart shakes large splits, or are rotten — Here you must exercise your judgment, taking care not to reject any pieces improperly, nor to receive any unfit for the Ships — It is expected that the frames will be delivered at a number of Landing places, and that there may be pieces for each Ship delivered at each place, and it is essential to avoid mistakes in sending the pieces intended for one Ship to a place where another is building, that the utmost care be observed in making as many piles at each place as there are to be Ships and that each pile contain only the timber designed for one ship and that the piles be placed at a distance from each other so as to prevent the Timbers of one Ship being mixed with those of another

It is also essential that each piece of Timber be so conspicuously marked in a way not to be rubbed out with the name of the place to which it is to be sent, as to be at once distinguishable —

As soon as the season will permit Vessels will be sent for the Timber, and it is hoped that it can all be ready & taken away while you remain in Georgia & under your direction, or that of persons employed by you & to act under your orders in taking an account of the Timbers Shipt & receipts from the Vessels, by which means mistakes & confusion may be avoided —

For your services you will be allowed at the rate of 2000 Drs per Annum & your reasonable expences, of which you must keep an account, while employed in this service M<sup>r</sup> Ebenezer Jackson Naval Agent at Savannah will render you every necessary assistance to facilitate your operations. —

Besides the foregoing there are the frames of two Ships contracted for to be cut by Thomas Shubrick Esq<sup>r</sup> of South Carolina — You are appointed to inspect those also, under the same regulations & restrictions as are prescribed in respect to the frames in Georgia W<sup>m</sup> Crafts Esq<sup>r</sup> Naval Agent in Charleston will render you the requisite information and assistance — to him you will be pleased to present yourself on your arrival in Charleston & in concert with him arrange your plan of operations so as to effect the object of your appointment with the greatest facility of which it is susceptible keeping in view at same time the business you are to transact in Georgia & making your arrangements in such manner that the operations in one State shall not interfere with those to be performed in the other — If the two frames procuring in South Carolina will be ready before the whole six in Georgia, you will be pleased to designate those for two of the Ships now to be built, & let two of the frames in Georgia which shall be last completed be considered as extra, & whether two in Georgia,

or those in South Carolina be so considered let one of them be marked GEORGIA & the other CAROLINA A Copy of the Contract with Col Shubrick is herewith enclosed —

To defray your expences 1000 D<sup>rs</sup> is now advanced you on Account, and if more should be necessary before you return you may draw on me — your Bills shall be duly honored — I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

*Navy Department 27th January 1800*

WILLIAM CRAFTS Esquire

*Charleston S C*

SIR From your letters and I have no other documents the crew of the *General Pinkney* [*Pinckney*] were engaged in February & March — Be pleased to direct that all the men whose times expire in February & March be imm<sup>d</sup> discharged & paid off — The Purser it is presumed has all the mens Accts ready for settlement He must be furnished with money as wanted to pay off the men & Captain Heyward must direct an Officer to attend the payment — A new Crew must be engaged before the *Pinkney* sails on another cruise, for this purpose instructions shall be sent to Captain Heyward in a day or two, when I will again write you —

I am Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

*Navy Department 27th January 1800*

WILLIAM CRAFTS Esq<sup>r</sup>

*Charleston*

SIR I am honored with your letter of the 8th Instant — With respect to M<sup>r</sup> Shubrick I do not know where he got his information that the Stem pieces of the 74 Gun Ship were to be "*of white oak*", certainly no such thing is contained in the Instructions I forwarded to you on the 6<sup>th</sup> August last, nor must it be admitted They must be of live oak, & of the very best quality being for outside work. — If they cannot be got in two pieces, they may in three, taking care to shift the scarfs of the apron, so as to make strong work — The stern post may also be got in two pices, if it cannot be got in one — But the transom must be in one piece —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from a letter from Captain Thomas Truxtun, U. S. Navy, to a friend in Norfolk, Va.

“St. CHRISTOPHERS, Jan. 27, 1800.

“The *Pickering* sailed a few days since, with 45 Americans under convoy, and called at St. Thomas for what vessels were ready for the continent. The *Baltimore* I have ordered here the 15th of Feb. to take charge of another convoy, to proceed the same route — and early in March, I shall give a third. Thus, my friend, I intend to guard the property of our fellow citizens, by appointing convoys at stated periods, and spreading our fastest ships to cruize singly with vigilance against the enemy.”

[LC, “The Herald”, Norfolk, Va., 1 March 1800.]

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

[PHILADELPHIA]

Navy Department 27th January 1800

WILLIAM CRAFTS Esq<sup>r</sup>

Charleston S C —

SIR This will be presented to you by M<sup>r</sup> Samuel Humphreys whom I have appointed to inspect the Timber procuring for the 2 seventy four Gun Ships agreeably to your contract with Thomas Shubrick Esq<sup>r</sup> — I request you will be pleased to render every requisite assistance to facilitate his operations keeping in view at the same time that he has business of a similar nature to perform in Georgia & arrangeing your plan in such manner that the operations in one State shall not interfere with those to be performed in the other — Personally I beg leave to recommend M<sup>r</sup> Humphreys to your consideration

