

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

**Volume V
Part 2 of 4**

**Naval Operations
from January to May 1800**

**United States
Government Printing Office
Washington, 1937**

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

AS A WORK OF THE UNITED STATES FEDERAL GOVERNMENT
THIS PUBLICATION IS IN THE PUBLIC DOMAIN.

[1-2 February 1800]

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

UNITED STATES' SHIP *Constellation*,
at Sea, Feb. 3, 1800.

SIR, I had the honour to address you the day after my arrival at St. Christopher's, the twenty-first ult. as per copy annexed; after which I made every exertion in my power to get the squadron, as well as my own Ship, to sea, in the shortest time possible; and gave all the commanders of the different vessels orders, to cruise separately, in certain situations, agreeably to the copies inclosed.

On the thirtieth, I left St. Christopher's with the *Constellation* in excellent trim for sailing, and stood to windward, in order to occupy the station I had allotted for myself, before the road of the enemy, at Guadaloupe, where I was informed a very large and heavy frigate, of upwards of 50 guns, was then laying; and early on the next day I fell in with *L'Insurgente*, Captain Murray, and the prize brig, *Conquest of Italy*, that had been fitted out to cruise with him in those seas. After a short interview with Captain Murray, I requested him to proceed to St. Christopher's without loss of time, and call on our agent there Mr. Clarkson, for letters that I had lodged for him, which pointed out his further destination. On our parting, he immediately made sail to leeward, and I continued plying to windward. At half past seven A.M. of the following day, I discovered a sail to the S.E. to which I gave chase; and for the further particulars of that chase, and the action after it, I must beg leave to refer you to the extracts from my journal, which is also inclosed, as being the best mode of exhibiting a just, fair, and candid account of all our transactions in the late business, which has ended in the complete dismantlement of the *Constellation*, though, I trust, to the high reputation of the American flag.

I have just fell in with the *Enterprize*, Lieutenant Shaw, returning from Curracoa, who I send off to you with my dispatches, and I shall be obliged, by your sending him again to me at Port Royal, Jamaica, as early as possible, as I shall be impatient to hear from you, especially as we are now in want of every thing, being a mere wreck.

If I had met Captain [Richard V.] Morris, of the *Adams*, I should have taken the command of that Ship, and kept the station to windward, leaving him in charge of the *Constellation*, to be refitted at Jamaica; but I have not been so fortunate.

I have the honour to be,

With great respect and esteem,

Your very obedient humble servant,

(Signed) THOMAS TRUXTUN.

The Honourable BENJAMIN STODDERT, Esq.

Secretary of the Navy, Philadelphia.

[NOTE—Documents concerning the capture of *La Vengeance* by HBMS *Seine*, on 20 August 1800, will be included under that date, in the sixth volume of "Naval Documents, Quasi war with France."]

[Nav. Chron. Vol. IV.]

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

Throughout these 24 hours, very Unsettled weather. Kept on our tacks, beating up under Gaudaloupe.

At half past 7. A. M. The Road of Bassateer Bearing East five Leagues distance, saw a sail in the S E standing to the S W which from her situation, I at first took for a large ship from Martinica, and hoisted English Colours on giving chase by way of inducement for her to come down and speak me, which would have saved a long chase to Leeward, off my intended cruizing ground — but finding she did not attempt to alter her course, I examined her more minutely, as we approached her and discovered that she was a heavy French frigate mounting at least 54 Guns — I immediately gave orders; for the yards to be slung with chaines, top sail sheets &c stoppered, and the Ship cleared and every thing prepared for Action and hawled down the English colours, At Noon the wind became light and I observed the chase that we had before been gaining fast on, held way with us, but I was determined to continue the pursuit, tho' the running to Leeward, I was convinced, would be attended with many serious disadvantages, especially if the object of my wishes were not gratified.

Passed two Schooners Standing to the Northward one of them Showed American Colours, and was a Merchant Vessel, and the other I supposed to be of the same discription. —

Longitude observed \odot West of \mathcal{D} $62^{\circ}.1'30''$ W.

Latitude Acc^t $15^{\circ}.28'$ N.

[HS of Pa. NDA photostat.]

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

At one P M. the wind being some what fresher than at the noon preceeding, and an appe[ar]ance of its continuance — and prospect of bringing the enemy to Action, began again to brighten, as I perceived we were coming up with the chase fast, and every inch of canvass being set, that could be of service, Except the Bag Reefs, which I kept in the top sails, in case of the chase finding an Escape from our thunder impracticable, should hawl on a wind, and give us fair battle, but this did not prove to be her commanders intention, I however got within hail of him at 8 P M. hoisted our Ensign and had the candles in Battle Lanthorns all lighted and the Large trumpet in the Lee gang way, ready to speake him, and to demand the surrender of his Ship, to the United States of America but he at that instant commenced a fire from his Stern and Quarter Guns, directed at our rigging and spars — No parly being then necessary, I sent my principal Aid De camp M^r Vandyke, to the Different officers commanding Divisions on the Main Battery, to repeat strictly my orders before given, not to throw away a single charge of powder and shot, but to take good aim, and fire directly into the Hull of the enemy, and load principally with two round shot, and now & then with a Round Shot and Stand of Grape &c. to Encourage the Men, at their Quarters, to cause or suffer no noise or confusion whatever; But to

load and fire as fast as possible, when it could be done with certain effect, These orders being given, in a few Moments, I gained a position on his weather Quarter, that enabled us to return effectually his salute, and thus a close and as sharp an action, as ever was fought between two frigates commenced, and continued until within a few minutes of one A M. — when the Enemy's fire was compleatly silenced and he was again sheering off.

It was at this Moment, that I considered him as my prize, And was trimming in the best manner I could my much shattered sails — when I found the main mast was totally unsupported by rigging, every shroud being shot away and some of them in several places, that even stoppers were useless — and could not be applied with effect, I then gave orders for the Officers to send the men up from the Gun Deck, to endeavour to secure it, in order that we might get along side of the Enemy again as soon as Possible, but every effort was in Vain, for the main mast went over the side in a few minutes after, and carried with it the top Men, among whom was an amiable young Gentleman who commanded the Main top — M^r James Jarvis, Son of James Jarvis Esq^r of New York. This young Gentleman it seems was apprized of the mast going in a few Minutes by an old Seaman, but he had already so much of the principle of an officer engrafted on his mind, not to leave his Quarters on any account, that he told the men if the mast went, they must go with it, which was the case, and only one of them were saved.

I Regret much his loss as a promising young Officer and amiable young Man, as well as on Account of a long intimacy that has subsisted between his farther and myself — but have great satisfaction in finding, that I have lost no other, and only two or three slightly wounded out of 39 of the crew killed and wounded; 14 of the former and 25 of the latter.

As soon as the main mast went every effort was made to clear the wreck from the ship, as soon as possible, which was effected in about an hour — (it being impossible to pursue the Enemy) and as her Security was then the great object, I immediately bore away for Jamaica for repairs &c, finding it impracticable to reach a friendly port in any of the Islands to Windward.

I should be wanting in common Justice, was I to omit here to Journalize, the steady attention to order — and the great exertion and Bravery, shown by all my Officers, Seamen and Marines, in this Action, many of whom, I had sufficiently tried before, on a similar occasion, and all their names are recorded, in the Muster Roll I sent to the Secretary of the Navy, Dated the 19th of December last, signed by myself.

All hands employed at repairing the Damages sustained in the Action, so far as to get the Ship into Jamaica as soon as Possible. —

Longitude Account 63° 26' W.

Latitude Account 16° 17' N.

[1-2 February 1800]

To Hugh Henry, Philadelphia, Pa., from Surgeon Isaac Henry, U. S. Navy

U. S. Ship *Constellation* 3^d February 1800 —

MY DEAR SIR — On the 1st Ins^t off Gaudaloupe, (about 7 o'clock in the morning) — we fell in with a large Sail [*La Vengeance*] — which bore ahead about 2 leagues — we made sail and gave chase — she made sail & stood from us — about 8 o'clock in the Evening — we got within gun shot — when she fired a stern chase at us — we continued the chase — she firing continually her stern chases — without a shot from us untill we got close along side — when a general action commenced — which continued incessantly for five Hours — unfortunately at the expiration of that time our Mainmast was shot away — our Mizzen Topmast had gone early in the action just above the cap — she was running away from us when our Mainmast went — which prevented our following her — we are now Sir the most perfect wreck you ever Saw — scarcely any thing standing — we tore her all to pieces — but the Rascalls fought like cowards in firing at our Rigging to get away — now I have gone so far I will let you know her force — 58 Guns, and heavier metal than ours & suppose full of Men — My Dear Sir if we could have kept our Mainmast she would have been ours — We are now within 48 hours sail of Jamaica — and making the best of our way there — we fortunatly met with the Conveyance by which you get this — a few hours since —

We have had 15 killed & 25 wounded; and, all badly

I write this in great hurry — Give my love to all

I am D^r Sir — ever

Your aff^e Son

ISAAC HENRY —

PS. Tom is well & fought like a Brave fellow

IH

[NDA photostat, A-8.]

[1-2 February 1800]

List of officers and men killed, wounded, and missing in U. S. Frigate *Constellation*

KILLED

<i>Seamen</i> — William Lightfoot,	John Willson,
John Robinson,	James Foster,
John Smith,	Emanuel Manna,
Thomas Stevenson,	Robert Smile, [?]
John Williams,	Emanuel Deist,
William Powell,	
<i>Marine</i> — Christopher M ^c Cormick —	
<i>Boy</i> — Joseph Graves	

WOUNDED

A. Shirley, 2^d lieut. slight wound in the leg;
 Mr. Wederstrand, midshipman, slight wound on the head;
 Mr. Warren, midshipman, do. do. —
 Mr. Comerford, master's mate, do. do. —
 John Highland, quarter gunner, do. in the back;
 James Rodgers, sergeant of marines, do. on the arm;
 Jonathan Bell, sail maker's mate, fractured leg —

- Seamen* — Soho Hurst, arm shot off and wounded in the side;
 Thomas Clarke, fractured leg;
 William Musgrove, fractured thigh;
 James Carter, slight wound in the thigh, and side;
 Ephraim Jabins, slight wound in the arm;
 Benjamin Cradford, arm shot off — dead;
 Antonio Payntz [?], slight wound on the head;
 Edward Hollman, slight wound in the arm and knee;
 George Matthews, fractured thigh;
 John Logan, fractured leg;
 Thomas Fitzgerald, wounded on the gluteous muscle;
 Charles Lewis, shot through the arm;
 William Howell, slight wound in the thigh. —
- Marines* — Cacie Branton, wound in the thigh;
 William Small, shot through the thigh;
 Geo. Carson [?], shot through the hand, —
- Boys* — John Baptist, leg shot off;
 Phillip Smith, wound in the back of the neck.

MISSING

Mr, James Jarvis, midshipman.

ISAAC HENRY, *Surgeon*.

[NYHS, "Greenleaf's New York Journal and Patriotic Register", 1 March 1800.]

[1-2 February 1800]

Strength of the U. S. Frigate *Constellation*, and French Frigate *La Vengeance*

The following is an accurate statement of the force of the U. States frigate *Constellation* of 38 guns, and that of *La Vengeance* French National ship of war, of 54 guns.

CONSTELLATION.

Mounds on Gun Deck, 28 eighteen pounders, the whole discharge is	Lbs. 504
Mounds on Upper or Spar Deck, 10 carronades of 24 lb. the whole discharge is	240
Total discharge of one round, is	744

LA VENGEANCE.

Mounds on Gun Deck, 32 French eighteen pounders, carrying each a ball of English wt. 20 lb	640
Mounds on her Upper Deck, 14 French 12 pounders, carrying each a ball of English wt. 13½ lb	189
Mounds on her Upper Deck also, 8 carronades of 36 lb. French, equal to 42 lb. English,	336
Total discharge of one round	1,165

	<i>Lbs.</i>
<i>Constellation's</i> discharge of one round of cannon.....	744
<i>La Vengeance</i> discharge of one round of cannon.....	1, 165
<hr/>	
Ballance against the <i>Constellation</i>	421
<hr/>	
	<i>Men</i>
Officers and Crew of the <i>Constellation</i>	320
Officers and crew of <i>La Vengeance</i> 500, Troops and Passengers 60.....	560
<hr/>	
Ballance against the <i>Constellation</i>	240
<hr/>	

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 April 1800.]

[1–2 February 1800]

Extract from a letter from a Gentleman on board the U. S. Frigate *Constellation*, concerning her engagement with French Frigate *La Vengeance*

"*Constellation*, at sea, Feb. 7, 1800.

"TRUXTON, and the *Constellation* FOR EVER!

DEAR SIR, "I promised to write you whenever any circumstance should turn up worthy your attention. I flatter myself the following will be agreeable from me, notwithstanding you must have had the accounts in the papers before this comes to hand, as our worthy Commodore sent dispatches by the *Enterprise* state schooner, whom we fortunately fell in with next day after the action.

"Thursday, January 30th, at 4 P. M. weighed and got under way from Bassaterre roads, St. Kitts, on a cruise, the commodore having intelligence of a national French ship, mounting 54 guns, 600 men. This to his undaunted soul was rare news, and not to be neglected, notwithstanding the superiority of the enemy.

"February 1, very squally weather. At half past 7, A. M. Bassaterre road bearing East, dist. 5 leagues, saw a sail in the S. E. We hoisted English colours, and gave chase, supposing her to be a large ship from Martinico, but coming nearer, it was observed she was a very heavy French Frigate, mounting 54 guns at least, and very heavy metal, which we soon experienced, though to their dishonour. Every thing being settled as to what she was, our honoured commander gave his orders accordingly, which were obeyed with a spirit beyond description by every person in the ship, each vieing with the other who should do most. Every thing was prepared for action and all hands at quarters. At noon the wind fell calm for some time, which damped us much; the chace held way with us, which before we overhauled, passed two schooners standing to the northward; one shewed American colours, and both supposed to be merchantmen.

"At 1, P. M. the wind freshening, the prospect of our bringing the enemy to action, brightened every face, as we were coming up with her fast, and every soul glowed with the approaching honor down to the meanest boy. Every inch of canvas set that could serve to bring

us to the glorious issue. Oh! sir, it is not for my feeble pen to describe the ardor of Columbia's sons of the waves on this great and solemn occasion, seated among the engines of death, some at their gambols, others combing out their hair like Spartan sons of old, their officers and themselves congenial. At 8, P. M. got within hail of the chace, hoisted our ensign, and battle lanthorns ranged fore and aft, the great trumpet in the lee gangway to demand the surrender of his ship. On viewing our colors he was heard to say in French, "she's but a Yankee frigate, and we'll board him;" he then commenced a fire from his stern chases and quarter guns, directed at our rigging and spars. No parley then being necessary, the commodore sent down his aid to the officers of division, to direct their shot as much as possible into the enemy's hull with two round shot and a round of grape occasionally. No confusion no noise was heard. At last the gallant [Lieutenant Andrew] Sterett got his bow gun to bear, and he played him well.— We soon got the weather gage of him, and returned the civility with the candor and integrity that the sons of Colombia will I hope ever be remarkable for, in defence of their country's flag. And now commenced as close and obstinate an action as ever was fought between two ships of war, and continued until within a few minutes of 1, A. M. when the enemy's fire was completely silenced; he then sheered off and fell into our wake.

This was a moment of expectation; our brave officers and men, flushed with victory, happy in executing the orders of their beloved commander, who was then trying to trim his shattered sails, that we might get along side our enemy and reap the fruits of our toil and courage, when it was observed there was not a shroud or stay to support our main mast, all being shot away and cut to pieces, that rendered stopping useless — the commodore had the officers and best men on board to endeavour to secure the mast, but every effort was in vain; it went over the side in a few minutes, carrying with it the unfortunate topmen, among whom was Mr. James Jarvis, midshipman, who commanded in the top: he was an amiable young gentleman and much regretted by his brother officers, and every person who knew his merits. Our mizen topmast being gone before, every effort was made to clear the wreck of the main mast, which was completed in a short time. The security of the ship being now the commodore's only object, he is standing for Jamaica, being the only friendly port we can make in our shattered condition, there to repair; we hope to be in to-morrow. As to the enemy there is not a doubt of his being sunk. As we had the weather gage, he was completely hulled, and must have received many shot between wind and water; he had three ports knocked in one; his bowsprit and fore and main topmasts carried away, and as he was double manned the carnage must have been great. They seemed in great distress at quitting us; their pumps were going, and at 4 o'clock signal guns were heard from them, and shortly after she disappeared. We have to regret the loss of 40 brave fellows, killed and wounded in this action; an action that must forever be recorded to the honor of our brave commander and the infant navy of the United States. Such an unequal task is not to be produced in history. A frigate of 38 guns to destroy a ship of 54 and full of men! To exhibit the greatness of soul displayed by the brave officers of the ship on this occasion is far above my ability; suffice to say, they were to a man actuated by the spirit of

our commodore, whose example would make a coward brave; and our veterans, both sailors and marines followed the great example of their leaders. It is not my wish to discriminate, yet I must transgress in favor of the brave lieut. B. Clinch of marines his corps was raw and never experienced such a scene; but by his manly deportment, he made them equal to the bravest; for when the enemy had manned his rigging and quarters, to have boarded as a last refuge, the promising [Lieutenant John H.] Dent with his cannonades and Clinches' brave marines so well received them, that they fell back and damned the cause."

"P. S. February 8th. This day we arrived safe, and in good health in Port Royal."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 25 March 1800.]

[1-2 February 1800]

Account of Captain F. M. Pitot, commanding the French Frigate *La Vengeance* during her engagement with U. S. Frigate *Constellation*

[Translation]

Account of the engagement which took place during the night from the 12th to the 13th Pluviose [1 Feb.-2 Feb.] between the frigate *La Vengeance* commanded by Citizen Pitot Captain and an enemy frigate.

I set sail from the roadstead of Fleur d'Épée, island of Guadeloupe, with the frigate *La Vengeance* on the 11th of this month about one o'clock in the afternoon. I had felt the necessity of trying out before starting on the voyage, the rate of sailing of the frigate and above all of exercising my crew composed in part of foreigners or of new hands and very weak in Seamen. I made short tacks beating to windward with the intention of returning to the anchorage in the evening, if I should encounter enemy forces or else of proceeding on the course if I did not sight anything.