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 27 January 1800

Fresh breezes and cloudy, Standing to the Northward @ 2 squally close reefd the Topsails and wore to the southward. Saw a strange Sail bearing E S E. @ 3 shortn'd sail and spoke with the strange sail an american Schooner from Baltimore bound to S<sup>t</sup> Yago @ 4 filld and Reefd the courses @ 5 the S W point of Heneauga E by S wind at NE by E steerd S S E 10 miles in order to pass the S W point @ 8 hauld to the wind and steerd S E till 1 AM at which time we wore to the northward till 3 AM. @ ¼ past 3 wore to the S<sup>t</sup> and came to the wind, @ daylight wore to the northward and out 3<sup>d</sup> reef of the Topsails, and Made sail in chace to a strange sail bearing E by S. @ 8 saw 2 strange sail E S E apparently steering south. @ 9 the wind bore round to S E made all plane Sail to chace E by S, 8 or 9 miles Saw the land bearing N N W to N by E. @ ½ past 11 fird two Guns to bring too the chace

@ 12 Moderate breezes from the S E. the S E point of Heneauga  
NE by E ten or twelve miles. the chace East two miles  
Latitude Observed 20°41' N.

[NYHS, NHS.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S.  
Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding,  
Monday, 27 January 1800

the first part Fresh Breezes and Cloudy  
at 4 P M Saw the Land bearing from S S E to N W b N Dist 3  
Leagues which proved to be the Double Headed Shot bore AWAY and  
Hauld to the Northward

at 5½ the North part of the Land bore N W 3 Leagues Dist  
Close Reefd the Top Sails

at 12 Midnight Wore Ship to the Southward and Sounded with  
100 Fath Line no bottom

Middle part Moderate Breezes & Light Rain

at 4 A M wore Ship to the Northward

at 6 bore away Saw the North part of the Double Headed Shot  
bearing from W N W to W S W [sic] Dist 3 Leagues at 8 the N E part  
of the Land bore South Dist 4 or 5 Miles it Still Continuing to the  
Westward

Made Sail fore and Aft

at 9 A M Saw a Sail bearing W b S 6 Miles Dist

at 12 Meridian the Western part of the Double Headed Shot bore  
S W Dist 3 Leagues the Sail we Saw proved to be A Ship

Latter part Moderate Breezes and Dark Weather

Lat Double Headed Shot 24°8' North N W. part

Long 80.00 West

[HS of Old Newbury, Mass., NDA photostat.]

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To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary  
of the Navy

[PHILADELPHIA]

*Navy Department 28th January 1800*

STEPHEN HIGGINSON & Co  
*Boston —*

GENTLEMEN Captain Brown will now receive his sailing orders —  
If there be any vessels ready he may take them under Convoy — His  
destination St Kitts —

I am Gentlemen  
Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 28th January 1800

Capt<sup>n</sup> THOMAS TRUXTUN  
of the *Constellation*, St Kitts

SIR Captain Brown in the *Merrimack*, is ordered to join Your Squadron and to act under your orders — his ship is a valuable cruiser, and I hope may be profitably employed — Not having heard from you since your arrival on your station I cannot be minute in my observations respecting the object of your command — It appears however that Porto Rico, is more within the range of Capt Talbot's cruisers than yours, consequently his attention must be directed to that point — Captain Baker in the *Delaware*, & Lieut Fernald in the *Scammel* having been sometime cruising off Curracoa with little effect, and Captain Baker's crew having become so sickly as to render it necessary for him to put into Port, it may be proper to Recal him, probably indeed to order him home — of this however you must be the Judge, and to order another Cruiser to that station but whether to continue on it altogether or to take a larger range of action & only to look into Curracoa occasionally, is with you to determine, which you can much better do than myself —

It appears there are still some captures made about Saint Thomas — I request your particular attention to this Island — I shall not add but relying on your Zeal & Abilities, I assure myself that the utmost protection will be afforded to our Commerce of which the force under Your command is capable —

Congress have not progressed Rapidly in public business since the commencement of the present Session — It appears that a reduction of the Army is pretty generally contemplated, and that a good disposition prevails in a large proportion of the Members to promote the progress of the Navy, and to authorize the appointment of Officers of higher grades than that of Captain

I send you some news papers, from which you may collect details —  
Wishing you a successful & glorious cruise —

I have the honor to be

Sir Yr most obed Serv<sup>t</sup>

[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 28th January 1800

Capt<sup>n</sup> MOSES BROWN  
of the *Merrimack* Boston

SIR With this you will receive circular instructions for your government on a cruise, which being full & particular, I have nothing to add but the Presidents command, that you proceed from Boston without delay to Saint Kitts with the *Merrimack*, at which place or in the vicinity of Guadeloupe, you will fall in with our Squadron on that Station, which you are to join under the command of the Senior Officer who will be Captain Truxtun, unless some accident has

happened to him — The President desires me to express his confidence, that you will maintain the character you have already acquired —

Wishing you great success & Glory — I have the honor to be Sir  
Yr obed Servt

B[ENJAMIN] S[TODDERT].

NB — Any vessels bound to the vicinity of S<sup>t</sup> Kitts or Guadeloupe you will take under your Convoy, but wait for none that are not ready —

[NDA. OSW, Vol. 3, 1799–1800.]

[25 October 1799 to 28 January 1800]

Extracts from log book of American Merchant Ship *Carlisle*, Captain Bryden, commanding

October 25, on our passage to Liverpool, fell in with a British man of war, of 74 guns, with a fleet under her convoy, consisting of 30 sail; we went under the lee of the man of war and hailed him; saw the English and French coasts the next day, about 7 o'clock, P. M. and a number of vessels in sight.

January 19, about 7 o'clock, P. M. saw an English sloop of war of 19 eighteen-pounders; at 7 A. M. he came up with us and fired two guns at us, which we returned with our stern chasers, and then we hailed him, asked where bound, answered to Jamaica; but he was bound to Newfoundland; he came on board of us with his boat, looked at our papers, and let us proceed.

January 28, at 2 A. M. saw a sail about one quarter of a mile distant; which kept on her course till she got right astern of us, then tacked about and gave chase to us, and came up with us; but squalls commencing at the time, she was obliged to heave to astern, and when she was coming the third time, we hoisted our colors and gave her a shot, then she came a little closer, hoisted French colors and gave us a shot; and at 10 minutes past 4 A. M. commenced a hot action on both sides till half past 5, A. M. when she bore away from along side of us, but chased us till dark, and then altered her course; she had upwards of 60 or 70 men on board, had three guns, and a great number of small arms; we only had one man wounded, though the shot flew like hail about our ears, and every broadside we gave her, we could perceive did great execution; we saw she would not venture again, and we made sail.

Left Liverpool the 7th of December in company with the ship *Fabius*, of Norfolk, captain Black; when we made Fayal, (one of the Western Islands) we left him. In lat. 24, 00, long. 66, 00, fell in with a French privateer, who engaged us an hour and 25 minutes, within pistol shot the whole time, and sometimes closer; I supposed her to be just come out, as she was quite clean and had not less than 60 men on board; she kept a constant firing on us with small arms under our quarter, so that we could only get our stern chasers to bear on her, until she came up with an intention to board us; but he met

with too warm a reception, and thought proper to sheer off with the loss of about 20 or 30 of his men, and her fore gaff and rigging about their ears; I am happy to say that our officers and men behaved like brave Americans during the whole action, and I have only to lament the loss of one man who died of his wounds next day.

[LC, "Federal Gazette & Baltimore Daily Adv." (Balt., Md.), 17 Feb. 1800]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 28 January 1800

Moderate breezes and clear weather In chase to the southw<sup>d</sup> along shore on the south side of Heneauga, @ 1 shortnd sail Tackd and boarded the chace, an american arm'd schooner from Port au Prince bound to Baltimore, @ 2 the wind S E fill'd and made sail to work to windward Round the S E part of the Island we sounded on a reef 6 or 7 miles from the shore bearing S ½ E from the S E extreem of heneauga our depth did not exceed 7 fathoms white sand and Coral rocks, when we approach'd the Reef we sounded 12 fathoms, the next Cast 6½. Tack'd Imediately and filld to W S W, there sounded with 70 fathoms of line, No bottom, @ half past 4 Tackd to the Southw<sup>d</sup> @ ¾ past 5 the S E extreme NW ½ N ten miles the North Extreem N by W. the land to the westward W by N shortnd sail and double reefd the Topsails, Steerd S E 15 miles and E S E 27 miles @ daylight Saw Cape francois bearing S S E 9 or 10 leagues, @ 6 moderate & variable Saw a strange sail bearing E by N wind south. made all plane sail and Gave chace, @ 10 the wind vore round to NW by W made the private signal to the chace, which she did not answer, employd Trimming sails, @ 12 Moderate breezes from NW by W the chace N by E, 10 or 11 miles Cape francois S ½ E 8 or 9 leagues  
Latitude Observed 20°15' N.

[NYHS, NHS.]

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Extract from log book of sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Tuesday, 28 January 1800

the First part of these 24 Hours begin with Fresh Breezes and Pleasant Weather.

at 2 P M Spoke the *Citizen* of and from New York bound to the Havana 26 Day out ——— Reyman Master Asked him if he wanted Assistance Answer no the N W part of Double Headed Shot bearing South 2 Leagues Distance

at 3 P M the N W part of Double Headed Shot bore E ½ S Dist 4 Leagues

Shortened Sail for the *Citizen* to Come up

at 5 Double Reefd the Top Sails

at 7 Shew a Light for the *Citizen* no Answer

at 8 Shew a fals fire for the *Citizen* no Answer Filled away the Top Sails

Midnight took in fore Sail & Jibb Close Reef the Top Sails Fresh Breezes and heavy Rain After 10 P M

at 7 Saw a Sail W b S from us and one North Made Sail fore and Aft out two Reefs Set the Fore Sail and Main Sail

at  $\frac{1}{2}$  past 11 A M Saw the Mountain Call'd Pan De Matanza 9  
or 10 Leagues Distance bearing S S W 20 Leagues East off Havana  
Latter part Fresh Breezes and flying Clouds  
Latitude Observed 23°40' N.

[HS of Old Newbury, Mass., NDA photostat.]

To Captain Thomas Truxtun, U. S. Navy, presumably from Benjamin Hammell  
Phillips, U. S. Consul at Curacao

CURACAO Jan<sup>y</sup> 29<sup>th</sup> 1800

THOMAS TRUXON ESQ<sup>r</sup>

SIR In the Month of Sep<sup>r</sup> last I wrote to our Gov<sup>t</sup> & requested  
assistance & protection for the Reasons then stated; briefly a Vile  
combination against the Americans Persons & Property & a threatened  
Invasion from Tousaint of S<sup>t</sup> Domingo. In consequence thereof the  
Sec<sup>y</sup> at War directed the Commanding officer in the Windw<sup>d</sup> Station  
to dispatch 2 Ships, the *Delaware* & *Baltimore* were mentioned — the  
latter, being then on some other service the *Scammel* was dispatch'd  
with the *Delaware* — many letters have been written home but we  
have no intercourse with S<sup>t</sup> Kitts Capt<sup>n</sup> B[aker] will detail to you