The winds having veered aft about 5 o'clock in the evening I hoped to be able to pass out to windward of Dominica and I maneuvered in consequence, but they drew forward in the channel of Marie Galante and I was obliged to bear away in order to pass between Dominica and the Saintes. The night favored me, I wanted to get out of sight of these islands before daybreak and then seek my passage out between Porto rico and the island of Mona.

We ran therefore to the SW until half past six in the morning and at that time I gave orders to steer W by N. At a quarter past eight, we sighted a large ship which was following a southerly course on the port tack and which I judged to be a strong frigate. I was charged with a mission and I had been ordered to proceed to france as quickly as possible. I was besides convinced that the ship I saw was not alone in those parts and it was important for me to avoid any encounter at such a short distance from the English possessions and from the cruising grounds.

I had all sails set. I had the ship bear to the SW in order to draw away from the ship sighted. He imitated my maneuver and being

in my wake at noon he continued to give me chase. Wherefore being no longer in doubt as to his hostile intentions, I had everything prepared for battle, being determined not to attack, but to defend myself well in case of attack. I immediately hoisted the tricolor flag and pendant and gave orders to bear West. The enemy had hoisted a flag with a red tail and blue burgee at his main-mast and continued to give me chase. I had noticed during the morning that his speed was greater than ours. However as long as it was daylight he did not gain on us, but at nightfall he came up with us rapidly and at a quarter past eight being at $15^{\circ}17'$ Lat. North by $66^{\circ}4'$ Longitude West of paris he was on our starboard quarter on our weather side and within half-range. Perceiving that it was impossible to avoid an engagement I had two guns of my battery placed in the stern and had several shots fired at the enemy with a view to disabling him. However he continued to approach while keeping on my quarter. I then gave orders to bring the ship into the wind and I ordered our broadside to be fired as we discerned him. My order was carried out with success after a half hour battle during which our fire was very violent and that of the enemy was poorly sustained, we carried away his head sails and his fore-topgallant-sail. He then let himself fall astern and ceased firing and I proceeded on my course rigging my studding-sails and crowding on sail being well aware that another engagement could by damaging me, prevent me from fulfilling my mission and endanger the frigate in the locality in which we were.

However the enemy had effected very prompt repairs and had again entered our waters and his superior speed did not permit me to avoid him. When I perceived him again within half-range I gave orders to lower the studding sails and the spanker, to clew up my main sail and steer with the wind astern, every one being at his station and in the best frame of mind. The enemy crowded us in the same position as the first time, holding his fire in the hope of sending us his broadside at close quarters. At 10:10 I altered course to starboard and gave orders to open fire to which he replied. The engagement was renewed then within gun-shot and in a most violent manner. At 10 $\frac{1}{2}$, the enemy, while subjecting us to a running fire from his battery, from his fore-castle and quarter decks, and from his waists well supported by a numerous musketry, all of a sudden bore in on us probably with the intention of enfilading us from astern or of closing with us; I perceived his maneuver through the smoke, at once I ordered "Helm a-lee!" while shouting a warning to prepare for boarding. Our deck was on the instant covered with our men who were only waiting for the moment to hurl themselves onto the enemy ship, But intimidated by my maneuver he himself came again to windward and we were nearly board and board within pistol range. The enemy rained on us a hail of grape shot and of grenades to which we replied vigorously with heavy fire from our battery and from our upper decks. About 11:30 o'clock the enemy attempted a second time to overtake us forward and to enfilade us, but I rendered his maneuver useless by bearing away and by showing him my broadside. At that moment his poop caught on fire. At midnight the enemy fire began to slacken. At twelve thirty A. M. he altered his course to starboard and drew away from us by showing us his quarter and ceasing fire. I continued to cannonade him. The ruined state of my rigging, having neither slings nor bowlines did not permit me to [follow] him because having

wanted to come to, my mizen-topsail, which was the only sail remaining, was caught aback and I necessarily remained in the same position, showing my broadside to the enemy and continuing to fire on him until he was entirely out of range. Thereupon I ordered the guns silenced and we noticed that his fore top was on fire, a few moments later he hoisted and lowered several times lanterns at his yards, etc. I concluded therefrom that he had anchored and that he was asking for assistance; but the condition in which we ourselves were deprived us of all means of communicating with that ship, we could not trim any of our sails, our rigging was cut up, our main mast was unsteady, and at the same time I was occupied in having a studding-sail set forward, the main mast fell onto the bow, smashed a part of our boats got foul of the remainder and carried with it in its fall the fore-topmast and mizen-topmast. We had at that time 66 inches of water in the hold from ten to twelve shot at the water line and below the water line and the water was gaining on every side especially in the powder magazine. We had necessarily to renounce our desire to profit by our victory and the more imperious one to give assistance to our fellow men in order to think about our own safety. We worked without respite to plug the leaks, to secure what few masts we had left and at pumping. It took the pumps till about 5 o'clock in the morning to pump the ship dry with the help of two squads composed of the generals [and] officers of all ranks both civilian and military and other citizens passengers on board who continuously drew water in buckets and wooden bowls and emptied it through the large scuttle; my crew was engaged in repairing the rigging and in placing the battery in condition to stand another engagement if necessary. During that time the enemy had moved away, we had seen his light until three o'clock in the morning, but at that hour he disappeared and we have not seen him since.

The ship which we fought is a ship of the line, quite long and very high in the stern which seemed to us to carry a poop with nettings; she had two batteries like *La Vengeance* and at least as many guns as we. Her caliber was heavy 18 and 12. She had a very numerous crew and a well-served musketry.

The crew of *La Vengeance* was seventy-seven men below full strength, it had been assembled in haste, was not very experienced especially as regards the working of the ship and was so insufficient for the duties on the frigate that I had been obliged to station at each 18 [pound] gun two passengers supported by the colonels and majors. I had besides 35 American passengers [prisoners] on board; they had asked me to be put in the hold in case of an engagement which I was not able to refuse them nor had I ought to have done so. However in spite of all these disadvantages and the fatigue of all my crew which had spent the two preceding days and nights in continuous work, we had the good fortune to bring victory to the flag of the Republic.

Everything transpired in the greatest order, the working of the ship was carried out with precision, the fire was constantly well sustained, every one gave full proof of zeal and courage, and in general officers, chief petty officers, gunners, helmsmen, soldiers, sailors and passengers conducted themselves in such manner as to merit the esteem and praise of all good Frenchmen.

We have to deplore the death in action of 14 men the death of 14 men after [the action] and 40 wounded some of them dangerously,

I attach hereto the complete list. Citizen Lavaud lieutenant in command of the battery had his leg broken Citizen Marc[eau?] second lieutenant, had his right arm broken, Citizen Leclairche, second lieutenant had his left foot crushed. Citizens Boscur Colonel, Moreau captain of artillery, Aiguier lieutenant of infantry Dussere, assistant navy paymaster and Lapaire were wounded.

We have on board Citizens Schmitz commander, Benet de la Jaille C. F. Kieralff, officers of the Batavian navy and Fontenille Batavian infantry officer [all of whom] conducted themselves very well during the action.

According to the report of the master gunner, we fired 742 rounds from our guns and 400 cartridges at the enemy.

Captain in command of the
frigate *La Vengeance*

F. M. PITOT

on Board the frigate *La Vengeance* the 13th pluviöse Year 8 [2nd February 1800] of the French Republic one and indivisible.

[Ministry of Marine, via American Embassy, Paris, France.]

[1-2 February 1800]

Account of James Howe, an American on board the French frigate *La Vengeance* during her action with the U. S. frigate *Constellation*; also Captain F. M. Pitot's certificate concerning James Howe

The readers of the New-York Gazette of yesterday morning were exclusively informed that the 54 with which the gallant Commodore Truxton had an engagement, was called the *Vengeance*, and had arrived at Curracoa, entirely dismasted, with the loss of 100 men killed, and 60 wounded.

We are this day enabled to give further interesting particulars of this almost unparalleled action, from the mouth of Mr. James Howe, who was on board of the *Vengeance*, before, during, and some days after the conflict.

Mr. Howe, who is sensible and intelligent, informs us, that the *Vengeance* mounted on her gun deck 32 long 18's, including 2 that were used as stern chasers — on her quarter 12 36 pound brass carronade, with 4 long 12's — and on her forecastle 6 long 12's — That she had on board 400 men, including 80 passengers, who all assisted during the engagement; besides 36 American Seamen, who were taken out of the prison at Gaudaloupe to work on board this ship some weeks before she sailed, and who nobly refused to fight, and said they considered themselves as prisoners of war, and rather than act offensively against their country, or any nation at peace with them, they would DIE BY THE SWORD! They were then ordered below, where they remained till the firing ceased, as will appear by the subjoined Certificate from the Captain of the *Vengeance* — of which we have obtained a translation from the original now in the hands of Mr. Howe. A similar certificate was given to each of the prisoners, agreeably to promise, on condition that they would exert themselves in getting the wreck into port, which they effected on the fifth day after the engagement.

The *Vengeance* had 186 bullet holes in her hull above water, some of the balls having gone through and through. Most of the passengers were killed, and from three to five of the wounded died each day before she reached port, one of whom was the sailing master.

Capt. Pitot is said to be an old and a brave commander, having lost a hand, &c. in former battles. In the present one he had his trumpet knocked out of his hand by the same ball which took off the arm of a Lieutenant who was standing near him.

It was the number of passengers, with upwards of a million of dollars on board, that made the *Vengeance* unwilling to come to action. She had been out only 36 hours from Gaudaloupe, and was bound to Brest.

The particulars of the chace, &c. from Mr. Howe, correspond exactly with those of commodore Truxton, to the Secretary of the Navy.

[TRANSLATION].

I, the undersigned *Capitaine de Vaisseau*, commanding the frigate *Vengeance*, belonging to the French Republic, at present in the harbour of Curracoa, Certify, to all whom it may concern, that James Howe, an American seaman, embarked on board the said frigate, at Port Liberty, as a passenger, by order of the Agents of the *Consuls* at Guadaloupe — and that he continued on board from the 8th *Pluioise* to this day. — I also certify, that in consequence of a just demand made by the said James Howe, to me, not to serve in case of an engagement, he was put below during the combat which this frigate had from the 12th to the 13th of the present month; that he remained there throughout the whole of it; and that after the action, he wrought with all possible zeal and activity in repairing the damages which this frigate sustained.

In consequence of the services which he rendered on this occasion, I owe him the justice to request every officer commanding French ships of war or privateers not to give nor suffer to be given, to the said James Howe, any hindrance or molestation on his return from this port to the United States; but on the contrary to render him every assistance in their power, unless he should be found on board a vessel armed against France. In testimony whereof I have signed these presents on board the *Vengeance*, Curracoa, the 20th *Pluioise*, 8th year, &c.

D. M. PITOT.

Certified by the Delegate of the Agents of the Consuls
of the French Republic to the windward Islands
Curracoa, 20th, *Pluioise*, 8th year &c. JOUBERT.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 18 March 1800.]

[1-2 February 1800]

Extract of a letter to Thomas Truxtun from Benjamin Stoddert dated Bladensburg, 13th September 1808

"I now send you a letter from R. T. Lownes, Esq. to me on your subject; he is my brother-in-law, and is a man well known in this State and elsewhere, to be of the highest respectability. You are at liberty to make any use of this letter you please."

[Enclosure No. 1]

BLADENSBURGH, *September 13, 1808.*

DEAR SIR, The gentleman who commanded the French ship *L'Eole*, which lay so long at Annapolis, was first lieutenant of the *Vengeance*, at the time she was attacked by the *Constellation*, commanded by Commodore Truxtun. This gentleman had on all occasions, the magnanimity to speak in the highest terms of praise of his brave enemy Truxtun; and declared that the *Vengeance* struck twice; (I think it was three times) but perceiving that the fire from the *Constellation* continued, and concluding that it was the determination of the enemy to sink them, they renewed the combat from necessity, until, fortunately for them, the *Constellation's* mast went overboard, of which they took advantage and got off. This generous Frenchman frequently declared he had never met with an enemy so gallant as Truxtun, nor one more expert. This tribute from an enemy may be grateful to Commodore Truxtun, at a time when some of his own countrymen appear to have forgotten his distinguished services; and as you are in correspondence with him, I wish you would communicate it to him.

Yours truly,

(Signed) R. T. LOWNES.

BENJAMIN STODDERT.

["The Port Folio", Vol. I. March 1809 No. 3.]

[Enclosure No. 2]

[1-2 February 1800]

Extract from the answer of Thomas Truxtun to Benjamin Stoddert

"Nothing was necessary to convince me that the French ship of war *La Vengeance* had struck to me, and was my prize, when the mainmast of the *Constellation* went over the side, and that she took advantage of the darkness of the night (the moon having gone down at about 1 A. M.) and made off, knowing I could not pursue her from my disabled situation, and the wreck being along side. In the morning at day-light (having bore up for Jamaica when cleared of the wreck, knowing I could not make in our dismantled situation, a friendly port to windward) she was not to be seen, the weather being very hazy, I was of opinion that she had gone down; but her getting off under those circumstances was nothing uncommon. It was no more, nor indeed so much, as the escape of the *Santa Anna*, from Admiral Nelson's fleet off Trafalgar, after she had struck, and arriving safe at Cadiz; because Lord Nelson had look-out ships stationed to guard his prizes, whereas I was alone, and in a more than crippled state.

Among my official documents on this occasion which I had the honour to address to you as Secretary of the Navy under date third of February, 1800 (which documents I observe are printed in the British Naval Chronicle Vol. IV, pages 119 to 123) you will find in the circumstantial account, that I had no doubt but *La Vengeance* was my prize (as the captain of the French 74 *L'Eole* has declared)

at the time my mainmast went over the side. The following are my own words officially given: "And thus as close and as sharp an action as ever was fought between two frigates, commenced and continued until within a few minutes of 1 A. M. when the enemy's fire was completely silenced, and he was again sheering off. It was at this moment that I considered him as my prize, and was trimming in the best manner I could my much-shattered sails, when I found the mainmast was totally unsupported by rigging, every shroud being shot away, and some of them in many places, so as to render stoppers useless, which, in fact, could not be applied with effect, I then gave orders for all the men to be sent up from the main gun deck, to endeavor to secure the mast, in order that we might get alongside of the enemy again as soon as possible. — But every effort was in vain, for it went over the side a few minutes after."

Lieutenant Robertson [Thomas Robinson Jr.], now Captain Robertson, who directed several of the carronades on the quarter deck, and whose station being near my person in this engagement, will remember that at the time the fire of *La Vengeance* was silenced, we were close on her weather quarter, not half pistol-shot off, he observed to me in these words: "I cannot, sir, bring the carronades to bear." I replied to him, Never mind, Robertson, she is all our own, we have nothing to do but get alongside of her. In a moment after we became a wreck, and she took advantage of it, after having yielded to our close and persevered attack of five hours, and after a previous chace of twelve hours.

Be good enough, Sir, to present my best acknowledgements to your friend Mr. Lownes, for his obliging communication, which he rightly judged was very acceptable to my feelings. And it is grateful to find a foreigner and an enemy able to appreciate, and candid enough to declare my services."

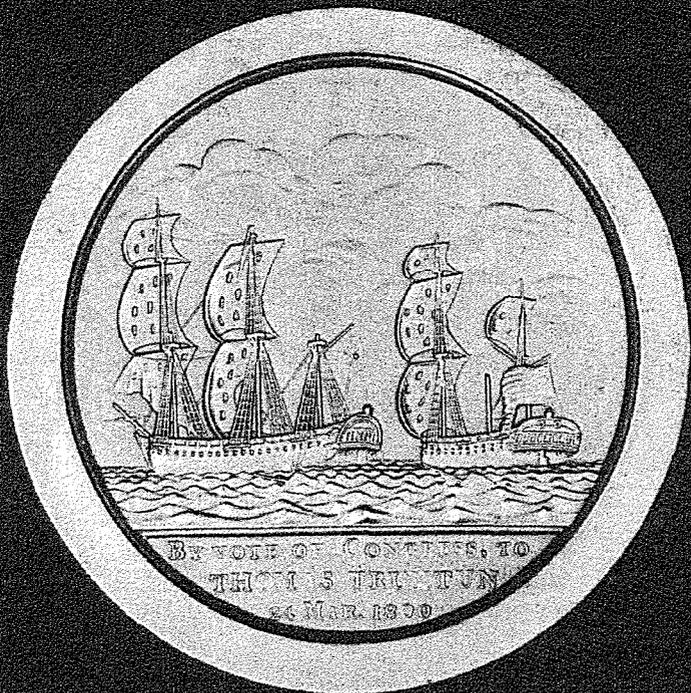
["The Port Folio", Vol. I. March 1809 No. 3.]

[1-2 February 1800]

Address of Captain Thomas Truxtun, U. S. Navy, to officers and crew of U. S. Frigate *Constellation*

"Public thanks, though but a small tribute, is nevertheless justly due, to seamen and soldiers, who have manifested their zeal, activity, and bravery so conspicuously, in support of the honor and dignity of their country's flag, as the crew of the *Constellation*, of thirty six guns, did last evening, in an engagement with a French national Frigate of fifty-four guns or upwards, (carrying much heavier metal,) in which the enemy was completely beaten, and would have become their prize, but the damages sustained in making the first effort to get along side of her, together with the loss of the mainmast, main-topmast, main-topgallantmast, mizen-topmast, and several other spars, which also went over the side, at the moment of her sheering off, together with the dismantled state of the ship otherwise, made a further pursuit impracticable.

"As the commander, therefore, I feel infinite satisfaction in returning my thanks to the officers of every description, seamen, marines, and others, for the gallantry they displayed on this occasion, which



GOLD MEDAL VOTED BY CONGRESS TO
CAPTAIN THOMAS TRUXTUN, UNITED STATES NAVY.

under a beneficent Providence, has enabled me to add another laurel to the American character, on the records of the Navy; and you may be assured, gentlemen, seamen, and soldiers, that you shall be properly noticed to the President of the United States, and such of you as have been unfortunately wounded, and survive, will, no doubt be put on the pension list, and while their misfortunes I regret, I shall state with pleasure their just claims to the government, in order that they may have that protection and care taken of them, which is provided by a grateful country, for those that the fortune of war has been unkind to.

THOS. TRUXTUN."

UNITED STATES' SHIP *Constellation*,
February 2, 1800.

[Naval Chronicle, Vol. 1.]