The principal Commerce, carried on here is with American & the  
Spanish Settlements on Terra Firma & is by no means inconsiderable,  
& prior to the *Delaware* & *Scammel's* coming here was entirely  
unprotected. —

Privateers frequently call in here to fitt out & clean &ca. but there  
are not any at present owned here they have lately been very trouble-  
some about Guayra & Cumana Capt<sup>n</sup> Baker made an attempt last  
Week to get up there but was not able to Stem the Current w<sup>h</sup> runs  
at the rate of 4 to 5 Knots. —

I am sorry to tell you that the Crews of both vessels have been  
and are very sickly & for w<sup>h</sup> reason it is not possible to send either of  
them up to you as soon as the *Scammels* Crew is sufficiently well she  
will go &c. — I recommend that such a Vessel as the *Enterprize* be  
sent here in her stead. — If we had, had her here last Week a Privateer  
formerly the *Eleanor* of Baltimore with the officers of the *Trois Amis*  
on board & bound to Guadaloupe w<sup>d</sup> [not?] have been taken. — It may  
happen that you come across them one of these days & for w<sup>h</sup> reason  
I give you the Names of the Off<sup>rs</sup> who sign'd the Verbal Process. —

Joseph Rival Capt<sup>n</sup>  
De Granche 1<sup>st</sup> Captain  
Brisson 2<sup>nd</sup> Ditto  
Pierre Chariot Prize Master  
Resson  
Niela Mongiardino

These Vagabonds have escaped so far maugre all Capt<sup>n</sup> Bakers &  
my own endeavours — This Gov<sup>t</sup> do not *chuse* to consider them as  
Murderers & consequently *will* not be convinced.

The U. S. Cruisers, will always find in me a zealous friend, &  
theire Off<sup>rs</sup> as much attention as they merit —

I have the Honour to be most respectfully

Sir

Your Mo<sup>t</sup> Ob<sup>t</sup> Serv<sup>t</sup>

To Lieutenant Samuel Heyward (also spelled Haywood), U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 29th January 1800

Lieu<sup>t</sup> SAMUEL HEYWARD  
of the *General Pinckney*  
Charleston, S. C

SIR The *Pinckney* must be officered, & manned agreeably to the following List

Commander.....	50	Dollars &	4	rations
2 Lieutenants.....	40	"	3	d <sup>o</sup>
1 Surgeon.....	50	"	2	d <sup>o</sup>
1 purser to act as Captains Clerk.....	40	"	2	d <sup>o</sup>
1 Sailing Master.....	40	"	2	d <sup>o</sup>
2 or 4 Midshipmen.....	19	"	1	d <sup>o</sup>
1 Boatswain.....	20	"	2	d <sup>o</sup>
1 Gunner.....	20	"	2	d <sup>o</sup>
1 Steward.....	18	"	1	d <sup>o</sup>
1 Cook.....	18	"	1	d <sup>o</sup>
20 able Seamen.....	17	"		
24 ordinary Seamen and Boys at from 5 to 14 Dollars according to merit —				

After discharging your present crew, you will proceed to the entering a new one with all possible dispatch, to serve one year from the Brigs first weighing anchor on a Cruize —

As I have no information that I can rely on, respecting the Officers of the *Pinckney*, I have written to M<sup>r</sup> Crafts to supply any material defect that may exist — With respect to your crew you will suffer none to be entered but such as are sound and healthy, and suffer no indirect or forcible means to be used to induce persons to enter the Service

You may allow two months advance, but previously take care to obtain sufficient & responsible security to resort to in the event of desertion —

Major Burrows will take orders respecting the detachment of Marines — When you have completed your crew, you will take care to transmit me a list thereof —

Enclosed you have a complete sett of recruiting papers with the form of an oath, which you will require each person entered to take — You will have all these papers kept with the utmost accuracy — You will be supplied with the monies necessary to effect this business by M<sup>r</sup> Crafts Your Recruiting Officers besides their pay & rations will be allowed two dollars for each Recruit duly entered — in full for every expence of attesting &<sup>r</sup> &<sup>r</sup> — Prior to sailing you will transmit your Accounts & Vouchers to Thomas Turner Esq<sup>r</sup> the Acc<sup>t</sup> of this Department for settlement —

I have the honor to be

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

[PHILADELPHIA]

Navy Department 29th January 1800

WILLIAM CRAFTS Esq<sup>r</sup>  
Charleston S C

SIR I have this day sent on Lieutenant Heywards recruiting instructions — As he has never made any sort of return to this Office, I am ignorant whether he has his quota or not of Officers —

He is intitled to 2 Lieutenants, 1 Surgeon 1 Purser to act also as Clerk, 2 or 4 Midshipmen, 1 Boatswain & 1 Gunner, besides petty officers — The Steward & Cook — If he should not have his proportion of Lieut<sup>s</sup> but should have only one Lieutenant & a Sailing Master, he can very well do without the other. — Those ought to be at Charleston, if not on board the *Pin[c]kney*, Joseph Pritchard Jacob S Motte & Alex<sup>r</sup> Alexander Jun<sup>r</sup> who have been sometime appointed Midshipmen & were originally intended for the *John Adams* but I find from the returns of that Ship, that she sailed without them — If they are at Charleston you will be good enough to order them on board the *Pinkney* — Captain Heywards Comm<sup>d</sup> is sent on this day —