[1-2 February 1800]

To Captain Thomas Truxtun, U. S. Navy, from the crew of the
U. S. S. *Constellation*

To Commodore TRUXTUN

SIR The Officers of every description, the Seamen Marines and every other of the Crew belonging to the United States Ship *Constellation* cannot suppress their lively feelings at the kind tribute which you have paid to their respective meritorious Exertions —

They with one Voice proclaim, That under such a Commander whose Example would have made even Cowardice Brave, they must have been less than Men, not to have Acted by the same Stimulus of Valour which they Exhibited in the late Engagement with the French National Ship of 54 Guns.

They have with sincere regret to lament the loss of some of their faithful Comrades who fell in the Lap of Victory. The Circumstance of losing the Prize is a secondary Consideration, which could only devolve pecuniary Advantages to the Survivors, the Glory and Honour of the Combat being diffused to the Whole. —

In behalf of Ourselves and the rest of the Ship's Company

And ^w Sterett 1 st Lieut	James Morgan Gunner
Bat. Clinch Lieut ^l Marines	Lat. M ^c Donnald Carpenter
Daniel Eldredge Sail ^r M ^r	Abraham Long Boatswain —
Henry Vandyke Mids ⁿ	David $\left\{ \begin{array}{l} \text{his} \\ \text{X} \\ \text{Mark} \end{array} \right\}$ Kearns } Q ^r Mast ^r
	John M ^c Sayle

At Sea 4 February 1800.

[T. Truxtun Hare Col.]

[1-2 February 1800]

A Resolution honoring Captain Thomas Truxtun, U. S. Navy, and Midshipman James Jarvis, U. S. Navy, of the U. S. Frigate *Constellation*

[United States Statutes at Large. Sixth Congress. Sess I]

RESOLVED by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the

United States be requested to present to Captain Thomas Truxton, a golden medal, emblematical of the late action between the United States frigate *Constellation*, of thirty-eight guns, and the French ship of war *La Vengeance*, of fifty-four; in testimony of the high sense entertained by Congress of his gallantry and good conduct in the above engagement, wherein an example was exhibited by the captain, officers, sailors, and marines, honourable to the American name, and instructive to its rising navy.

And it is further resolved, That the conduct of James Jarvis, a midshipman in said frigate, who gloriously preferred certain death to an abandonment of his post, is deserving of the highest praise, and that the loss of so promising an officer is a subject of national regret.

Approved, MARCH 29, 1800.

[Statutes II, p. 87.]

[1–2 February 1800]

To Secretary of the Navy from President John Adams

31 MARCH, 1800.

The President of the United States requests the Secretary of the Navy to take immediate measures for carrying into execution the resolution of Congress of the 29th, for presenting to Capt Thomas Truxton a gold medal, emblematical of the late action between the United States frigate *Constellation*, of thirty-eight guns, and the French ship of war *La Vengeance*, of fifty-four, in testimony of the high sense entertained by Congress of his gallantry and good conduct in the above engagement, wherein an example was exhibited by the Captain, officers, sailors, and mariners, honorable to the American name and instructive to its rising navy.

[JOHN ADAMS]

SECRETARY OF THE NAVY.

[NDA photostat.]

[1–2 February 1800]

To Captain Thomas Truxtun, U. S. Navy, from President John Adams

30th NOVEMBER 1802.

“DEAR SIR, The copy you have done me the honour to present to me of the Medal voted by Congress, and executed according to my direction to the Secretary of the Navy, I accept with great pleasure, not only from a personal regard to the giver, but I esteem every laurel conferred upon you for the glorious action of the first of February, 1800, as an honour done to our beloved country. From both of those motives, I have been highly gratified with the honour the gentlemen of Lloyd’s Coffee House [*] has done themselves in the handsome acknowledgement they have made of their obligation to you.

I regret that the artist had not completed the Medal in season, that I might have had the satisfaction of presenting it to an officer who had so greatly deserved it; and I lament still more that I had not the power of promoting merit to its just rank in the navy, that of an

admiral. The council which Themistocles gave to Athens — Pompey to Rome — Cromwell to England — DeWitt to Holland — and Colbert to France, I have always given, and shall continue to give to my countrymen — That as the great questions of commerce between nations and empires must be decided by a military marine, and war or peace are determined by sea, all reasonable encouragement should be given to a navy. The trident of Neptune is the sceptre of the world.

With sincere esteem and affection, I have the honour to be,

Sir, your friend and servant,

JOHN ADAMS."

Commodore TRUXTUN.

[*This has reference to the silver urn presented to Captain Thomas Truxtun, U. S. Navy, in honor of his capturing the French National Frigate *L'Insurgente*, while commanding the U. S. Frigate *Constellation*, on 9 February 1799. The following letter is quoted, but the correspondence referred to therein, has not been located: —

"LONDON 4th February 1801

DEAR SIR, I have the pleasure of sending you annexed copies of a letter, which I sometime ago received from the Master of Lloyds Coffee House, and my answer: the piece of Plate [made by John Robins, Plateworker, of 13 Clerkenwell Green, in 1800, who was apprenticed in 1763, became a Freeman of the Goldsmiths' Company in 1771, and registered his mark at the Assay Office at Goldsmiths Hall in 1774.] referred to in this Correspondence, will be delivered to the particular care of the Master of the Ship *Two Friends*, which will sail in a day or two for New York.

As no one has been more persuaded of the importance of our little Navy, nor more gratified by its conduct, in every instance in which its gallantry has had opportunity to shew itself, I beg you to be assured, that no person could receive greater satisfaction than I do in transmitting to you this suffrage in its favour, from a Nation, familiar with naval talents, and capable of appreciating the merit it so honourably applauds.

With great Respect and Esteem,

I have the honor to be,

Dear Sir,

Your obedient and faithful servant

Rufus King

U. S. Minister to London, England

To Captain THOMAS TRUXTUN, *U. S. Navy.*

NB The communication from the Merchants and Underwriters of Lloyd's, directed to him, they caused to be inscribed on the urn.

This urn is at present in the possession of Mrs. Truxtun Beale of Washington, D. C., who has permitted this office to photograph it, and to copy the inscription thereon, as follows:

"Presented by the Underwriters, and Merchants, at Lloyds Coffee House in London, to Captain Thomas Truxtun, of the American Frigate *Constellation*, as a mark of their Sense of his Services, and Admiration of his Gallant Conduct, in taking the *Insurgente* French Frigate of 44 Guns in the West Indies in Feb^r 1799."

["The Port Folio", Vol. 1. March 1809 No. 3.]

[1-2 February 1800]

John R. Fenwick's certification of Declaration made by John Reese reference injury of Seth Hibbard

WASHINGTON Novem^r 24th 1809

I do hereby certify that the following is a Declaration made by John Reese in the case of Seth Hibbard — who claims a Pension from the United States for an Injury received in their Service whilst doing

duty as a Soldier — the said Reese states that Hibbard was a marine on board the *Constellation* Frigate Comodore Truxton Commander that on the 1st of February 1799 [1800] — in an Action with the French Frigate *Le Vengeance* the main mast of the *Constellation* being shot away Hibbard received his wound in the Back occasioned by the Fall of said Mast — that he lay on the Deck the whole night — & that he assisted him the next morning to his Hamock, where he was confined a considerable time, that he always after complained of violent pain & appeared to be so much affected that he at times was scarcely able to assist himself.

JOHN R. FENWICK
Capt. U. S. Marines

[VA. Navy Inv. 737.]

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

U: S. Frigate *Insurgent*
ST KITTIS 1st Feb^y 1800 —

BENJ^s STODDERT Esq^t

SIR I have just arrived here after a Sho[r]t Cruise of a fortnight, since I left English Harbour, mostly to windward of Deserada, & retook one American Schooner [*Aurora*] & the Prize Brig *Conquest of Italy*, an American Ship from Liverpool blown off the Coast & bound to Norfolk

I yesterday fell in with the *Constellation* under the lee of Guadeloupe by whom I received your favor of the 12th of Novem^r & shall sail tomorrow to comply with your wishes, Cap^t Truxton thinks it will be best to keep the Brig along — with me as she is well Mann'd & every way fitted for a Cruiser, & sails remarkably fast.

As I expect to be in New York by the time this will reach you, I do not think it necessary to trespass further upon you & shall not lose a moment but endeavour to be there in all this Month.

With great respect

I am

Sir

Your Most Obed^t

Hum^e Serv^t

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

To Captain Thomas Truxtun, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U: S. Frigate *Insurgente*
ST KITTIS 1st Feb^y 1800

D^r SIR I arrived here the evening I left you and received both your esteem'd favors, I shall attend particularly to the route you have been so kind as to assign to my trust, & be at Kingston without delay, tomorrow I shall sail from hence.

I very much approve of the Arrangements you have made with your Squadron, but in despite of all our Vigilance, the Enemy will continue to trespass upon our commerce. in addition to your plan, I would advise you to order one of your small vessels, to hover close

about Pette terre where they may anchor without fear, & be ready at a moment to dash out whenever they see a Vessel. another eligible place is near Antigua Point, the N E part of Grandeterre, but the Major part of the Privateers, Cruise far to windward from the Longit^h of 50° to 59 Degrees in the range from latit^h 17°. 13' to 14°. 30' & they can seldom be taken by our large Frigates unless by chance they are discover'd to leeward. they lie there generally with all sails handed, till they see their prey, & are readily decoy'd by brigs, or schooners latterly we have found the small fry of Privateers take their stations under the lee of the Islands, Viz^t Martinico, Dominico & Guadaloupe, in fact their art & ingenuity puzzles the imagination, for one would suppose the Vast number of our Cruisers, as well as those of the British would discourage them, but the fact is not so, they bid us defiance & feed themselves very handsomely at our expence for they are like Hydra's heads & multiply daily.

Your superior judgment, will give you a better insight into the eligibility of checking their depredations, but the most effectual method would be to delay any further exchange of Prisoners till they had paid off old scores, did not humanity call forth our feelings for those now in Captivity, for I fear such a plan would irritate & be a mean of severe treatment to those in their power for we are not to expect, Law or Justice on their part.

Wishing health happiness, honor & success

I am very truly

Your most Obed^t H^t S^t

[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 *Insurgente*
ST KITTS 1st Feb^r 1800

M^r WATSON

SIR In consequence of an application from a number of the American Captains now here I have consented that you take them under your convoy, and see them through the Samberaro Passage, & cleverly out of sight of the Islands, keeping them with you till the approach of evening, so that they may have a good run off before day light, after which you may run down the North side of Porto Rico, & so through the Mona Passage & join me at Kingston as soon as you can, should you in your tract, take any thing, you may send them to the nearest Port, if bound to the West Indies or if their Cargoes will suit at Jamaica, you can send them there, but if bound to America, you must send them on to their destination, & if not inconvenient to the Owners thereof, I would recommend sending them to Phila^a to M^r Will^m Miller agent for the *Insurgente*, I leave all these queries pretty much to your discession

& am

With regard

your most Obed^t

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

To Secretary of State from William Smith, U. S. Minister, Lisbon, Portugal

(Private)

LISBON, Feb. 1. 1800.

DEAR SIR Since my last we have rec^d the very afflicting acc^t of the death of our beloved fellow Citizen, Washington, the great & good whose memory must be ever dear to Am^s — you who knew him so particu^r must feel his death with uncommon anguish & I most sinc^r condole with you. — Please to enclose & frank the letter to M^r Izard which is of importance. —

Yesterday I heard from Spain that the Frig. *U. S.* after much bad weather had landed the Envoys at Corunna, from whence they'll proceed by land to Paris. Ad^t Duckworth, just arriv'd here reports that he spoke the Frigate the 18th or 20th Ult. off Corunna, after leaving it, & that she had suffer'd much by storms: I hope in my next to send you a more particular report, which I have applied for. — The Frigate sailed from Lisbon 22^d Dec^r —

The letter of Bonaparte to the K. of G.-B. was intended to have a double effect, one in France — the other in Eng^d — it will fail in the latter; the answer of L. Grenville will soon be confirm'd if we may judge from some of the late Paris gazettes, for it appears there is already a project of breaking the constitution, by setting aside the members named to the Legis. Body & Tribunate & naming a new Sett, to be approv'd by the people. —

Since writing the above I am inform'd that Ad. D[uckworth]. fell in with the *U. S.* the 21st Jan^y off Corunna, her topmasts struck, had been obliged from the violence of the weather to put into a Bay between Ferrol & C. where she was near being lost, that she had lost two Anchors & Cables in said bay — and had no commun^s with the shore but thru the means of a fishing boat & had thus landed the Envoys. — We have no late intellig^s of any moment — The Paris papers to the 12th Ult. contain complaints of the composition of the Leg. Body & Tribunate & hints that the new gov^t can't go on without some change. The Royalists were encreasing in power & numbers; they are now regul^r supp^d by Enge^d —

With great reg^d Y^r ob^t Serv^t

W[ILLIAM] S[MITH]

It is remark^d that the new Monarch of France is a Corsican & the Chief of opposⁿ in the Tribunate a Swiss; it seems these Swiss are to be the torments of all gov^{ts}

[SDA. Disp., Lisbon, Bk. 5, 1797—1801.]

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

[PHILADELPHIA]
N Dep^t 1 Feb^y 1800

Cap^t DAVID JEWETT

Norwich

SIR, I am honored with your letter of the 27 ins. I am sorry it is not more explicit as to the time you will be ready to sail. I have not heard from M^r Howland.

I request you will inform me at least twice every week of the state of your preparations. After you are ready for sea, if you are then to wait for Instructions until you can inform me, a Fortnight will be lost, with all your Crew on board.

It will be necessary that you should touch at New York, to take under convoy, some vessels at that place. As soon as you are ready therefore, if you should not have other orders on the subject, you will repair with the ship to New York, where you shall receive your Instructions for a cruise. Your destination will I believe be S^t Domingo

I have the honor &c

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

To Master Commandant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]
Navy Dep^t 1 Feb^y 1800

CYRUS TALBOTT Esquire
Dighton Massa —

SIR I do myself the honor to enclose your Comm^s as a Master Commandant "to take rank from the 21st day of May 1799". —

You will be pleased to return the commission, you first received.

I have the honor to be &c

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

To Mr. Foster (presumably Hon. Dwight Foster, U. S. Senate) from
Secretary of the Navy

[PHILADELPHIA]
Navy Department 1st Feb^y 1800

M^r FOSTER
in Congress

The Secretary of the Navy informs M^r Foster that he is about to send M^r Humphreys to the Eastward to view and make report on, the situations recommended as proper for constructing Docks for the use of the Navy — and as the Secretary has no correspondent in Providence, he will thank M^r Foster to name a person there or in its neighbourhood to whom he may write to assist M^r Humphreys in his operations relative to the place contemplated on Providence River. The Secretary will also be obliged to M^r Foster to write to the person whom he may recommend the more certainly to engage his cooperation. —

[Similar letter written to Hon. John Brown, Member of Congress, on 1 February 1800.]

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

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

Moderate breezes and cloudy, employd working to windward between Cape francois and Monte a christo made and shortned sail

180 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

as nessasary to work to windw^d @ 8 In the evening the Monte bore S by W 3 or 4 leagues Wind @ SE by S *Gen^l Green* in Comp^r

At 12 Midnight moderate breezes from SE saw the Monte SSW Six or seven leagues. @ daylight wind variable from E by S tackd in towards the land. @ 7 the wind vore round to the southward tackd to the Eastward, employd as nessasary, Sailmakers employ'd repairing a Foretopsail. Carpenters employd as nessasary. @ 12 Meredian Isabella Point bore SE 5 or 6 leagues Monte a christo SW by W. 10 or 11 leagues Parted company with the *General Green*

Latitude Observed 20° 16' 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, Saturday, 1 February 1800

[In harbor of Havana] Moderate Breezes and Pleasant People Employd on Sundry parts of Ship Duty Delivered to the U S Brig *Norfolk* 5 bbl Beef 5 bbls Pork 3 Hogs^d Bread 2 Boxes Fish 1 Furkin Butter 2 Cask Cheese 1 Box Candles 1½ Gall Lamp Oyl — Paint Oyl Twine Cord 1 Bbl Tar

Arrived here an American Brig Librated Will^m Stanwood. Joseph Curtis & E Barry from Iron

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

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 2 February 1800

Moderate breezes and clear weather. In chace to the SW @ 1 shortn'd sail and boarded the chace an american Schooner from Cape francois said to be bound to Philadelphia which Appears to agress the Navigation act — Sent two officers and 8 men to Navigate her to America with orders to proceed to Newyork and there deliver her in charge of George Talbot Esq^r who is appointed acting Navy Agent at that place

Rec^d 8 men from this Schooner and sent 2 french prisoners in the schooner who have been borne on the Ships books from the 16th of Sep^r 99. @ 8 filld and parted company with the Schooner Cape francois SW by W ½ W 3 or 4 leagues. Wore and Tack'd as nessasary during the night to keep clear of the land. @ daylight Saw the Cape S by W 8 or 9 leagues made sail to the ENE @ 10 Assembled the ships company and perform'd divine Service. @ 12 Moderate breezes from SE Monte a christo SE by S 10 or 11 leagues

Latitude observed 20° 26' N

[NYHS, NHS.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 2 February 1800

Captured the Sloop from Auxcayes to Jacquemell put a prize Master & seven Men on Board. —

NDA. NO, Vol. 1.]

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

Arrived the American brig [space] Capt. [space] prise to a Spanish privateer taken off the East End of Jamaica.

[NA.]

Result of court martial of Captain Barreaut, late commander of the French National Frigate *L'Insurgente* captured by the U. S. Frigate *Constellation*

BOSTON, Feb. 3. [1800]

Citizen Barreaut, who commanded *L'Insurgente* frigate, captured in the West-Indies by the American frigate *Constellation*, has been tried at L'Orient, by a Court-Martial; and, after an investigation of 9 days, acquitted.

[LC, "Newport Mercury" (R. I.), 11 February, 1800.]

[3 February 1800]

To Secretary of State, from Turrell Tufts, U. S. Consul, Paramaribo

SIR, I will just give you a sketch of the situation of this Trade — the details of which I have transmitted to Capt Rodgers of the *Maryland* to forward in one of the fleet he conveys.

Victor Hugues has arrived at Cayenne — left France with 2 Frigates, 2 Brigs & 2 Corvettes — & it is said with 600 Troops — all of w^{ch} but one of the Frigates had arrived 25 days since — Accounts of which were brought in by the return of a Cartel to Cayenne. He is able to scour the Coast: and should any of the Brest Fleet escape out — as has been reported — they are undoubtedly destined & will make this Coast a very interesting scene. — Not a Ship has arrived from England, excepting one & which went away. We imagine, no force can be spared from Martinique, as Jeannet has arrived at Guadaloupe in force, & caused apprehensions.

In consequence of these events, the British Officers are perfectly accommodating to us — in regard to landing & taking away — if we will submit to a *demandé douceur* of 5 per Cent: — Instead of bringing provisions & for this Colony, British Vessels have had scarcely any other employment — than taking it away to their Island: — The absurd policy of the Captors toward the Captured — particular events, & the present state of trade, have brought the parties to a state of wrangling — and should the Batavian Flag appear, I should not be surprised to see it in place of the one that now waves. — The necessity of admitting our intercourse on more liberal terms every moment impresses the minds of the Gov^t & Governed; and tho' mortifying in the extreme, will have its effect. — In respect to the protection of it — I have had but one opinion — that is to withdraw all protection from it. This is fact — if the present protection is not withdrawn or increased to Hugher force — we shall loose the *Maryland* — and the trade also. Should the French desist from Plundering — this whole trade will probably be in our hands — unless the Brest Fleet is divided or destroyed — the Events in Europe will materially effect this trade. It is therefore essential only to inform you

of the feelings of the people — and of the arrival of Hugues, to enable you to judge of the propriety of abandoning the trade to its fortune or not.

You Sir will be pleased to excuse the incorrectness of this Letter w^{ch} I have scrawled in haste deeming it of importance to send a duplicate statement of our situation. Capt Rodgers will have from this port under his Convoy 10 or 12 Vessels having on board about 1200 Hhds Mel^r & 700 Hhds Sugar.

I am Sir with highest respect
Your most humble servant

T TUFTS *Consul*

PARAMARIBO *Feb^y 3, 1800*

[SDA. Paramaribo, Vol. 1, CL, 1799—1834.]

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

[PHILADELPHIA]

Navy Department 3^d February 1800. —

MESS^{rs} STEPHEN HIGGINSON & C^o

GENTLEMEN This will be presented to you by Joshua Humphreys Esq^r principal Naval Constructor of the United States, who goes to your place for the purpose of examining and reporting on situations in its vicinity which have been or may be deemed eligible for the Construction of Docks for the use of the Navy of the United States, and also for a permanent Navy Yard for building Ships of War —

I have therefore to request that you will be pleased to afford every assistance in your power to promote and facilitate his views, and personally I take the liberty to recommend him to your civilities. —

I am &^c &^c

[Similar letters addressed to Navy Agents at Newport, R. I., New London, Conn., and Portsmouth, N. H.]

[NDA. GLB, Vol. 3, 1799—1800.]

To John Randolph (junior), of Roanoke, Va., from Secretaries of War and
the Navy

[PHILADELPHIA]

Navy Department 3rd Febr^y 1800

JOHN RANDOLPH JUN^r Esq^r

SIR The President of the United States having directed us to institute an enquiry into the conduct of Officers of the Army or Navy, in relation to the insult complained of by you in your letter to him of the 11th January, We have the honor to request that you will be pleased to furnish us with a statement of the particulars of the insult, [*] the names of the Officers implicated and the names of such witnesses as you deem material to be examined — We have the honor to be

Sir Yr obt Servt

Sign^d JAMES M^cHENRY
BEN STODDERT

[*For an account of this incident see "John Randolph of Roanoke" by William Cabell Bruce, volume 1, pp. 158 to 162.]

[NDA. Con. LB, Vol. 1.]

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

Pleasant breezes and clear weather. Employed in refitting the ship and preparing to make more Sail.

at half past 11 A M. saw a schooner bearing down — Exchanged signals with her and found it was the *Enterprise* United States Schooner — that I dispatched on the 25th U^s for Curracoa. Made the signal for him to speak me which was obeyed.

Porto Rica at Noon Bore North 15 or 16 Leagues Distance. —

Longitude Account 65°.00' W.

Latitude Observed 17°.20' 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, Monday, 3 February 1800

[In harbor of Havana] Fresh Breezes and Cloudy from the N W All Hands Employd on Sundry parts of Ships Duty Clearing the Hold for Receiving Water put Feet Irons on the Prisoner James Leonard for Striking James Runlet with his Irons and Threatning other Abuse

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

[4 February 1800]

To Secretary of State from Edward Stevens, U. S. Consul General at
St. Domingo

CAP FRANCOIS Feb^y 13th 1800. —

DEAR SIR I have the Honor of enclosing you Copy of a Letter which I have, this Day, received from Cap^t W^m Maley, Commander of the U. States armed Schooner *Experiment* together with a Copy of my last to Cap^t Talbot

The Schooner [*Amphitheatre*] which was captured by the *Experiment*, arrived in this Harbour Today. She was taken on the 4th, & was dispatched by Cap^t Maley on the 7th Ins^t. He has also taken a Sloop & a Barge, under french Colours, carrying Troops from Aux Cayes to Jackmel. The Sloop was dismantled & Sunk; & the Barge, (after being disarmed,) was given to the Prisoners, who became so numerous on board of the *Experiment* that Cap^t Maley did not deem it safe or prudent to keep them any longer. By several Papers found on board of these Vessels it appears, that Rigaud has given positive orders to evacuate Jackmel, & withdraw his Forces to Benet. It is, therefore, probable that, by this Time, that District has surrender'd to Gen^l Toussaint.

If the Schooner *Amphitheatre* is tried by the Tribunal at the Cape she will be condemned without Hesitation, as the Fact of her coming from Jackmel can be clearly proved. But as I am ignorant whether the Ships of War of the U. States are authorized or not to capture neutral Vessels, even 'tho' engaged in an illicit Trade, & do not know whether it comes withn my Province to take Cognizance of any kind of Cap-

tures, I have sent the Papers of this Vessel to Cap^t Talbot. I shall wait his Decision, and be guided by his Advice. — I must, however, repeat my Wish, Sir, that you would be good enough to instruct me how to act in similar Cases, in future. —

The political State of this Colony is approaching rapidly towards a very important Crisis. Even the nominal Power of the Agent [Rigaud] & his Adherents is now nearly annihilated. The flying Artillery which has cost near half a Million of Dollars, & which was to have laid the flourishing Colony of Jamaica in Blood & Ashes, is disbanded. The Command of the Treasury & a control of the civil as well as military Departments has been openly assumed by the Gen^l in Chief & his subordinate Officers. Every Thing announces a speedy Dissolution of those Ties, which once connected this important Colony with the Mother Country. —

While I was uncertain of the real Intentions of Tousaint, I was loth to say any Thing to you about them. Now that I think I know them, it is my Duty to announce them to you. He is taking his measures slowly but securely. All connection with France will soon be broken off. If he is not disturbed he will preserve appearances a little longer. But as soon as France interferes with this colony he will throw off the mask, and declare it independent.*] Of this very interesting Business I shall have the Honor of writing you at full Length by the first safe Conveyance. —

I remain with great Respect & Esteem

D^r Sir

Your most obed^t hum^e Serv^t

EDWARD STEVENS

The Hon^e TIMOTHY PICKERING

&^e — &^e — &^e

P. S. I must beg you to inform me whether it will be consistent wth the Presidents Intentions to suffer Vessels to go to Jackamel or any of the other Ports of the South that may successively fall into the Hands of Gen^l T. If he should permit it some Arrangements must be made with the British to prevent them from interrupting our Commerce. —

E. S.

[* From "While I was" to "independent" is in code in the original, the words being written above the code numbers.]

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

[Enclosure]

[4 February 1800]

To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

CAP FRANCOIS Feb^y 13th 1800. —

SIR I beg Leave to enclose you a Copy of a Letter I have received from Cap^t W^m Maley of the U. States armed Schooner *Experiment*, together with one addressed to yourself. The Vessel [Schooner *Amphitheatre*] he has captured is now in this Harbour. I enclose you all the Papers that were found on board of her. After perusing them you will be able to determine what ought to be done with her, & whether she should be tried here, or sent to America. As soon as I know your Wish it shall be complied with. Until I hear from you no steps shall be taken respecting her. —

Your last Favor has been handed me. I shall have the Honor of answering it when you send in your Boat. — With great Respect I remain

Sir

Your most obed^t Serv^t

EDWARD STEVENS.

S. TALBOT Esq^r

&c: — &c: — &c:

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

[4 February 1800]

Statement of Midshipman Thomas Gordon, U. S. Navy, concerning Lieutenant William Maley, U. S. Navy

Thomas Gordon Midshipman on board the armed Schooner *Experiment* commanded by William Maley being duly sworn on his oath says, that on the fourth day of february last off the harbour of Benet in the Island of S^t Domingo about eleven OClock in the evening the said Schooner discovered a strange sail bearing towards her, that Captain Maley thereupon ordered the Bow Gun to be cleared in order to give her a Shot, Upon her approach nearly within Gun Shot of the Schooner aforesaid Captain Maley finding that she proved a larger vessel than was at first suspected ordered every thing to be made ready for action, that when she came within musket shot Captain Maley ordered the Bow Gun to be fired, that the Bow Gun was accordingly fired and that the strange vessel returned the fire with a volley of Musketry and (as the deponent & others supposed from the report) two four pounders, that Captain Maley immediately ordered a Broadside but on examination it was found that but three or four of the *Experiment's* Guns were ready for Action and but six or eight men could be found at their Quarters, that Captain Maley with the Assistance of one of the Carpenter's Crew (Philip Emerick) fired the aftermost Gun on the quarter Deck twice, repeatedly giving orders that the other Guns should be fired, that in the whole about five or six Guns were fired, that Captain Maley finding things were not in readiness for action and that his orders were not obeyed ordered his vessel to be hove about and to bear away from the enemy, that as the *Experiment* made sail from the enemy every thing was prepared for action in case she should be followed by the Enemy of which the deponent informed Captain Maley, the deponent during these transactions acting as the aid of Captain Maley, that Captain Maley said he would not fire another Gun until David Porter the first Lieutenant and Shubel Downs Sailing Master who with a number of Men were on board two prizes which had been recently captured by the *Experiment* & were at that time within three miles of her, that the strange sail did not pursue the *Experiment* and the deponent was then ordered to go on board the prize Schooner *Amphitrite* in the room of Lieutenant Porter and to request him to go on board the *Experiment* & also to hail the other prize & make a similar request of the Sailing Master Shubel Downs which orders the deponent complied [with] and the said Porter & Downs going on board the *Experiment* the deponent remained in the *Amphitrite* & knows nothing of any subsequent events — that Captain Maley appeared to the Deponent to act with great courage & good con-

duct on the occasion and in no wise agitated except at the circumstance of his Orders not being obeyed, and that the deponent has never seen in Captain Maley the least appearance of Cowardice, but directly the contrary on every occasion, — that the deponent well knows orders were always given by Captain Maley to have the powder horns cartridges and Matches in their proper places on Deck every night, but those orders were not obeyed on the night of the above Action, that orders were also given to the Captain of each Gun to report to the Officer of the Watch on Deck each night that the Gun was in order & also to see that it was so but on this occasion the guns were several of them out of order in the way above mentioned.

THOS. GORDON

Sworn & Subscribed before me

M^r HILLEGAS
26th July 1800.

[NDA. NO, Vol. 1.]

[4 February 1800]

Statement of Thomas Tickner, boatswain, in U. S. Schooner *Experiment*

Thomas Tickner Boatswain of the Schooner *Experiment* commanded by William Maley being duly sworn on his oath says, that he was on board in the capacity aforesaid off the port of Benet in the Island of St. Domingo on the evening of the fourth day of febr^y last when a strange sail hove in sight, that at this time a considerable part of the Officers and Crew were not on board the *Experiment* having been sent on board of prizes which had been previously captured by her and there were upwards of forty prisoners on board the *Experiment* in Irons, that the deponent being asleep below was awakened and ordered on Deck to call all hands to quarters which this deponent accordingly did, that Captain Maley called out to loose the flying Gib, on which the deponent called out for some person to come and do it but no one offering to come forward the deponent did it himself, that Captain Maley then ordered the bow gun to be cleared & fired to bring the strange sail to, which was done, that as the deponent came in from the flying Gib boom the strange sail returned the fire with a volley of Musketry and some great Guns, that the Captain repeated the call of all hands to stand to their Quarters, that the deponent observed there were no men at the Bow Gun on which he ran to it and on the order of Capt. Maley fired it that the *Experiment* then hove about that the deponent then loaded the Bow Gun and ordered the men to run it out but one of them was immediately wounded, that the peak of the enemy's mainsail dropped and a sound was then heard by the deponent which he thought to be a hale from her, that he informed Captain Maley that the enemy hailed and some of the people of the *Experiment* said they were calling for Quarter on which Captain Maley gave Orders to cease firing, that the enemy however returned another volley of great Guns & small arms and stood in for land, that Captain Maley then gave orders to about ship but as the deponent believes through the misconduct of the officers and people the Schooner mis[s]tayed, that Captain Maley then ordered to bear up after his prizes to get his other officers and people on board and he would then pursue her, that during the whole

of these Transactions Captain Maley behaved with the greatest courage and intrepidity and was very much enraged at the misconduct of the people and officers calling them cowards and reproaching them for the loss of the vessel, that before the officers and people could be got on board from the prizes the enemy got into the harbour of Benet, that the deponent heard Nathan Sheredin Lieutenant of Marines say that if ever he caught that [two words illegible] Maley on shore he would make him beg his pardon, for what he had said of him.

THOMAS TICKNER

Sworn & Subscribed before me

M^r HILLEGAS

26 July 1800

[NDA. NO, Vol. 1.]

[4 February 1800]

Statement of George Diggs, Quarter-Master, in U. S. Schooner *Experiment*

George Diggs a free man of Color a quarter Master on board the armed Schooner *Experiment* commanded by Captain William Maley being sworn on his oath says that between ten and eleven OClock of the evening of the fourth of february last a sail hove in sight, that Captain Maley ordered all hands to their quarters and the bow gun to be cleared and fired, that the firing of the Bow Gun of the *Experiment* was followed by a volley of small arms and Cannon from the enemy, that Capt. Maley then ordered all hands to quarters for a broadside telling them to take good aim so as to strike her hull if possible and not overshoot her, that as many Guns as were manned were fired but that several Guns were not manned owing to the men being on board the prizes which had been captured by the *Experiment*, that three powder horns were wanting which the deponent found and handed out of the Skylight abaft, that Philip Emerick the Carpenters Mate went to the aftermost gun where he belonged but having no one to assist him Captain Maley with his left arm elevated the gun & told Emerick to clap the match to her which he did & she went off, that the fire of the *Experiment* was returned by a volley of Musketry & Cannon from the enemy, that it being a clear moonlight night the deponent saw Joshua Blake the second Lieutenant immediately as the enemy fired lay down on his belly between the two after guns behind the Shot Locker, that when the firing ceased he got up, that there was a report on board that the enemy called for quarter on which Captain Maley ordered the firing to cease that Captain Maley ordered the *Experiment* to heave about, but thro' the misconduct as the deponent believes of the other officers that the vessel mis[s]tayed, that Captain Maley then gave orders for bearing away for the prizes to get our people on board & then pursue the enemy but she made her Escape & got into Benet — That Captain Maley acted as bravely as any man could do in his situation & the deponent never saw him behave otherwise.

GEORGE X DIGGS
his Mark

Sworn before me } July 26th 1800
M^r HILLEGAS }

[NDA. NO, Vol. 1.]

[4 February 1800]

Statement of Carpenter's Mate Philip Emerich, U. S. Navy

Philip Emerich Carpenters Mate on board the Armed Schooner *Experiment* commanded by Captain William Maley that on or about the fourth day of Feb^y last the *Experiment* about one OClock in the evening hove in sight of a strange sail on which the boatswain as the deponent supposes by the Captains orders called all hands to quarters, that the deponent was below it not being his Watch and on hearing the call came on Deck, that the deponent was ordered and immediately went to his Gun the aftermost of all, that no one who belonged to that Gun was on board but the deponent & he could not himself get it to bear, that Captain Maley told him to fire & on his telling him he could not get it to bear Captain Maley being lamed [in] his right hand which was in a Sling took hold of the Gun with his left and elevated it and told the deponent to fire which he did, that after the Gun was fired the deponent felt some thing against his foot and looking round saw Joshua Blake the Second Lieutenant lying flat on his belly below the Shot locker between the two after Guns, that when the firing had ceased said Blake jumped up and asked Captain Maley what he should do that he had no one to assist him, that Captain Maley then ordered the Schooner to bear down for the prize that we might get our people on board, which was done but the enemy bore away and got into the harbour of Benet, that Captain Maley acted with as much bravery and courage as any man could do in his situation as this deponent verily and truly believes.

PHILIP EMERICH

Sworn & Subscribed before me

M^r HILLEGAS

26 July 1800

[NDA. NO, Vol. 1.]

[4 February 1800]

Statement of Ordinary Seaman George Weaver, in U. S. Schooner *Experiment*

George Weaver ordinary Seaman on board the Armed Schooner *Experiment* commanded by William Maley being duly sworn on his oath says that he was on board said vessel during her action with a french Schooner near the harbour of Benet in february last, that it was about eleven OClock when she hove in sight — on which Captain Maley ordered all hands to be called to quarters, he then ordered the Bow Gun & the one next to her to be cleared away & the Bow Gun fired, that when the Bow Gun of the *Experiment* was fired the Schooner returned a volley small arms & a large Gun, that Captain Maley instantly ordered all the Guns to be cleared to give the enemy a broadside, that he called out to take our time, take good aim & be sure not to overshoot her, that the deponent saw Captain Maley assisting the Carpenters Mate at the aftermost Gun, that the deponent was at the Gun next to the aftermost and Lieutenant Blake was there also that the deponent went further aft for a match & on his return Lieutenant Blake ordered the deponent to fire, that the deponent asked him if he had elevated the gun to which he answered yes fire!

and laid himself down very close to the Deck between the two guns & behind the Shot Locker, that after the deponent had fired said Gun no one was at the Gun but himself M^r Blake still lying beside her and not offering to hand the deponent a wad tho' he asked him & they laid beside him or to give him any Assistance in loading, that about this time somebody called out to Captain Maley that the enemy hailed, that Captain Maley then hailed the Enemy but she bore from the *Experiment* after giving one more fire, that the *Experiment* was then ordered about but mistaid [misstayed], that Captain Maley then ordered the *Experiment* to bear off for the prizes to get the remainder of her men. — that as far as the deponent could observe Captain Maley behaved with great courage on the occasion.