I have the honor to be

Sir

Yr obed Servt

NB. Captain Heyward must receive from the 31 October 1798 to the 25<sup>th</sup> February '99 40 Dollars p<sup>r</sup> mo and 3 rations p<sup>r</sup> day, and from the 25 Febr<sup>y</sup> 50 Dollars & 4 rations. —

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from journal of the U. S. Frigate *Constitution*. Captain Silas Talbot, U. S. Navy, Commanding, Wednesday, 29 January 1800

Fresh Breezes and cloudy In chace, @  $\frac{3}{4}$  past 12 the chace tack'd passing nearly two miles to windward with a private signal flying which we did not understand, Cleard ship for action and hoisted our colours, the chace then bore up and made the English private signal which we answer'd and shortnd sail she then wore and hauld to the wind in towards Tortudas, we then wore and pursued him till 4 P M with an equal proportion of sail in order to try him at sailing, @ half past 4 shortnd sail and spoke with his Brittanic Majestys Ship *Maidstone* Captain Otway who informd Captain Talbot that two days ago he chac'd a French privateer, and recapturd her prize which was american @  $\frac{3}{4}$  past 4 Bore up and parted company with the *Maidstone* and steer'd towards Cape francois till 8 in the evening, at which time we wore to the Northward and came to the wind under an easy sail wore and tackd as nessasary during the night: @ daylight saw Cape Francois bearing SE by S 5 or 6 leagues, Employd filling salt water in the Ground Tier, and cleansing out the sail room, @ 12 Moderate breezes from N N E cape francois S  $\frac{1}{2}$  E 8 or 9 leagues

Latitude Observed 20°13' N.

[NYHS, NHS.]

Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, Commanding, Wednesday, 29 January 1800

the first part of these 24 Hours Fresh Breezes and flying Clouds at 2½ P M past the Ship *Citizen* Blowing Fresh did not Speak her Judging she did not want our assistance by her not Answering our Light and She being 3 Miles Dist when Shown

at 3 pan Matanza bore S b E Dist 6 Leagues three Sail in Sight to Windward

at 6 P M the pan Matanza bore S E b S Dist 8 Leagues the Western point in Sight S b W ½ W Shortened Sail

Middle part Fresh Breezes and Cloudy

at ½ past 1 A M Hauld up to the Wind Northward

at 4 Hauld to the Eastward

at 9 A M the Moro Castle bore from us S b E Dist 5 Leagues Made Sail

at 12 Meridian the Moro Castle bore S S E ½ S Dist 4 Leagues

at ½ past 2 P M Anchored in the port of Havana Hove out the Barge and Cutter Handed Sails and Warped in the Harbour and Came to with the Starboard bower and Moored with the Kedge to the Westward the Moro Castle bearing N W b W the City bearing S E b E Six American Vessells in Company Capt Silsby, the Schooner *Lucy* Capt Smith, the Ship *Citizen* and 3 others

Latitude Observed 23°26' N.

[HS of Old Newbury, Mass., NDA photostat.]

To Lieutenant Samuel Heyward, U. S. Navy from Secretary of the Navy

[PHILADELPHIA]

Navy Department 30th January 1800

Capt<sup>n</sup> SAMUEL HEYWARD  
of the *General Pinckney*  
Charleston S C

SIR I have received your letter of the 10th ins<sup>d</sup> and now inclose your Commission & Recruiting orders — You will also find enclosed the Circulars of the 29th December '98, 16<sup>th</sup> Jan<sup>y</sup>, 12<sup>th</sup> March, 29<sup>th</sup> June, 29<sup>th</sup> July, 15<sup>th</sup> Sept<sup>r</sup> '99 containing Instructions for the general government of your conduct — also two Copies of the Act for the Government of the Navy & two Copies of Marine Rules & regulations.

I am not in possession of the necessary information respecting the Officers of the *Pinckney* — this proceeds from your having never made any sort of return to this Office —

The *Pinckney* is now on the Navy Establishment & her officers are to respect those regulations instituted for its Government — which you will find in the several dispatches sent herewith.

I have the honor to be

Sir

Yr obed Serv<sup>t</sup>

With respect to your pay and Emoluments you must receive 40 Dollars p<sup>t</sup> month & 3 rations per day from the 31<sup>st</sup> October 1798 to 25<sup>th</sup> February '99, the date of the Act for augmenting the pay & emoluments — from which you are to receive 50 D<sup>rs</sup> & 4 rations

[NDA. OSW, Vol. 3, 1799-1800.]

To Lieutenant Samuel Heyward (also spelled Haywood), U. S. Navy from Secretary  
of the Navy

[PHILADELPHIA]

Navy Department, 30th January 1800

Lieut SAM<sup>l</sup> HEYWARD

of the *General Pinckney*, Charleston S.C —

SIR For fear of not being understood in the letters already written —  
Be pleased to take notice —

That you are to discharge all your present Crew, whose times  
expire sooner than 5 months. — That you are to make a complete  
settlement with M<sup>r</sup> Crafts for the expenditures of the *Pinckney* till  
the present time — including the pay of the men &<sup>s</sup> &<sup>c</sup> — That you  
are to obtain a new crew, and as early as possible to be ready to  
proceed on a cruise, as soon as you receive instructions for that  
purpose, which I shall send you in ten days, in full confidence that  
you will then be prepared —

The Returns directed to be made to this Office in the Circular  
Instructions you will carefully & immediately attend to —

I have the honor to be

Sir

Yr most obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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Extract from a letter from Lieutenant David Ross, formerly of the U. S. Frigate  
*United States*, now commanding the American private armed ship *Belvedere*

“LONDON, January 30th, 1800.

“I have the pleasure of informing you of the safe arrival here of  
the ship *Belvedere*, after a very boisterous passage, and experiencing  
a succession of tremendous gales of wind.

“On the 23d December, in long. 43, lat. 45, 30, we were overtaken  
by a hurricane from the north-west quarter, and scudded under it for  
some time, but the sea running extremely cross and a great number  
rolling over us, I thought it prudent at 10 A. M. to heave her too  
under a balance reefed mizen — On the 24th at 10 P. M. the vessel  
having been for a long time on her beam ends, I consulted my officers  
on the propriety of lightening the vessel for general safety; they  
agreed with me in opinion, & in consequence we cleared the lee  
side of the cabin by heaving 119 bags of coffee overboard, with our  
lee guns, 7 in number, and the shot in our lee shot lockers; the sea  
constantly breaking over us, one of them started all our bulwarks,  
and washed overboard a seaman named John Freeman, who was  
drowned.

“At 8 A. M. it began to moderate; we set the foresail and close  
reefed main-top sail, but still a violent sea running; it however  
subsided by degrees.

“On the 6th of Jan. in lat. 49, 42, long. 10, saw a lugger to leeward,  
with no sail set; we supposed her to be a French cruiser, that had  
brought to a Dutch dogger. — At 11 A. M. beat all hands to quarters  
and stood for her — At 2 P. M. came up with her, but found no person  
on board. I sent my second officer and three hands to take possession

of her and conduct her to the Downs; but I am since informed she has got into Cowes. She proves to be the *St. Seuveur*, French lugger, of 33 tons burthen, loaded with wine.

“January 12th, at 7 A. M. saw a brig a stern coming up with us, beat to quarters and got all clear for action — At half past 7 A. M. she hailed us under National colours, within musket shot, and desired me to haul down mine, which was answered by a broadside, that must have raked him fore and aft; she returned us another, and we lay within pistol shot two hours, when she sheered off. She appeared to be a fine cutter built brig, and to mount 18 guns, and have about 150 men on board. Thank God we have lost none of our men, but have suffered much in our rigging and sails, and have about 50 shot, small and large, in our hull; our only wooden gun was dismounted. On the 14th got a pilot from Dover, and arrived in Standgate creek on the 18th, where I lay 8 days performing quarantine.”

[LC, “Claypoole’s American Daily Advertiser”, (Phila.), 11 April 1800.]

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To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 30th January 1800*

Capt<sup>a</sup> ROBERT GILL  
*Navy Storekeeper —*

SIR Be pleased to advance & pay to M<sup>r</sup> Benjamin Wynkoop One hundred Dollars on account of the Marine Ventilators which he is fabricating for the Frigate *Philad<sup>a</sup>* taking his receipt to be accountable —

I am Sir Yr obed Servt

By order of the Secretary of the Navy

AB: THOMAS.

[NDA. GLB, Vol. 3, 1799–1800.]

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To Doctor Moore, Petersburg, Va., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 30<sup>th</sup> Jan<sup>y</sup> 1800*

Doct<sup>r</sup> MOORE  
*Petersburgh Virgin<sup>a</sup>*

SIR The *Insurgente* may be expected to arrive at Norfolk in February, I think before the 20<sup>th</sup> —

I am &c<sup>s</sup>

[NDA. GLB, Vol. 3, 1799–1800.]

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Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 30 January 1800

Moderate breezes and cloudy, employd working to windward @ 3 the weather clear'd up saw the shipping at anchor in cape francois

harbour which then bore S by W 3 or 4 leagues. @ half past 5 double reefd the topsails and single reefd the courses

@ 6 Tackd to the northward Cape francois south 4 leagues wind V<sup>b1e</sup>

@ 12 Midnight fresh breezes and cloudy Wore and tackd as nes-sary during the night to keep clear of the land

Middle part Fresh breezes with light showers

@ 9 Saw Cape Francois bearing S by W five or six leagues, @ 10 fresh breezes and Rain, taken a back wind from E by N wore and came to the wind to the northward

[NYHS, NHS.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, U. S. Ship *Ganges*,  
30 January 1800

The Pilot came on board  
employed unmooring Ship to take her farther in

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 30 January 1800

[Anchored, Harbor of Havana] Pleasant Weather this Day  
People Employd on Clearing the Hold for filling water and Stowing Provisions Sent down Top G Yards unbent T G Sails Stearing Sails and Clearing Ship in All parts Arrived the U S Brig *Norfolk* Capt Bainbridge from A Cruise

[HS of Old Newbury, Mass., NDA photostat.]

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To General Mountjoy Bayley from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 31<sup>st</sup> Jan<sup>y</sup> 1800

Gen<sup>l</sup> MONTJOY BAYLEY

SIR I am honored with your Letter of the 21<sup>st</sup> instant — In letting out the French Prisoners to labour your arrangements have been judicious — You will be guided by your own discretion; it is not material that you keep them in the neighborhood of or County, nor even in the State, as the Bail you have taken is calculated to secure their return. —

You will please to procure medical aid to such of the Prisoners as need it, on such terms as you think most economical and proper. —

I am &c

[NDA. GLB, Vol. 3, 1799-1800.]