GEORGE WEAVER

Sworn & Subscribed before me

M^r HILLEGAS
26 July 1800

[NDA. NO, Vol. 1.]

[4 February 1800]

To William Vans Murray, Envoy Extraordinary and Minister Plenipotentiary of the United States to France, from Secretary of State

DEPARTMENT OF STATE
Washington 16th June 1800

WILLIAM V. MURRAY Esq^r

SIR, The ship *Mary*, belonging to M^r Jeremiah Yellett of Baltimore, and whereof Isaac Phillips was master, was captured on the 4th February last by the French privateer *Renommée* and carried to Curacao. She had on board a valuable property, consisting of Coffee and specie, also belonging to M^r Yellett and the Captain, and was bound from Batavia to Baltimore.

On his arrival at Curacao Capt Phillips demanded, in a petition to the Governor, the benefit of the 2nd article of the Proclamation of the Intermediate Executive Power of the Batavian Republic, dated Hague, 12th August 1798, which renders the Captors of any Dutch or neutral vessel bound from one Dutch Port to another, or to a neutral Port, who shall bring their prize within the Dutch jurisdiction, not only liable to restitution of the prize, but to a pecuniary penalty. Captain Phillips had the better right to expect the execution of this proclamation in his favor, since it had been officially published at Curacao about a year before. But notwithstanding these circumstances the Council decreed the sale of both vessel and cargo, and ordered the proceeds to be deposited in the hands of the government, to await the determination of the Batavian Executive Directory; the Council affecting to doubt whether the case was embraced by the article of the Proclamation cited by Capt Phillips

M^r Yellett will of course charge his friends in Holland with the solicitation of this business in his behalf, and I request you to be pleased to render them every official aid and countenance, which may be proper and necessary.

I have the honor to be &c

J MARSHALL

To Comptroller of the Treasury, from Accountant of Navy Department

[PHILADELPHIA]

NAVY DEPARTMENT ACCOUNTANTS OFFICE

February 4th 1800

JOHN STEELE Esq^r

SIR I observe by remarks made by you, on accounts settled, and Admitted, in this office — by my predecessor — that you think it absolutely necessary, that Receipts, shou'd accompany all vouchers, for Expenditures on account of the Navy —

I must therefore beg leave to mention, that if that Determination, is adhered to, it will be impossible for me to settle *scarcely* an Account with this Department — I presume that determination was predicated, upon the Idea, that the United States, were responsible for the Transactions of the Navy Agents — this I apprehend is not the case — but that the agents always purchase on their Individual credit — Indeed it appears to me, that it wou'd be a Dangerous principle, to establish the Contrary — and if the United States are not Responsible, I cannot see the necessity of Requiring Receipts — it can then only be necessary to Establish that the articles have been purchased on account of the Navy, and of course the Bills unaccompanied by Receipts wou'd be deemed sufficient —

The Accounts with this Department, are very much behind hand, owing I beleive principally to the circumstance alluded to, and as I feel very anxious, that they shou'd be brought up, and settled, I am Induced to trouble you with these Remarks, and to request your answer thereto —

I Have the Honor to be

Sir

Y^r ob Servt

THO^s TURNER

Acc^t

[NDA. A, 11.]

[4 February 1800]

Case of the Cutter *Le Gourdi Le Pelicain*, prize to a French Privateer when captured by the U. S. S. *Boston* and the U. S. Brig *Norfolk*

New York District Court. —

George Little & W^m Bainbridge
Quitam &^s Libellant.

v^s
The Cutter *Le Gourdie Le [Pelicain]*
Tackle &^s

Samuel La Fortain being sworn saith that he belonged to a French Privateer or armed Vessel which captured the above Cutter *Le Gourdie Le Pelican* off the Mole — That when the said Cutter was so taken she had two Tomahawks on board but no Cannon or other Arms — That the Cutter when taken by the French Privateer belonged to Jeremie, and that both the Privateer and Cutter were taken together by the *Boston & Norfolk* armed American Vessels, and that

the Privateer being too small to come to the United States was sunk by the Orders of the Commanders of the American Vessels —

his
SAMUEL + LA FORTAIN
Mark

Sworn in open Court }
January 13th 1800 — }

EDWARD DUNSCOMB
Clerk

[See documents dated 20 February 1800.]

[4 February 1800]

Case of the Cutter *Le Gourdi Le Pelicain*, prize to a French Privateer when captured by the U. S. S. *Boston* and the U. S. Brig *Norfolk*

New York District Court.

George Little and W^m Bainbridge
quitam & Libellants

v^s
The Cutter *Le Gourdi Le Pelicain*
her Tackle & Cargo —

Peter Menage being sworn saith, that he was in the Character of an Apprentice on board the French Privateer which captured the Cutter *Le Gourdi Le Pelicain* — That he has heard the Testimony or Evidence given in this Cause by Samuel La Fortain and that such Evidence is strictly true —

his
PETER + MENAGE
Mark

Sworn in open court
This 13th Day of Jany.
1800. —

EDWARD DUNSCOMB
Clerk

[See documents dated 20 February 1800.]

[4 February 1800]

Case of the Cutter *Le Gourdi Le Pelicain*, prize to a French Privateer when captured by the U. S. S. *Boston* and the U. S. Brig *Norfolk*

At a Special District Court of the United States, held for the New York District at the City of New York on Monday the Sixteenth Day of December 1799 at 11 O'clock A. M. —

PRESENT,

The Honorable John Sloss Hobart Esquire Judge of the District. —

George Little Esquire Commander of the United States Ship of War the *Boston* and William Bainbridge Commander of the United States Sloop [Brig] of War the *Norfolk* on behalf as well of the United States as of themselves and the Officers and Crews of their said respective Vessels — Libellants —

V^s

The Cutter *Le Gourdi Le Pelicain* her Apparel, Guns, Appurtenances and Cargo —

The Libel filed in this Cause being read, and the Deposition of Henry Kenyon Lieutenant of the United States Sloop of War the *Norfolk* taken in Open Court, Stating, “that the Papers “now by him brought and delivered to Edward Dunscomb Esquire the Clerk of this “Court are the only Papers “found on board the Cutter *De “Gourdi Le Pelican* at the Time “of her Capture by the United “States Frigate the *Boston* and

“Sloop of War the *Norfolk*, and that no Papers whatsoever found as “aforesaid on board of the said Cutter have been destroyed or concealed to his knowledge or Belief”, being also read, THEREUPON, and on motion of M^r Harison, Proctor for the Libellants —

It is ordered by the Court that the said Deposition and the said Papers produced by the said Henry Kenyon and marked or distinguished as follows, to wit

<u>A.</u>	<u>B.</u>	<u>C.</u>	<u>D.</u>	<u>E.</u>	<u>F.</u>	<u>G.</u>	<u>H.</u>	<u>I.</u>	<u>J.</u>
ED.	ED.	ED.	ED.						
<u>K.</u>	<u>L.</u>	<u>M.</u>	<u>N.</u>	<u>O.</u>	and	<u>P.[*]</u>			
ED.	ED.	ED.	ED.	ED.		ED.			

be filed with the Clerk of this Court. —

WHEREUPON, and on reading a certain other Deposition of the said Henry Kenyon, also taken in Open Court, Stating, “That the “Cargo of the said Cutter consists principally if not altogether of “Coffee, that the same is already Damaged and in a perishing Condition, and that there is great Danger of the whole or a principal Part “of the said Cargo being spoiled if it is not Speedily sold” — and on motion of M^r Harison Proctor for the Libellants —

IT IS ORDERED by the Court that the said last mentioned Deposition be also filed with the Clerk of this Court and that the said Cutter her Apparel, Guns, Appurtenances and Cargo be sold by the Marshal of this District at Public Auction in the City of New York after giving Four Days notice of the Time and Place of such sale in three of the Public News-Papers printed in the said City. — And that the Marshal forthwith after such Sale bring into Court the Monies arising from the said Sale — and that he then pay the same to the Clerk of this Court, and that the Clerk hold the said Monies in his hands, subject to the future Order of the Court respecting the same. —

(A true Copy)

EDWARD DUNSCOMB

Clerk

A. GILES Esquire }
 Marshal &c }

In Obedience to the Within Order, I have sold the Vessell & Cargo, therein named, and that such Sales amount to fifteen thousand, five hundred & Seventy three Dollars & fifty six Cents, which Amount, I have paid to the Clerk of this Court

New York 4th February 1800

A GILES Marshal

[*Papers marked A to P inclusive are in French and are too voluminous to include here. Photostatic copies are in Navy Department Archives. See documents dated 20 February 1800.]

[Federal Archives, New York City.]

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

Charming weather. at 2 P M. Saw a large Frigate Bearing down on us. Soon after I delivered my Dispatches for the Secretary of Navy to Lieu^t Shaw of the U. S. Schooner *Enterprize* and dispatched him for Amboy and to proceed himself from thence with them immediately for Philadelphia, at the same time I desired him to Stand towards the strange Sail, and make the private signal, and if she answered it, to fire a Gun to Leeward and make the best of his way he accordingly made the Signal &c &c and stood on his course — the strange sail proving to be the British frigate *Unity* of 44 Guns on a Cruize.

at 7 A M. Saw a Nother frigate bearing down and at 8 D^o Exchanged Signals with her She proved to be the U. S. Ship *L'Insurgente* Captain Murray who came on Board and I desired him to keep us Company down to Jamaica. Emp[lo]yed at doing the necessary duty of the Ship — and I gave directions to the Surgeon not to suffer the sick or wounded by any Means to want for any thing that I had on Board. —

Longitude Account 67° . 00' W.

Latitude Observed 17° . 7' N.

[HS of Pa. NDA photostat.]

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

Moderate breezes and cloudy, Employd working to windward along the North side of Hispanolia. Made and shortnd sail as nessasary. @ 6 Moderate and clear, the Monte W by S ½ S ten leagues Isabella Point SE which is 12 or 13 leagues to the Eastw^d of the Monte Exercised Great Guns and small arms. @ ½ p^l 6 tackd to the Northw^d @ 10 Fresh breezes. split the Jib which we unbent and bent another @ 12 Midnight moderate Tackd as nessasary during the night

A M @ 5 the wind vore round to the ESE stood in towards the land. @ 9 moderate and clear, Sent an officer and a boats crew to sound in toward Cape Isabella and off Port Cavally, after the boat had stood in shore nearly two miles we filld and stood after her, as she was to make signal of the first approach of soundings At 12

Fresh breezes and clear, Port cavally SE $\frac{1}{2}$ S. 7 or 8 miles Sounded with 120 fathom of line no Ground, Wind at E by N, the boat in shore three or four miles a head a Sounding

[NYHS, NHS.]

Extract from journal of U. S. Schooner, *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 4 February 1800

Captured a schooner under Danish colors from Jacquemell to Acquin with troops and amunition sent M^r Porter on Board as prize Master — At 11 AM between Jacquemel & Bennet saw a sail in shore I ordered all hands to quarters and gave chase at 12 gave her a Gun which she returned. I ordered a firing to commence with cannon & Muskets and directed every effort to be made [by] my Officers, I found that the men would not stand to their quarters and in consequence of the neglect of the Gunner by not having his Matches Powder Horns on Deck. fired only 6 or 8 Guns, and in consequence of the Infamous conduct of my Marines not more than 12 or 18 Mus[ke]ts were fired. — Captured a Sloop from Bennetts to Jacquemell one of Rigauds Privateers armed with Swivels Muskets &c after disarming her, permitted the Captain to ransom her and put 50 Prisoners on board and let her depart the reasons why I released these prisoners were, because, first, I was 18 [?] Leagues from the Commodore and could leave my station merely for the purpose, 2^d for fear of being overpowered should they liberate themselves, and thirdly on Acc^t of my not having a sufficiency of provisions for them & my Crew during my Cruize. —

[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, Tuesday, 4 February 1800

[In harbor of Havana] Moderate Breezes this Day All Hands Employd on Sundry parts of Ships Duty Sent our boats to Assist the U S Brig *Norfolk* in getting to Sea Arrived here two Spanish 74 Gun Ships and one Sloop of War from Vera Crus

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

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

[PHILADELPHIA]
Navy Department 5th Feb^r 1800

DAN^l M^rNEILL Esq^r
N York

SIR, I am honored with yours of the 3rd ins.

I have this day sent orders to Lieut^{ts} Wilson Jacobs & Zachariah Rhodes, to place themselves under your command, without delay — They are at present, I beleive, at Newport, & ought to join you in ten or twelve days at farthest.

With respect to a Sailing Master, I know of none qualified for that station; but you will be pleased to select a suitable character, & let me know his name, and an appointment shall be forwarded him.

196 NAVAL OPERATIONS; JANUARY 1800-MAY 1800

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

Moderate Breezes and smooth water with some squalls, *L'Insurgente* in Company. Employed putting the ship in order — the Sick and Wounded remain without much alteration. —

Longitude Account 69°.26' W.

Latitude Observed 17°.18' N.

[HS of Pa. NDA photostat.]

Extract from journal of the U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 5 February 1800

Moderate breezes and clear weather. Standing off and on Port cavally, waiting for the Boat to return from sounding @ 2 the boat return'd Brought too Ships head to the Northward The officer reports 18 fathoms within $\frac{3}{4}$ of a mile from the shore and a ship at anchor with French National colours flying under the protection of a small Fort. @ half past 5 Tack'd to the Northward the harbours Mouth of Port Cavally South 3 or 4 miles. Sounded there with 120 fathoms of line, No Ground Continued Standing to the Northward under an easy sail during the Night Sprung the Fore top Gallant yard sent it down and sent up another. @ daylight saw a sail NW by W Made sail In chace wind Variable from E by N to SSW. employ'd Trimming Sails. @ 10 the wind vore round to N by E @ 12 light airs from NNE the chace W by N In Sight from the Mast head Port Cavally S by E six or seven leagues

Latitude Observed 20°15' 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, Wednesday, 5 February 1800

Commences with light breezes, variable winds and plenty of rain, Set royals fore & aft & Fore top gallant stud^s sails. At 5 PM took the latter. —

Moderate breezes & variable. all hands employ'd setting riging fore & aft. parted one of the Mⁿ Shrouds, which appeared to have nearly parted before near the trussell trees, prepared another pair.

Lat. Observed 1°.55' N

Longitude in 17°.00 W

[LC, EPP, 1799-1800.]

[6 February 1800]

Extract from a letter to Secretary of the Navy from Captain Thomas Baker, U. S. Navy, commanding the U. S. S. *Delaware*, concerning arrival of *La Vengeance* at Curacao

[U. S. S. *Delaware*] CURRACOA,
8th Feb, 1800.

On the 6th instant, appeared off this harbour, a French ship of 52 guns, called *La Vengeance*, and from what I can learn, she left Guada-

loupe last Sunday, bound to France, with a great deal of money, &c. on board; and also two French Generals, and a number of other officers and passengers: but on Monday evening she was overtaken by an American or British frigate (but generally believed to be the former) and from her shattered condition, she must have had a very severe action, *La Vengeance* having left standing but her bowsprit, fore and mizen-mast; her fore and mizen shrouds, ratlings, &c. being cut up so, that you could scarce see any of them for stoppers. In short, there appears no place that has escaped a shot: her starboard side has been much hulled, and it is said, she had 140 killed and wounded, and when she parted she had 8 feet water in the hold. They say the other vessel was in a similar situation, and in fact, that neither of them had the command of their ships. The French ship is now hauled up in the harbour, and will require some months to refit, not having masts, cordage, &c. necessary for that purpose.

P. S. This moment arrived a schooner from St. Thomas's with an American gentleman on board. They were spoke by a British frigate this morning at 8 o'clock, who informed them that yesterday he spoke Commodore Truxtun going down to Jamaica, who informed them, that last Monday night he got alongside of a French 50 gun ship, and after a long and severe action, had the misfortune to lose his main-mast, fore and mizen top-mast; the ship became unmanageable, at which time the French ship made her escape, severely wounded.

Capt. Truxtun said, that if he could have kept along side 15 minutes longer, he would have taken her. This agrees with the French report, for they say they were in such a situation, they could not have defended the ship much longer.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 17 March 1800.]

[6 February 1800]

To Captain Thomas Truxtun, U. S. Navy, presumably from Benjamin Hammell Phillips, U. S. Consul at Curacao

THOMAS TRUXTON Esq^r

SIR May I congratulate you, I hope I may on your safety and that of your gallant Crew

The French Ship of War *Vengeance* of 56 Guns arrived here last Week [6 February] in a most distress'd situation without a Mast standing except the lower Fore & Mizen Masts, & not original Rope to be seen except the fore & bobstay that was not knotted or spliced — they reported that the Engagement had been with a British 74 & when the action ended had 7 feet water in her hold. —

We have rece^d certain accounts from S^t Thomas that instead of a British 74 it was the *Constellation*, the brilliant & glorious *Constellation* and that she had gone down in a distress'd situation to Jamaica I hope she may arrive there safe

If you get a sufficient repair at Jamaica & return to this W^d Station can you on your way take a look at us I shall be exceedingly happy to see you & I think your visit here may be conducive to the good of the service — I w^d say many things that I cannot write

I most sincerely wish you Health & safety & have the Honour to be
Your Mo^t Ob^t Serv^t

[SDA. French Spol. CA Curacao, 1797-1801.]