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[Rec'd 25 March 1800  
But filed in SDA under 31 January 1800]

To Secretary of State, from Turell Tufts, U. S. Consul, Paramaribo

SIR I have the honor to refer you to my Letter of the 1<sup>st</sup> Instant herewith transmitted. Since writing which I have rec<sup>d</sup> a Letter

from His Excell<sup>y</sup> the Gov<sup>t</sup> in answer to mine, mentioned therein. You Sir, will observe, that He avoids remarking on that part of my Letter relating to the General: and that He confirms the credit He gave to my Commission before the Capitulation. — The Office is now of no importance to any body under any view. This appears even from our own Government; for, altho' The Hon<sup>ble</sup> Secretary of the Navy by Letter desired me to furnish Captain M<sup>e</sup>Neill with what necessaries he might want for the *Portsmouth* & take bills on him for payment; He has thought proper to instruct Capt M<sup>e</sup>Neill and Capt Rodgers in such a manner as to make them conceive it is their duty to provide for their Ships themselves at the lowest possible prices in the market. — The business is confided to the purser — and, he is running about Town to know who will supply the Ship and take bills on the U States for payment. When Capt M<sup>e</sup>N. was watching the HUSSAR, he was exceedingly glad to receive Supplies from me. He, however, was not displeas'd with my account. When he came up to Town — he wanted a great number of articles — and undertook to purchase them himself by orders drawn on me. As He said it was more convenient for him, I assented to it — but I soon saw in it a great inconvenience. — Hourly some person was calling to know where articles were to be found. I therefore told him, it should be the last time I would supply him on that plan. — Capt Rodgers — sent up his Purser — with instructions to purchase provisions — and to present the bills to me for payment: with a Letter, — promising to give me a draft for the Amount. — I answered — something to this effect; that ["I] observed the instructions to the Purser were very particular, in order to get the articles at the lowest rate — for which purpose — He must go to all the Mercht<sup>s</sup>: — that I was not disposed to become an under bidder of any cheating Jew or needy Mercht in the place — and therefore did not think proper to make any proposition for supply: — that if He or the Gov<sup>t</sup> had more confidence in his Purser than in me — the bonds that I had given to render a faithfull account of Public Monies &<sup>e</sup> were unnecessary, & might as well be cancelled. Nevertheless, rather than the service should be impeded — or delayed I would advance him money on his bill — altho' I did not want — having those I had taken of Capt M<sup>e</sup>N. yet on hand — some of the money for which was advanced in August last". — The Purser addressed himself to an Englishman, (altho here are 2 Americans doing business) — got a dinner, got drunk, and made a bargain. — I assure you Sir, I should not have given you this detail — were it not a matter of some speculation among Americans now here; and were it not, an indication of a want of confidence. If this indication is just — it is my duty not to retain my Commission — and would not a moment longer had the intimation come from you. The respect which the Character, as well as Office of The President demands, — obliges me to defer a resignation, untill an explanation is made. More particularly, as in a former Letter I intimated a desire to be appointed in some other Country.

Almost 5 months are elapsed, and but *One English Ship* has arrived here from Europe. Several Americans & Danes have kept up a full supply of European Goods. The British Custom House has lately demanded of these Vessells — and of Vessells direct from the U States — 5 per Cent, on all articles not of our Growth. This 5

Per C<sup>t</sup> is put into the Pockets of the Officers, & is considered as a fee for permission to Land. — The Planters now feel the want of Fish (now at 10 D<sup>r</sup> per Quintal) and other Negro provisions. — New Beef is worth 12 D<sup>r</sup> — This, and the ill success of the expedition to Holland — occasions — *wild & various speculations in Politics* as well as in Commerce. Should France &c, have any success at sea — I should not be surprised if this place were attempted — and if Victor Hugues is in fact appointed at Cayenne — I should strongly suspect — the design. — I assure you many have expressed to me their fears.

Two Vessells under American Colours lately came in, laden with Slaves from the Coast of Africa. — Herman Smith, who says he was a passenger on board the Brig *Eliza* of Boston, gives me the following account. — That He sailed from Boston master of said Brig, with a Cargo for the Coast, where, He disposed of it — and also sold the Brig to an Englishman, who gave the Command of the Vessell to his mate, whose name was Henry Mayo: that She was laden with 99 slaves and ordered for this place: that in order to get home to Boston, he took passage in her, and on his arrival here having some business that detained him, and having it in contemplation to make a voyage to Europe — He sent home the papers of the Brig by the first Vessell that sailed after his arrival: at that time, Eight persons belonged to the Brig — 7 of whom — including Mayo — the master — are since dead — the other took passage in a Vessell to Salem, Brig *Neptune* Capt Flint: — that, when he sailed from Boston Timothy Gay — of that place — (who is since dead) was the owner. — In this story is readily discerned an attempt to evade the Law of the U States against the Slave Trade.

The Schooner *Clarissa* of Boston, Ellis Cook, master, is the other Slave Vessell. I understand she brought in 81 Slaves, and that Samuel Blake jun<sup>r</sup> of Boston is an owner. — This Ellis Cook and J. Stookman mate having come before me to make Oath to the delivery of some [to] N England from the said Schooner, I asked him for His Vessells papers — who answered that he had delivered them to the owner now here — to be returned into the Office, the Vessell having been disposed of.—

It is very evident that the Laws should be thoroughly executed, or a new modification of them is necessary; for at present the penalties are so great — that the Slaves transported in this clandestine way, are more liable to bad treatment and to be crowded in large numbers on board small Vessells. I had written the foregoing observations before I saw there was a motion in Congress on this subject. — Slavery ought not to be known in Northern Countries, & blacks should not even be allowed to be transported there. In hot Countries blacks should live, & they are scarcely susceptible of the distinction between freeman & slaves. They know it only by the manner of treatment.