[6 February 1800]

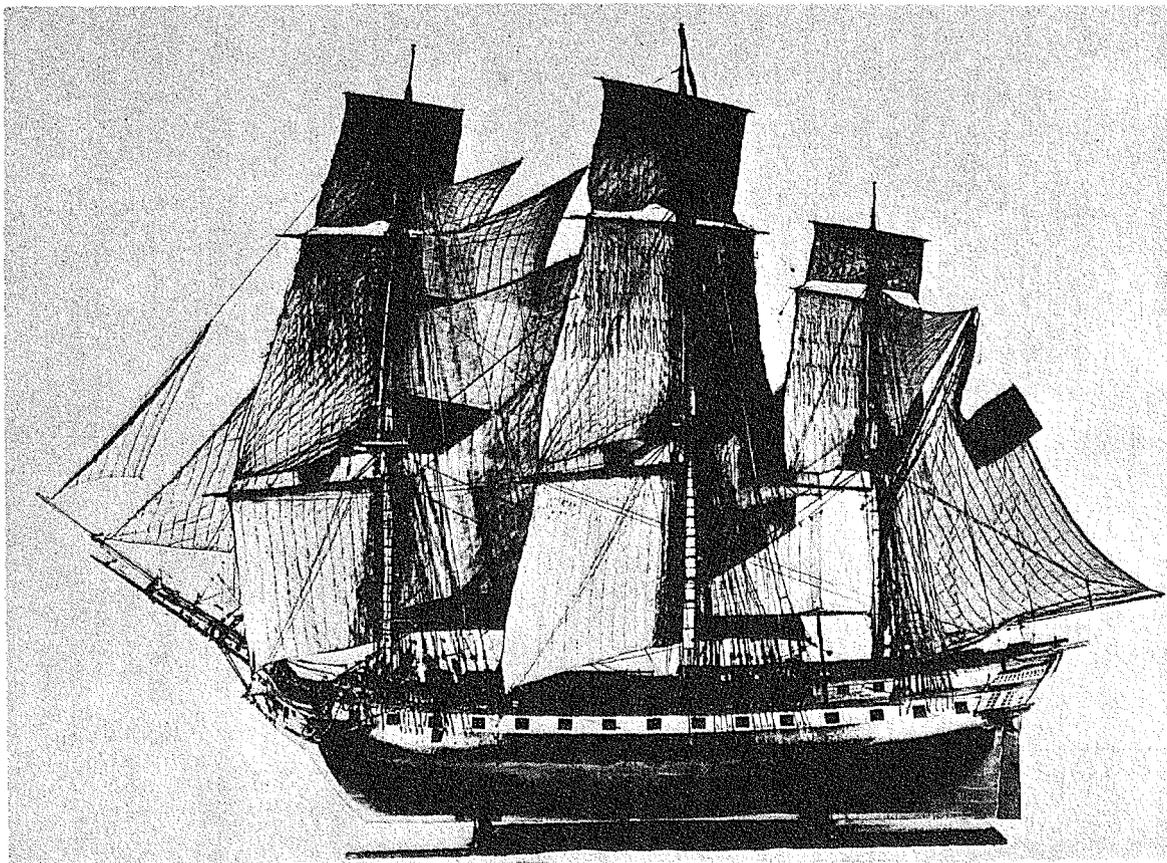
Extract from a letter from a Gentleman who was in Curacao when the French National Frigate *La Vengeance* arrived, after her engagement with U. S. Frigate *Constellation*

"I have the pleasure to inform you that I was in Curacao when the French National frigate *L'Vengeance* arrived at that place, very much disabled, and scarcely an original rope left. Her main-mast, foretop-mast, and mizen-top-mast gone with 66 French inches of water in her hold, agreeable to her commander's own account. You may conceive her situation in respect to equipment, when she was purposely run on shore to the windward of the port to secure her entrance into that place. She had 52 guns mounted, and supposed to have had nearly 600 men, including passengers amongst whom were Gens. PELLARDIE and LA GRANDE, with a number of artillery officers which enabled the commander to station at least one of those to each gun, during the action. I was in the habit of conversing frequently with Capt. PETTOR— He supposed on his first arrival in Curacao, it was an English ship, of two complete batteries, he had engaged, and concluded from not seeing his adversary at day light, that she had sunk.* The report was 114 killed and wounded. But this must be incorrect as I am well assured there were more. Capt. PETTOR spoke in high terms of the conduct and gallantry of his adversary and described in raptures the vivid fire from the *Constellation* as superior to any thing he had ever seen, his own words were '*Superbe et Grande*' and mentioned when the flying jib boom of the *Constellation* run into his mizen shrouds, he supposed his adversary intended to board, and called all his men upon the upper deck, at which moment he received a shower of grape &c.

"When TRUXTON's official account came out, he said nothing. His main-mast went away in the act of setting studden sails, and about two hours after the action. There were 35 American prisoners on board, whom he said saved the ship by pumping after the combat, in which they took no active part, being below at their own request. He lamented much the blood that had been spilt between two nations that he said were probably then at peace and good friends, and said he avoided a battle by every exertion in his power.* On his mentioning this circumstance, I observed that the action could not have been well avoided by his adversary. PETTOR felt as an officer on the observation, and acknowledged the propriety of TRUXTON's conduct. The sides of the *Vengeance* were lined with shot, and many of them from their direction, I suppose must have done great execution. The fore and mizen-masts were perforated with round and double headed shot in such a manner as to surprize a person how they could hold together without the top-mast an end."

(* He supposed it an English vessel, and yet attempted to avoid an action for fear of shedding *American* blood. A very good story indeed. His confession is a complete answer to what our Jacobins have said, as to the Frenchman's declining a combat)

[LC, "The Mass. Mercury", (Boston, Mass.), 19 August 1800.]



MODEL OF FRENCH FRIGATE LA VENGEANCE.

To Hon. Chauncey Goodrich, House of Representatives, from Secretary
of the Navy

[PHILADELPHIA]

Navy Department 6th February 1800. —

CHAUNCEY GOODRICH Esquire

SIR I am sorry that your Connecticut Correspondent should have had so much reason to complain of the capture of any Vessel in the vicinity of Porto Rico — We have never for 12 months past been without Cruisers off Guadaloupe, and always in sufficient force and numbers to prevent much injury to our Commerce from the Privateers of that Island, except for about two months in the early part of last Summer — when from some circumstances not necessary to detail, only two Vessels were left on that station — But from August to the present time, there have never been less than five, and for nearly the whole of the time, seven, eight & Nine — nor is it contemplated that the number should be decreased —

Ever since the opening of the S^t Domingo Trade, we have had Cruisers at that Island — at this time, and for some months past the number has amounted to 8 or 9 — there never were less than three — and the Commanding Officer at this Island, as well as the one at Guadaloupe has constantly acted under Instructions to pay great attention to Porto Rico — to scour the coasts frequently, and to keep always one Cruiser out at least in this service — In addition to this I have sent from this Country in Septem^r Octo^r and November three Vessels to cruise each one month about Porto Rico. — These arrangements I had hoped would have secured our Trade from much injury in that quarter — but the fact has been otherwise — I know not how to account for it — It is more difficult to guard against Privateers from Spanish than from french Ports — and there is too much reason to suspect that our Vessels are sometimes with the consent of the Commanders of them [sic]. Your correspondent observes (I think) that if our public Vessels are to remain in Port during the Winter the Merchants should know it — If he had been a resident of a Seaport, he would have spared the observation, and would have known that no reason had been given for it. —

I have the honor &c^o —

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

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

Fresh breezes and squally Weather all these 24 Hours.

At ☉ Rise made the Land of Hispaniola, and at 8 AM the Rock Altavella bore North about three Leagues Distance.

Employed Bending another Fore top Sail & fore Sail &c. &c.
L'Insurgente in Company — Sick & wounded as before.

Latitude Account 17°.21' N.

Longitude Account 72 . 6 W.

ALTAVELLA.

[HS of Pa., NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 6 February 1800

Light airs and Variable, $\frac{3}{4}$ past 12 the wind Vore round to E N E made all Sail & Continued our chace, at 4 fresh breezes and clear, the chace West 10 or 11 miles, the Mont S W by S 9 or 10 leagues At 7 In the Evening lost sight of the chace, contin^d chaceing till $\frac{1}{2}$ past 9 but could not Get sight of her shortnd sail and came to the wind to the Southw^d under double reefd Topsails and reefd courses At 12 Midnight Moderate breezes from the Eastw^d Tackd to the Northward, $\frac{1}{2}$ past 1 Saw a strange sail to the Eastward, which made the private Signal which we answerd and brought too. At 2 Joind company with the *Boston*, Cap^t Little came on board, At $\frac{1}{2}$ past 3 Cap^t Little returnd to his Ship parted company, At daylight Saw Monte a christo S $\frac{1}{2}$ W. 7 leagues, at 10 saw three strange Sails that Appeard to be coming out of the cape

At 12 Cape Francois S by W 5 or 6 leagues
Latitude Observed 19° 52' North

[NDA photostat.]

To Officers of the Wardroom, U. S. Frigate *Insurgente*, from Captain Alexander Murray, U. S. Navy

U: S. Frigate *Insurgente*
Off JAMAICA 7th Feb^r 1800

Officers of the Wardroom

SIRS As we are now about to enter a Port where the eyes of the Multitude. both in the Private as well as the Public line, will be full of scrutiny with regard to the discipline, order & cleanliness of our Ship & Crew. as well as to every part of our private department. Let us all unite in our exertions to shew them that we know how to conduct our-selves with that decorum & regularity, that will do credit to the Navy of the United States, for there will be many people at Jamaica who will be very fond of drawing comparisons between us & their own Navy to our discredit if they can see cause so to do. therefore let us all be upon our guard & convince them, that tho' young in our profession, we will not yield to any Nation whatsoever in dignity, honor, or any other accomplishment that stamps the Character of a Nation.

I give you this loose hint in hopes you will all improve upon it.
& am

With true regard
Your most Obed^t

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

[7 February 1800]

To Secretary of State, from Turell Tufts, U. S. Consul, Paramaribo

SIR, At the arrival of the Fleet sailing under the protection of the *Maryland* Captain Rodgers it will be reported that this Government

has given permission to Neutral Vessells to be laden with *any* produce to any place. *It is not true.* No official declaration has, or will be made to that effect. Were an American Ship now here, permission most probably could be obtained to lade her with *any* produce, giving bond that her Cargo should be landed in England, and paying the Usual Colonial duty of 14½ per Ct, and a *demandé douceur* of 5 per Cent to the British Custom Officers. Should no Americans arrive in the Course of 2 or 3 M^{os} with provisions — “*Permission would then be given to do as we please*”

I am most respectfully
Y^r humble servant

T TUFTS Consul

PARAMARIBO Feb^y 7, 1800

[SDA. Paramaribo, Vol. 1, CL, 1799–1834.]

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

CITY OF WASHINGTON 7 Feb^y 1800

SIR Since my arrival here (which the heavy snow materially retarded) nothing has occur'd worthy your notice — As soon as convenient to M^r Marbury shall visit the Naval yard, endeavor to investigate every matter relative thereto and inform you fully my opinions on the various subjects therein contemplated. —

I have the honor &c &c

Hon^{bl} B STODDERT.

[NDA, Tingey LB, 1798–1800.]

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

The first part of these 24 hours fresh breezes, the latter Moderate. — find the ship roll's very much, in consequence of the loss of her Main Mast &c &c and so much Water being expended out of the Hold.

Employed as before securing the foremast & bending the second suit of Sails &c — Died John Heyland Quarter Gunner of his wounds, committed his body to the Deep. —

L'Insurgente in company. —

Cap Tiberon at Noon bore N B W 7 or 8 Leagues Distance.

Longitude Account 74°.16' W.

Latitude Observed 17°.58' 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, Friday, 7 February 1800

[In harbor of Havana] Moderate Breezes this Day from Southward All Hands Employd on Sundry parts of Duty Arrived the Ship *Fanny* from Salem Sloop *Mary* Capt Paul Whom we had in tow and A

Schooner from Salem Sent our boats to Assist them in getting up the Harbour

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

To Purser Thomas J. Chew, U. S. Navy, from Accountant of the Navy

[PHILADELPHIA]

Navy Department

Accountant's Office 8 Feb^y 1800.

MR THOMAS J CHEW

Purser of the *Trumbull*

SIR In answer to your letter of the 4 instant, I have to observe that if it is the request of the Officers of the *Trumbull*, that their pay and subsistence should be adjusted & settled up to the time of sailing, there will be no impropriety in doing it: but in case it is done, you must take care to forward to this Office, previous to your sailing, an abstract of such settlement, and the amount paid to each Officer, as well as an abstract of the sums advanced. — The undrawn rations are to be settled at 28 cents, a price that has been established by this Department —

Vinegar, must be considered as a part of the Hospital Stores, & distributed under the direction of the Surgeon in such quantities as he may think necessary — Candles are allow'd for the use of the Ship, & will of course be us'd under the direction of the Captain — There is no allowance of Soap, but I believe it is customary (and will be consider'd proper) for the pursers to lay in a supply on their own account, and to furnish the Crew with it — as they may want it, charging them therewith at a moderate advance on the Cost, and deduct the amount from their pay. —

I am Sir
Y^rs &c

THOMAS TURNER
Acc^t —

[NDA. LB Acct., 1798-1800.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 8th February 1800.

SECRETARY AT WAR

SIR Be pleased to grant an order in favor of Captain Decatur for three pair long 12 pounders if you have them to spare at this place — They are wanted for the Frigate *Philadelphia* — —

I have the honor to be

Sir Yr obed Servt

I have loaned to you more than 100 Guns —

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

To Robert Goodloe Harper, Chairman of Committee Ways and Means, from
Secretary of the Navy

[PHILADELPHIA]

Navy Department 8th February 1800

Honble ROBERT GOODLOE HARPER Esqr
Chairman of Committee Ways & Means

SIR The Live oak frames for the 6.74 Gun Ships will
cost delivered at the building places..... 300,000 D^{rs}
The other timber will cost..... 180,000 “

The necessary preparations at each yard for building
not only these but Ships that may be hereafter author-
ized, securing the timber for seasoning, purchasing suffi-
cient ground for capacious building Yards where the
Timber can be deposited in order so as to avoid con-
siderable expence in piling & unpling to get at the
particular piece wanted will cost..... 200,000

D^{rs} 680,000

The greater part of these expences are already incurred and the
whole must be incurred early in the Spring — This amount added
to the cost of the 6, small vessils to be built out of the appropriation
of One Million of Dollars being 300,000 D^{rs} will absorb nearly the
Million of Dollars appropriated for these objects, the sums which
have been advanced & which must be advanced for Copper will
amount to more than the difference but there may be a saving in the
expence of preparing the yards —

It is for the wisdom of Congress to determine whether we shall stop
here, or go on rapidly in building the six Seventy four Gun Ships. —
In the latter case, 600,000 D^{rs} appropriation will be wanted for these
Ships in the present year But if we may safely wait, until the timber
for the Ships is properly seasoned, they will be infinitely better &
more durable by many years than if they are now built with timber
cut from the woods in the present winter & consequently in a very
green state, and if we can so wait this 600,000 D^{rs} will not be wanted
in the present year

If we stop here, we shall always be in a situation to lay the Keels
& to proceed with such rapidity in building the Ships as to afford
grounds to hope that they may be sent to sea, in less than a year from
the commencement of their building —

I have the honor to be &c

Sir

Yr obed Servt

[NDA. Con. LB, Vol. 1.]

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

Fresh Breezes and squally weather. at 5 P M. the Island of Navassa
bore North about 7 Leagues Distance.

at 4 A M. made the East end of Jamaica bearing West five Leagues
Distance, and at 11 Ditto Got a Pilot on board off cow bay for Port
Royal.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constellation*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 8 February 1800

Moderate breezes and Cloudy, Standing off and on Cape Francois waiting for the boat to return

At 6 Moderate breezes from the Eastward the Cape bearing S W by W $\frac{1}{2}$ W two leagues

At 12 Moderate wore and tackd as nessasary during the night to keep clear of the land and be in a situation to receive the boat in the Morning

At daylight Wore and ran down for the Cape

At 9 wore and hauld to the wind to Speak a strange Sail that came down before the wind

At 11 light airs fir'd a Gun to bring too the chace

At 12 Shortnd sail and boarded a strange Sail, She provd to be an American Ship from Newyork bound to Cape Francois

Saw our boat under our lee, the Cape S by W $\frac{1}{2}$ W 6 or 7 miles

[NDA photostat.]

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 9th Feb^r 1800

To the SECRETARY OF STATES

SIR By this opportunity I have to acquaint you a French Ship mounting 56 Guns came here [6 February 1800] in a very disstres'd situation her Masts & Rigging being all shot away in an Engagement with a Ship near to S^t Eustatia on Monday Night last, it was reported to be an English Ship with whom she had the Engagement, but this Morning by a Dane who arrived here we have certain accounts that the Ship with whom the French Ship engaged was the U. S. Ship *Constellation* who in the engagement was dismasted & has gone down to Jamaica — I am happy to hear that Cap^t Truxtun had very few men killed the French Ship lost near 160 — One hundred & Sixty —

I have apply'd to the French agent & the Captain to give up 36 Americans who were put on board at Guadalupe to carry to France where the Ship was bound with a valuable Cargo & a large Sum in Specie on board, the Ship is called *Vengeance* The Captains Name I do not know it is agreed that the Battle lasted 5 Hours within Pistol Shot the Americans will be given up on my receipt.—

I beg leave to expect to know the pleasure of his Excellency the President respecting my friend M^r Robinson

I have the Honour to be

O Per *Rebecca*

C per *D Rover*

[SDA. French Spol. CA. Curacao, 1797-1801.]

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

At half past one P M Came to Anchor, in the harbour of Port Royal, in Seven fathoms Water — the Town bearing S E B E, half a

mile Distance. Sent an Officer on Board the Admiral & to the fort &c to inform them of our arrival.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 9 February 1800

Moderate breezes and cloudy weather lying too waiting for the Cutter, At 1 the cutter returned from the Cape, Employed securing the Tiller In the Rudder head It having worked loose

At 5 fresh breezes and cloudy double reefed the Topsails and Single reefed the courses

At 12 Midnight Moderate breezes and cloudy the Monte bearing E S E 4 or 5 leagues, at daylight saw a strange sail bearing S S W made all plain sail and Gave chase

At 12 Shortnd Sail and boarded the chase, an American brig from Philadelphia bound to Cape Francois which then bore S W ½ S 4 leagues

[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, 9 February 1800

[In harbor of Havana] Pleasant weather this Day Arrived the *Minervy* from Newbury port 30 Day from thence and 3 other Brigs a Ship belonging to W^m Gray Merchant Salem from Virginia Cost on Shore the West Side of the Entrance Sent our boats to Assist her with our tow Line and other Boats went to her Assistance the Ship is Like to be Lost the Cargoe May be Saved if the North Wind dose not come in

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

To the Secretary of State from Oliver Ellsworth & W. R. Davie, Envoys Extraordinary and Ministers Plenipotentiary of United States to France

BURGOS. Feb^y 10. 1800.