However excellent & praise-worthy the prohibition of the Slave trade may be considered by the Philosopher & Christian; the Merchant, Politician & Patriot, in my view, justly complain of the *absolute* prohibition by our Laws. It is well known that the Spanish Governors in the W. I. will admit any Neutral to land almost any Cargo in their Ports — if the Vessell brings 4 or 5 Slaves. The profits of their trade is so alluring, and the transportation of 5 Slaves from one State of Slavery to another & perhaps better, neither in the view of

reason or humanity, producing any compunction to the mind — from the idea of being the real agent of their misery — few people in Trade would scruple or hesitate to adopt such a plan to gain admittance into a Spanish Port. Nothing but the penalties of the Law causes the least fear: and they are so easily evaded — or the transportation of so small a number being seldom or never noticed, — it is pretty generally practised; and those only who respect the Law are injured by it. I conceive therefore that, by a modification of the Law so as to allow of such practice in the W Indies — several important objects would be obtained, and as it would extend our own trade — we should reap the advantage of an Evil with some other nations untill it is entirely removed, without deserving any odium or censure on account of the traffic. — In my view, and perhaps in the view of every one acquainted with the particulars of the Slave-Trade in Africa — the criminality of it consists exclusively in the inhuman treatment of the Slaves; for, arguments v's [versus] the mere transportation of them apply with equal force v's [versus] the transportation of an Irishman to the U States and selling him for a Season. — I would not despise any species of Creation, and am not ashamed of the sentiment, that our Species of man is of the first order, and deserves, as it has taken — the first rank and Command on the Globe: that the Blacks are of a lower degree & will from their constitution and nature of things forever remain so. — Reason & feelings dictate toward them good treatment more than toward a Horse — as they are of our form and possess the same faculties of communication, and Interest enforces it. — To raise them to our rank & importance in the scale of being by instruction & example is a magnanimous or rather liberal idea, and it is equally great, as it cannot be effected — when applied to Monkies. Is it therefore that Monkies should be taught to read & write? — To ameliorate the condition of Slaves & to make them Happy is all that can be done. It is not in the power of man to make them Great, unless formidable as a blind instrument of Power or force: — and as slaves they are instruments of good. I have tho't it necessary to make these observations to justify myself in expressing the wish that our Laws might be modified as above. Otherwise, I should consider them impertinent as addressed to you. —

[Note added to letter in different writing. "T. Tufts 1800. rec<sup>d</sup> March 25 This letter is incomplete — it would seem that a sheet or two were left behind"]

[SDA. Paramaribo, Vol. 1, CL, 1799-1834.]

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Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,  
Friday, 31 January 1800

At half past 4 P M. Got underway and stood to Windward. at half past 7 A M. discovered nine sail of Vessels — made sail and gave chase. at half past 9 made the private signal, and discovered that the headmost of the ships which I early discovered to be a frigate — was *L'Insurgente* Captain Murray by his answering the signal, and throwing out, that Ship's particular flag.

At half past 10 spoke Captain Murray, who informed me that his foremast was sprung — I went on Board and examined it, desired him to proceed to S<sup>t</sup> Kitts and have it well fished and secured, and call on David M Clarkson, the Agent for spars and plank, that he was in want of.

Returned from *L'Insurgente* at half past 11 oClock, and made sail by the wind as per column of Courses.

Montserrat at noon Bore N B E  $\frac{1}{2}$  E Nine Leagues Distance. —

Longitude Account 62°.22' W.

Latitude Observed 16°.17' N.

[HS of Pa. NDA photostat.]

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Extract from journal of the U. S. Frigate *Constitution*. Captain Silas Talbot, U. S. Navy, commanding, Friday, 31 January 1800

Fresh breezes and rain, Employ'd as nessasary, @ 3 saw cape francois bearing S by W  $\frac{1}{2}$  W tackd to the northward, @ 4 Tackd to the southward @ 5 saw Monte a christo SE by S 6 or 7 leagues and two strange sail bearing south to which we gave chace. @ 6 lost sight of the chace shortnd sail and wore to the Northward, Monte a christo E S E, @ 8 Squally with rain lowr'd down the fore and Mizzen Topsails, @ 2 More moderate wore to the S<sup>t</sup> @ 4 Moderate breezes and clear weather, @ daylight saw Monte a christo bearing SE by S 5 leagues, and two strange sails bearing South, wind @ E by S made all plane sail and Gave chace, @ 7 saw another strange sail bearing S W, with the private signal flying at the fore @ 9 Answer'd the private signal of one of the United States Ships @ 10 Shortnd sail and boarded the chace an American Polacky from S<sup>t</sup> Thomas<sup>s</sup> bound to Cape francois, from this vessel we Received 120 Gallons of Rum. @ 12 Cape francois bore S by W  $\frac{1}{2}$  W 5 leagues

[NYHS, NHS.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges*, 31 January 1800

The Brig *Sally* arrived

[NA.]

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Extract from log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Friday, 31 January 1800

[Anchored, Harbor of Havana] Pleasant Weather this D'y All Hands Employd on Clearing Hold and Watering the *Norfolk* from our Ship. Got down and up Top Gall Mast Exchanged our Small Engine with the *Norfolk* and Received an Old one for the Same Arrived an American Schooner

[HS of Old Newbury, Mass., NDA photostat.]