SIR, We have the pleasure to inclose to you a copy of our letter N^o 1. dated at Lisbon, and forwarded from St. Ubes. We were detained in the Tagus by contrary winds until the 21st of December, when we sailed for L'Orient, under the expectation of making that port in seven or eight days; but on the 24th we encountered a severe gale which blew with little intermission until the 2^d of January, at which time it was ascertained, that we had drifted as far as Latitude 50, and to the West of Cape Clear. Observing that Captain Barry was extremely apprehensive of approaching any part of the French coast on the Bay of Biscay in bad weather and as so much time had been already lost, we directed him to land us in any port of France or Spain that he could make with safety and convenience. He thought proper to choose the port of Corunna, and anchored in the bay of Ares, a few leagues from that place on the 11th of January.

Being anxious to make the necessary preparations for our journey to Paris, and the wind continuing unfavorable for the sailing of the

Frigate to Corunna, we landed at the village of Puentes d' Eume, and, immediately after our arrival at Corunna, dispatched a courier to Paris with a letter addressed to the Minister of foreign relations desiring the necessary passports a copy of which is inclosed, marked A, covering also a letter to Mr. Murray, a copy of which marked B you will receive under this inclosure. —

The necessary arrangements were made to meet the courier at Burgos or Vitoria, and he fortunately reached this place yesterday a few hours before our arrival, charged with the dispatch marked C. from Ch: Mau: Talleyrand, Minister of exterior relations, inclosing the passports requested in our letter written at Corunna.

We regret exceedingly the time that must be consumed in a long and painful journey by land, in the most rigorous and unfavorable season of the year; but after the ineffectual attempt to go to L'Orient by water, this measure appeared indispensable, notwithstanding any difficulties with which it might be connected.

We expect to leave this place tomorrow and flatter ourselves with the hope of arriving in Paris about the first of March.

With great respect and consideration, Sir,

We have the honor to be
Your most obed: Servants

OLIV^r ELLSWORTH
WILLIAM R. DAVIE

The Hon^{ble} TIMOTHY PICKERING Esq^r

[SDA. Disp. France, Bk. 7, 1799-1800.]

Extract from a letter to a Gentleman in Georgetown, written on board the U. S. Sloop of War *Patapsco*

[U. S. S. *Patapsco*] Mouth of Mississippi, Feb. 10 [1800]

"On the 26th Jan. we hove in sight of this river and got a pilot on board. Same day were driven to sea by a gale; and were 8 days before we got in. Immediately after we came to anchor. Gen. Wilkinson, with his officers and baggage, went on shore, and were received by some Spanish officers sent by the Spanish government, with a galley to take the general and suite to New Orleans. We can go no higher than the mouth of the river on account of the bar which has only 13 feet water.

"We have for 5 or 6 days been scarce of water — we have now enough (which we got brought by the pilots) to last us to Havanna, for which place we sail to-morrow."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 31 March 1800.]

[10 February 1800]

Extract from letter from Gilbert Totten, Supercargo of the American ship *Neptune* of New Haven, Conn., concerning her encounter with, and release by, a French privateer

LONDON, March 1, 1800.

"On the 10th Feb. in lat. 49 30, N. long. 18 W. we were brought to by a French ship mounting 22 brass 12 lbs, who examined us very scrupulously, broke open and read nearly all our letters, and

told us they should carry us to France, for having English property on board, part of which was contraband, (naval stores) and not having a roll d'Equipage, which they endeavoured to convince us was imperiously insisted on in their treaty with us. We could only say, that we knew the property to be American, and that our government considered our shipping bill the only roll d'Equipage necessary. After detaining us four hours, they gave us our papers, and told us we might go on board and make sail, wished us a pleasant passage and politely offered us any thing that we might want that their ship afforded — desired us to inform our friends in America, that American vessels loaded with American property, vested with all the papers prescribed by their treaty with us, particularly the roll d'Equipage, and legally navigated would in future be respected by French cruisers."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 5 May 1800.]

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

Navy Department 10th February 1800

Captⁿ Alex^t Murray of the *Insurgente* —
Norfolk

Sir I hope you have received some one of my letters to you by Captain Truxtun or by Lieut M^rElroy requesting you to call at Jamaica for the purpose of bringing in money — You were requested to send the money on your arrival at Norfolk to the Baltimore Branch Bank, — but M^r Baring now informs me that he wishes the money to be deposited with Col Bird the Collector at Norfolk —

I have the honor to be

D^t Sir

Yr obed Serv^t

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 10 February 1800

Moderate breezes lying too examining the chace

At ½ past 12 Made sail in chace of five Sail of Vessels coming out of the cape, at 2 variable winds In studding Sails and continued the chace

At 4 Shortn'd Sail and boarded them, they were all from the Cape bound home to America

At 6 wore to the S^d & made sail the Cape S by E 5 or 6 leagues, From 8 P M till 4 A M moderate and Variable, At daylight Saw the Monte S S E 5 or 6 leagues and the 5 sail we had spoke bearing N N W, and a strange sail S W by W ½ W Made all plain Sale in chace, winds variable

Calld all hands to Muster read the Articles of War and Suspended John Langley Midshipman and Pliny Davidson Carpenter for fighting, At 12 the Cape S W ½ W the chace S W ½ W 4 leagues

Latitude Observed 19° 42' North

[NDA photostat.]

To Hugh Henry, Philadelphia, Pa., from Surgeon Isaac Henry, U. S. Navy

Constellation KINGSTON HARBOUR, JAMAICA
11th February 1800

Dear Sir — I wrote you by the *Enterprize* the next Morning, after our Action — we arrived here a few days since — we have had no intelligence of our Combatant — it is supposed by us all that she sunk —

I have had I can assure you a most disagreeable time with the wounded — Six Amputations' of Limbs with a number of very severe flesh wounds — some of them have died since we got in with Lock Jaw. All my amputations are doing as well as I could wish — and I am extremely anxious to get them to the Hospital — but we wait the permission of the Admiral — I am as well as you can expect after the fatigue of mind & Body — which I have endured I refer you to C. Truxtons dispatches for particulars &°

My Love to all
Your Aff^e Son

ISAAC HENRY

[Mr. Hugh Henry at Mrs. Ann Dunkins, Philadelphia]

[NDA. A, 8.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 11 February 1800

Received intelligence of the Death of General Washington. Prepared to salute the Governor who was expected on board. —

[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, 11 February 1800

[In harbor of Havana] Fresh Breezes and Cloudy this Day from the North^w. Arrived Here A Schooner from New York Received on board some potatoes for Ship Ye Butter & Candles Sent 8 Men to Assist the *Fanny* of Salem She Leaking Verry bad both pumps to Work

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

Letter from Captain Silas Talbot, U. S. Navy, to be made public for the information of the merchants of the United States

UNITED STATES FRIGATE *Constitution* at
Sea, near the Island of St. Domingo,
12th Feb. 1800.

SIR, I Request that it may be made known, throughout the United States, that in consequence of the increased number of Gen. Rigaud's arm'd boats up the Guanaba, or what is otherwise called the Bite of Leogane, I have directed a Frigate and a small armed Vessel of fourteen guns to continue cruising there, for the protection of the commerce of the United States to and from Port Republic. — This arrangement of a part of our force in these seas will afford a convoy to

all American vessels that are on their homeward bound passage from Port Republic. But as our vessels, engaged in merchandize, go out directly and promiscuously to Port Republic, they cannot be immediately protected. They are consequently exposed to be attacked, captured, and their crews most probably massacred by the black pirates who infest this bay, and who but seldom spare the lives of any on board the vessels they subdue; to prevent this mischief as much as possible, I recommend it to the consideration of all those gentlemen that are concerned in commerce to Port Republic or its neighbourhood, whether it may not be best to direct all their vessels destined to this said port, to stop at Cape Francois and obtain permission to go into Cape Nicolas Mole, and there to wait a convoy, which probably may not be many days, as one of our public armed vessels will sail from thence to Port Republic every fourteen days, and will take under her convoy all such American vessels as may be disposed to profit thereby; by adopting this measure, it is likely that the length of their passage to Port Republic, will be increased from about three to twelve days, and that there will be also, an increase of expence of about three half-joes for a permit and harbour fees. I mention this, that gentlemen may be the better able to judge whether it will be more for their interest to adopt this plan, or continue to risque a direct passage to Port Republic without convoy. As far as my knowledge extends, not one American vessel has been captured by the French on the St. Domingo station since our armed ships have been on its coast, except in the bay before mentioned, along the shores of which, particularly near St. Mark's, those piratical boats are closely concealed in the creeks and among the bushes, that no one on board a vessel going along the channel can discover them, while from the look-outs on the hills the enemy can perfectly well observe every thing that passes by. If a vessel is becalmed, and which perhaps is more commonly the case in this bay than in any other part of the West-Indies, those boats will be sure to come out in all directions from their hiding places to attack such vessel; and it has been shown by the gallant defence lately made against them by Lieut. Maley, in the United States schooner *Experiment*, when attacked by eleven of those armed boats, that perfect protection cannot be extended to a whole convoy against those boats in such a long and flat calm as that which was then experienced. It is also shown, that though two out of this convoy was captured, notwithstanding the bravery and perfect good conduct of this officer, in an action of seven hours (with some intermissions) in which conflict two of the enemy's boats were sunk, that all the vessels then under convoy must have been taken, and the several crews butchered, was it not for the protection such convoy afforded.

SILAS TALBOT.

[LC, "Newport Mercury" (R. I.), 18 March, 1800.]

Extract from a letter to Secretary of the Navy from Captain Thomas Truxtun,
U. S. Navy

[U. S. S. *Constellation*] PORT ROYAL HARBOUR,
Jamaica, 12th Feb. 1800.

"I arrived here the 8th inst, in company with the *Insurgente*, capt. Murray, with whom I fell in, the day after I wrote you by Lieut. Shaw.

“Finding it impossible to get a main-mast here, I shall use every dispatch in my power to put the *Constellation* into a condition to proceed to the United States. I have met a kind and friendly reception from Admiral Parker: all the British post captains here have been on board the *Constellation*, and from seeing our situation, express every sentiment that could be wished by those true Americans who love their country and its honor, better than any thing else.

“I have heard nothing of the French 54 gun ship since the action. It is hard to conjecture whether she sunk, or whether she has got into St. Thomas’s or Curracoa. If she is still above water, she must be irreparable in the West-Indies. Her loss of men must have been prodigious in an action of five hours, with 600 men on board: My fire was directed principally at her hull.

“Several of my officers have told me that they thought they saw her go down — certain it is, that the ship and her lights disappeared of a sudden, and we ought to have seen her at day light. But I was so employed myself, in preserving our fore-mast and mizen-mast, after the main-mast went over the side, that I attended to nothing else.”

[LC, “Claypoole’s American Daily Advertiser”, (Phila.), 17 March 1800.]

[12 February 1800]

List of men sent to the hospital at Port Royal from the U. S. Frigate *Constellation*, Captain Thomas Truxtun, U. S. Navy, after action with French Frigate *La Vengeance*, 1-2 February 1800

Name	Rank	Wounded and where	Time sent	Died	Remaining
Jonathan Bell.....	Sail M. Mate.....	Amputated thigh.....	12 th Febr 1800	17 th Febr 1800	
John Hoxxe.....	Seaman.....	Amputated Arm.....	12 th Febr 1800		26 th Febr 1800
Thomas Clark.....	Seaman.....	Amputated Leg.....	12 th Febr 1800		26 th Febr 1800
George Matthews.....	Ordinary Sea.....	Fractured thigh.....	12 th Febr 1800	22 Febr 1800	
Charles Lewis.....	Boy.....	Shot thro' the Arm.....	12 th Febr 1800		26 th Febr 1800
Philip Smith.....	Boy.....	Shot thro' the Neck.....	12 th Febr 1800	24 Febr 1800	
John Baptist.....	Boy.....	Amputated Leg.....	12 th Febr 1800		26 th Febr 1800
John Carson.....	Marine.....	Shot thro' the hand.....	12 th Febr 1800		25 th Febr 1800
William Small.....	Marine.....	Wound thro' the thigh.....	12 th Febr 1800		26 th Febr 1800

[VA Navy Inv. 770.]

(signed) ISAAC HENRY, *Surgeon*

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

GEORGE TOWN 12th Feby 1800

SIR I had the honor to address You the 7th instant subsequent to which I have in company with M^r Marbury visited the designed Navy yard — From the extreme depth of the Snow, which by drifting is in many places some feet deep — the consequent distortion of the face of the ground, and the small statues or stones designating the boundary, being hid from view; judgment cannot be form'd sufficient to detail it's particular advantages or the contrary — The Scite however appears to be eligibly chosen, and may ultimately become fully competent for all the purposes contemplated. — The depth of the Water, width and direction of the channel I can now know only from information, doubtless what you have received is minutely correct.

But the indispensable magnitude of the wharf, appears a Colossal and operose undertaking it will of necessity be expensive — a strict attention however to prevent injustice, and misapplied time of the workmen, aided by a laudable oconomy, and avoiding superfluous appearances may effect much in reducing the account to narrow compass.

The first business that strikes me as most essential, will be to enclose the whole plot, and it appears full as necessary that a company of marines should be sent down to guard and protect the materials — wanting these the losses by pillage will no doubt be extreme — As soon as the weather will admit to make further observations I shall without delay transmit them to you in detail — In the interim I have the honor to submit to your consideration, some spontaneous ideas on Naval subject, thrown together hastily & undigested — without a hope (even if those more competent should think with me, that the service will be benefited thereby) that they will very speedily be adopted — Perhaps indeed at this juncture, when oconomy by reduction of one part of the National defence, has become such a favorite theme, with the wise men of the West — it may not be the most apt period for bringing them forward. However having promis'd 'tis my duty to perform — You have also herewith a copy of the matter furnish'd Col^l Parker to bring before Congress

I have the honor &c &c

HON^{bl} B STODDERT —

[NDA, Tingey LB, 1798-1800.]

Extract from a letter concerning the arrival in New York, of the French privateer Schooner *Fly*, prize to the U. S. Brig *Pickering*

[NEW YORK] February 12, 1800.

"This morning arrived here, the French schr. privateer *Fly*, prize to the U. States brig *Pickering*, in company with the ship *Commerce*, retaken from the French by *L'Insurgente*. Also, a ship from Ireland, and the brig *Haulbrook*, from Liverpool, in a long passage — Dec. 21, lat. 45. Spoke the brig *Success*, 16 days out from Hamburg, bound to Philadelphia.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 14 February 1800.

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

[PHILADELPHIA]

Navy Department 12th February 1800

Commissioners of the City of Washington

GENTLEMEN I have laid before the President the ground plan of the House intended for his residence in the City. — He desires me to say, that there will be quite room enough for him without finishing the large room. — the other part of that floor he is very desirous should be plastered & painted as early as may be, that it may be perfectly dry when he takes possession About one half the upper story he thinks will be enough, if you should not have time and money to compleat the whole of that Story — He requests me to add that he contemplates having his Furniture removed in June —

I have the honor to be

Gentlemen

Yr obed Servt

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

[Between the 13 & 27 February 1800]

To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U: S. Frigate *Insurgente*
Off HAVANNAH

M^r BARTON

SIR With the three confidential letters herewith you will proceed to the Moro Castle & get permission to land at the Havannah you are then to make enquiries for the American Consul to whom you are to deliver them shewing him the Copies of the Contents, you will request the favor of him to convey them personally to those Gentlemen to avoid any suspicion, & beg him to get a speedy answer, if they are inclined to ship the money, I request him to fix upon the time when, & how it is to be done, limiting the period to three days, or as much sooner as possible, you will mind to give as the Ostensible motive for our calling here to take American Vessels under our convoy bound to the Continent & as soon as the arrangements are made I wish you to be off to give me speedy notice, & leave orders for all the Vessels to join us without loss of time should there be any ready.

It may possibly be proper for you to wait on the Governor, this you must settle with the Consul, & should you do so you can tell him the reason of our calling at Jamaica that of carying down the *Constellation* to refit after her action otherwise some suspicions may arise & finally must request you will get the Consul to have the inclosed memorandum executed for me.

Confiding in your prudence & judgment, I leave you to act agreeably to your own dictates

I am

Your most Obed^t

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

To Captain Otway, Commanding H. B. M. Frigate *Trent*, from Captain Alexander Murray, U. S. Navy

U: S. Frigate *Insurgent*
PORT ROYAL 13th Feb^y 1800

SIR I have a particular favor to ask of you, which I hope you will find convenient to grant.

I have understood that there is a young Man on board the *Trent*, by the name of Gamble, who is an American as I am well acquainted with his Father & connections who are very respectable Citizens of the United States, & very desirous to have him restored to them I have taken this liberty in his favor.

Was the thing placed upon any doubt as to his parentage, be assured I would not give you this trouble, but as the information has been lodged with me by an American Captain at Kingston, I am in duty bound to intercede in his behalf.

With great respect

I am

Your most Obed^t

Hum^e Serv^t

Cap^t OTWAY

His Britanic Majesties

Frigate *Trent*

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

Extract from log book of the American private armed Brig *Eliza*, Captain Peterson commanding, 13 February to 11 April 1800

Feb. 13, sailed from Leghorn: left there about 30 sail of American vessels, laden with sugar, coffee, cocoa, and tobacco; amongst which are the *Louisa*, Hogard, *Betsey*, White, and *Ariel*, Griffith, all of and from Philadelphia: the *Sphinx*, Brantz, *Diana*, Furlong, *Charlotte*, Foster, *Hunter*, Wheeler, and *Two Betseys*, of Baltimore: the *Caroline*, Preble, of Boston, *Mount Vernon*, Derby, of Salem, *Boston*, Freeman, and several others, names not recollected.

Feb. 14, off the island of Gorgona, fell in with a French privateer, of 8 guns, and full of men, which we engaged for 3 glasses. It falling calm, she effected her escape by means of her sweeps and boat, after receiving considerable damage. — The above engagement reflects much honor on the crew of the *Eliza*, for their gallant behaviour.

Feb. 23, Between Cape de Gatt and Cape Pallos experienced a tremendous gale of wind, in which a sea struck the brig, that carried away her larboard bulwarks and stentions from the Forechains to the Companion, at the same time sweeping every thing off deck; had one man killed, and several much bruised by being washed under the guns. The gale continuing, and the vessel making much water, we were obliged to make the first port possible, to repair, and on the 26th arrived at Port Mahon, in the island of Minorca.

March 12, Arrived the *Pearl* frigate, with the *Le Genereux*, of 80 guns and 1300 men, which had been captured off Malta, having on board for that place, provisions for twelve months.

26th, sailed from Mahon, in company with the *Success* frigate.

April 4, off Almira, spoke a Danish brig cutter from Malaga, out 24 hours, bound for Leghorn, who informed us, that Gibraltar was blockaded by the French and Spanish gun boats.

6th, spoke the Danish ship *Nancy*, from Barcelona, bound to Malaga, who confirmed the blockade of Gibraltar; and off the island Ivica had been brought too by a frigate, with Lord Nelson on board, bound down the Straights.

7th, Passed the Straights of Gibraltar, in company with a Danish brig.

8th, off Cape Spartel, spoke the ship *Caroline*, capt. E. Preble, of Boston, in company with the *Diana*, of Baltimore, from Leghorn, bound home, who informed us, that the *Queen Charlotte*, Admiral Keith, was blown up in Leghorn roads, and upwards of 600 souls perished. The admiral was on shore.

8th, spoke the *Leviathan*, admiral Duckworth, who the day before in company with the *Thalia* frigate, captured two Spanish frigates, and seven sail of merchantmen, bound to Vera Cruz.

April 11, spoke the *Swiftsure*, of 74 guns, capt. Hallowell, with a prize in company, supposed to be worth 30,000*l*. The *Swiftsure* had spoken the *Hunter* and *Charlotte*, of Baltimore, from Leghorn, bound home.

Genoa still remains blockaded, as does all the coast of France in the Mediterranean — Lord Keith having issued his orders to that effect.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 9 May 1800.]

To Oliver Ellsworth, William R. Davie & William Vans Murray, Envoys Extraordinary and Ministers Plenipotentiary of the United States to France, from Secretary of State

(N^o 4)

DEPARTMENT OF STATE
Philad^a Feb^y 14, 1800

Oliver Ellsworth }
 W^m R. Davie } Esquires
 W^m V. Murray }

GENTLEMEN In your commissions, containing your full powers, you are named "Envoys Extraordinary and Ministers Plenipotentiary of the United States to the *French Republic*;" and you are authorized "to meet and confer with the Minister or Ministers of the French Republic who shall be appointed and commissioned with equal powers, and with such Minister or Ministers to discuss and settle by a treaty all controversies between the United States and France." Consequently the circumstance of your letters of credence being addressed to the late "Executive Directory," need not prevent or impede the proposed negotiation provided the existing Government in France are inclined to enter upon it and to conclude a treaty. This is the President's opinion, and by his direction I now communicate it to you. — Indeed the idea must have occurred to you; it being obvious that a satisfactory treaty, however negotiated, which shall be approved and ratified by the President by and with the advice and consent of the Senate, will be alike valid as if conducted with the most minute attention to customary formalities. —

I am with great respect &c. &c

TIMOTHY PICKERING

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

[14 February 1800]

Plea of Jared Ingersoll, Attorney for the United States, concerning the schooner
Anna captured by the U. S. Schooner *Experiment*

Pleas before Richard Peters Esquire Judge of the District Court of
the United States in and for the Pennsylvania District at Phila-
delphia —

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

Be it remembered — That on the eighth Day of July in the Year
of our Lord one thousand eight hundred into the District Court of
the United States in and for the Pennsylvania District in his proper
Person comes Jared Ingersoll Attorney for the United States in and
for the District aforesaid who for the United States in this Behalf
prosecuting gives the Court to understand and be informed that
since the passing of an Act entitled “An Act to suspend the Commer-
cial Intercourse between the United States and France and the
Dependencies thereof” — and also the Act entitled “An Act further
to protect the Commerce of the United States” — to wit on the
fourteenth Day of February last past on the High Seas and within
the Jurisdiction of this Court William Maly Esquire Commander of
the public armed Vessel called the *Experiment* belonging to and em-
ployed in the Service of said the United States did subdue seize and
take and bring into the Port of Philadelphia in the District aforesaid
the same being a Port of the said United States a certain Schooner
called the *Anna* commanded by a certain Benjamin Dutton owned
hired or employed wholly or in Part by some Person resident within
the United States and which departed therefrom subsequent to the
first Day of July in the Year one thousand seven hundred and ninety
eight and proceeded to a Port or Place within the Territories of the
French Republic or the Dependencies thereof or to a Place in the
West-Indies under the acknowledged Government of France and the
said Brig was then and there at the Time of the said Capture employed
in Traffick & Commerce with Persons resident within the Jurisdiction
and under the Authority of the French Republic, to wit at Jacquemel
in the Island of Hispaniola — whereby and by Force of the said Acts
of Congress of the said United States the said Vessel with her Tackle
Apparel and Cargo became forfeited to the United States and the
Captors —

Wherefore the said Attorney prosecuting as aforesaid prays the
Advice of the Court upon the Premises and that due Process may issue
to cite and admonish all Persons whom it may concern to appear at
the next Court-Day and shew Cause if any they have why the said
Schooner with her Cargo and Appurtenances, should not by the
Sentance and Decree of this honorable Court be condemned and
otherwise disposed of as the Law in such Cases provides and directs —

JARED INGERSOLL — *Attorney*
for the U. S. —

[14 February 1800]

Answer of Benjamin West, Agent for Benjamin Dutton Owner of the *Anna*

To the honorable Richard Peters Esq. Judge of the District Court of the United States in and for the Pennsylvania District

The Answer of Benjamin West Agent for Benjamin Dutton Owner of the Schooner *Anna* for and in Behalf of the said Benjamin Dutton to the Libel of Jared Ingersoll Esq. in Behalf of the United States — Respectfully shewith

This Respondent saving and reserving all and all Manner of Exceptions to and Advantage of the manifest Uncertainties Insufficiencies and Imperfections in the Libellants said Libel contained for Answer thereto or to so much thereof as is material and necessary for him to answer, answereth and saith — That well and true it is that William Maley Esquire Commander of the public armed Ship called the *Experiment* did seize take and bring into the Port of Philadelphia the said Schooner called the *Anna* but this Informant verily believes that no Resistance whatever, was made by the said Captain Dutton to the Seizure of the same and as far as this Respondent knows or is apprized of the Circumstances he verily believes that the said Seizure was unlawful and cannot be justified by any of the Acts of the Congress of the United States still less by the Acts of Congress in the Libellants said Libel set forth — Wherefore this Respondent respectfully prays that the said Libel may be dismissed and that the said Schooner called the *Anna* with her Tackle Apparel and Appurtenances be restored to this Respondent in the Behalf aforesaid together with lawful Costs and Charges by him about this Suit in this Behalf expended —

The foregoing affirmed to
& subscribed this 6th Day
of August 1800. before
Reynold Keen
one of the Aldermen of the
City of Philadelphia

BENJ^s WEST.

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

The United States
v^t
The Schooner *Anna* &c
Captured by the *Experiment*,
Maley, Benjamin West for
Benjamin Dutton Claimant

Sur Libel filed 8th July 1800.

U. S. District Court Decree in the case of the Schooner *Anna*

It is not stated nor does it appear that this Vessel sailed from the United States since the third Day of March in the Year of our Lord one thousand seven hundred and ninety nine and therefore the Case does not come within the Operation of the second Non-Intercourse Law on which alone she can be liable to Condemnation — having

been seized after the Expiration of the first Law and before the Commencement of the third —

I therefore dismiss the Libel with Costs —

RICHARD PETERS —

PHILAD^s 5. Sept^r 1800.

In the Dist: C^t Penn^s

The UNITED STATES —

v^s

The Schooner *Anna* &c.)

Sur Libel filed 8th July 1800.

Bill of Costs —

Dist: Attorney (Ingersoll).....	17. —	
Clerk.....	22. 72	
Marshal — for serving Attachm ^t	2. —	
Custody Fee f ^m 3 ^d Ap ^t to 19. Aug ^t 1800 } inclusive is 139. Days @ D ^r 1.50 p ^t Day }.....	208. 50	
Cash paid Capt. Hodgdon's Bill.....	66. 81	
Porterage & Storage of Sails.....	7. 00	
Custom House for Tonnage &c.....	25. 70	310. 01

D^r 349. 73

Taxed at three hundred and forty nine Dollars seventy three Cents

RICHARD PETERS.

Affidavit of D. Caldwell, Clerk District Court

— UNITED STATES — }
Pennsylvania District } Sc^t

I CERTIFY (for the Use of the United States) that the foregoing are true and faithful Copies of the Originals filed and now remaining amongst the Records of the District Court of the United States in and for the Pennsylvania District in my Office — WITNESS my Hand and the Seal of the said Court at Philadelphia this sixth Day of July A. D. 1801 and in the twenty sixth Year of the Independance of the said United States —

D. CALDWELL — *Clk. Dist. C^t*

[NDA. XZ, *Experiment*.]

[14 February 1800]

Plea of Jared Ingersoll, Attorney for the United States, concerning capture of the Spanish Brigatine *Los Amigos* by U. S. Schooner *Experiment*

Pleas before the honorable Richard Peters Esquire Judge of the District Court of the United States in and for the Pennsylvania District at Philadelphia

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

Be it remembered that on the eighth day of July in the year of our Lord One thousand eight hundred into the District Court of the United States in and for the District of Pennsylvania in his proper person comes Jared Ingersoll Attorney for the United States in and for the District aforesaid who for the United States in this behalf prosecuting gives the Court to understand and be informed that since the passing of an Act, entitled An Act to suspend the Commercial Intercourse

between the United States and France and the dependencies thereof and also the Act entitled An Act further to protect the commerce of the United States towit on the fourteenth day of February last past on the high seas and within the Jurisdiction of this Court. William Maly Esq^r Commander of the public armed vessel called the *Experiment* belonging to and employed in the service of the said United States, did subdue seize and take and bring into the Port of Philadelphia in the District aforesaid, the same being a Port of the said United States a certain Brig called the *Los Amigos*, commanded by a certain Joseph Lewis Garcia, owned, hired or employed wholly or in part by some person resident within the United States, and which departed therefrom subsequent to the first day of July in the year One thousand seven hundred and ninety eight and proceeded to a Port or Place within the territories of the French Republic or the dependencies thereof or to a Place in the West Indies under the acknowledged Government of France and the said Brig was then and there at the time of the said Capture employed in traffic and Commerce, with persons resident within the Jurisdiction and under the Authority of the French Republic towit at Jacquemel in the Island of Hispaniola, whereby and by force of the said Acts of Congress of the said United States the said vessel with her Tackle Apparel and Cargo became forfeited to the United States and the Captors—

WHEREFORE the said Attorney prosecuting as aforesaid prays the advice of the Court upon the premises and that due process may issue to cite and admonish all persons whom it may concern to appear at the next court day, and shew cause if any they have why the said Brig with her cargo and appurtenances should not by the sentence and decree of this honorable Court be condemned and otherwise disposed of as the law in such cases provides and directs.

JARED INGERSOLL *Attorney for the US.*

[14 February 1800]

U. S. District Court Decree in the case of the Spanish Brigantine *Los Amigos*

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

The UNITED STATES	}	Decree.
v ^a		
Brigantine <i>Los Amigos</i>		

The Papers found on board, shew the vessel to be the property of a subject of the King of Spain, with whom the United States are in Amity — No Proof is pretended much less brought forward, that the Papers are false & colourable, except as to N^o 6 & 7 — which it is said the Captain of the Brigantine acknowledged to be forged. This Circumstance however does not warrant the Capture — How the vessels of Spanish Subjects are employed, whether in fair or contra-band Trade is not a matter with which we have any Concern — The Vessel having been an American Bottom, or American built does not subject her to capture, Seizure Condemnation and forfeiture unless it is clearly proved that she has been employed contrary to some law of the United States, authorizing capture & directing seizure & for-

feiture — But no such Proof is before me. I find no ground for capture, or seizure under the Acts of Congress, mentioned in the Libel. The Allegations therein not being supported I dismiss the libel with costs, & order the vessel called the *Los Amigos* or *Los A Myos* therein mentioned with her Cargo & appurtenances to be restored to the lawful owner or owners or his or their Agent or Attorney

RICHARD PETERS
12 Sep^r 1800.

In the Dist. Court, Penns^a

THE UNITED STATES —
v^s
The Brig^t *Los A Myos* captured } Sur Libel filed 8th July 1800 —
by the *Experiment* — Maley — }

Bill of Costs —

Dist Attorney—(Ingersoll)-----	17 —
Clerk-----	9. 40
Marshal for serv ^r Attachment-----	2. —
Custody fee from 18 Ap ^t to 18 Sep ^r is 154 days @ 1 50/100-----	231 —
Cash p ^d Capt Hodgdon's bill-----	112. 20
Wharfage-----	64. —
Harbour Master-----	1. —
	410. 20
	D ^r : 436. 60

Taxed at four hundred and thirty six dollars sixty cents.

RICHARD PETERS.

Affidavit of D. Caldwell, Clerk District Court, for the Pennsylvania District

UNITED STATES }
Pennsylvania District } Sc^t

I CERTIFY (for the use of the United States) that the foregoing are true and faithful copies of the originals filed and now remaining amongst the records of the District Court of the United States in and for the Pennsylvania District, in my office —

WITNESS my hand and the seal of the said Court at Philadelphia this sixth day of July A. D. 1801 — And in the twenty-sixth year of the Independence of the said United States —

D. CALDWELL — *Clk. Dist. C^t*

[NDA. XZ, *Experiment*.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Friday, 14 February 1800

Wind S. E. by S. to E. S. E. Fresh gales, smooth sea and pleasant weather. At half past 8 P. M., John Wells and Daniel Woodman, two able seamen, fell overboard and were both drowned, although every exertion was made to save them. Dismounted two of the Quarter-deck guns and stored them below, as they could not be worked clear of the main shrouds.

[NR&L, Nr P 922^u.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Friday, 14 February 1800

Commences with moderate weather & smooth sea, people employ'd at sundries of Ships duty. — between the hours of 8 & 9 oClock P. M. Jn^o Wells & Daniel Woodman got into a scuffle on the star-board gangway, unknown to any officer on board & both fell overboard together. Immediately sent the Jolly boat with an Officer in quest of them. In $\frac{3}{4}$ of an hour the boat returnd, without seeing or hearing any thing of them.

Lat. Observed 16°.2' S
Longitude in 25°.21' W

[LC, EPP, 1799–1800.]

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

Captured the Brig *L'Mangoos* [*Los Amigos*] from Jamaica to Port Cavello, sent M^r Blake and five Men with her to Cape Francois to Commodore Talbot. —

[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, Friday, 14 February 1800

[In harbor of Havana] Light Breezes the fore part People Employ'd on Sundry parts of Ships Duty Sent the Cutter and got her Loaded with Water Veered out to the bitter End of the Stream Cable to bring to bear a Strain upon the Bower at 4 hove it in to the Service Sent up Top Gall^{ies} Yards at 7 the wind came in from the Northward fresh & Cloudy Sent down Top Gall^{ies} Yards got Clear for Letting go the Larboard bower and All Ready for Sea when wind & Weather will permit Received on board two Negro Servants from A Schooner belonging to Philadelphia put them in Irons for their Threatning to Leave the Schooner and other Abuse

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

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

[Philadelphia]

Navy Department 15th February 1800

WILLIAM CRAFTS Esqre.

Charleston S C.

SIR I am honored with your letter of the 29th Ult^o — The steps you have taken with respect to the Brig *General Pinckney* are perfectly satisfactory, and I agree entirely in opinion with you that she is no longer fit to be retained as a Vessel of War You will therefore be pleased to divest her of all her military equipments & Stores, and sell her for the best price that can be obtained, discharging at once all her Crew, excepting only a sufficient number to take care of her until she is sold — If you find she will sell to more advantage with

any part of her military equipments included that is, if you can obtain ample value for such equipments so included you may dispose of her in that manner —

As I have never had a correct return of the Officers of the *General Pinkney*, I request that you will be pleased to direct Captain Heyward to make me such a return forthwith designating such as may prefer retiring from service, from those who wish to continue —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT].

PS —

Major Burrows has ordered the Marines to Norfolk, to which be pleased to attend & render them such assistance as may be necessary —

[NDA, GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 15th February 1800

Captⁿ Dan^l McNeill
of the *Portsmouth*, N York

SIR The first thing to be done with respect to the *Portsmouth* is to pay off the Crew, which I hope is done, and if done the Purser should be sent on here directly to settle his Accts — All the men should be discharged and paid off, so that when she sails it may be with a new Crew.

After getting clear of the old crew, the Ship should be put in order with all possible expedition for another Voyage — Mess^{rs} James & E Watson will give all the necessary aid on this subject —

It is probable she will go to France, and in this case, less than a full crew will be sufficient — Until this is determined it will be improper to begin to recruit except a few men to keep on board the Ship overhauling the rigging &^c But if you have enough whose times of service have not expired they will answer the same purpose —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 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, Saturday, 15 February 1800

[In harbor of Havana] Fresh Breezes and Cloudy from the Northward People Employd on Sundry part of Ships Duty Received on board the Cutter Load of Water the *Norfolk's* Jolly Boat came in from Sea with a Midshipman in her Leaving the *Norfolk* standing off and on Americans Arriving Dayly fired a gun

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 16 February 1800

Moderate breezes and Clear weather Employed as necessary, at 1 a breeze sprung up from N by W filld to the westward $\frac{1}{2}$ past 3 Saw a Strange sail E by N made all plain Sail In chace

At 6 the chace West 5 or 6 miles, $\frac{3}{4}$ past 6 passd her on the weather beam & made the private Signal to her which she did not answer, Wore round In to her Wake and cleard ship for Action then made sail to pursue her, $\frac{1}{2}$ past 9 boarded her, an Hamburg Ship from the Cape bound to Hamburg $\frac{1}{2}$ past 10 Wore to the N^d and made sail

At daylight saw a strange sail W S W made sail In Chace, at 10 boarded the chace an American Schooner from the Cape b^d to Newport, sent our Surgeon to examine a sick man on b^d her, $\frac{1}{2}$ past 11 filld to the S^d

At 12 light airs from E N E

Latitude Observed 20° 25' North

[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, 16 February 1800

The first part Light Breezes and Clear Weather at 5 A M Fired a Gun for the fleet to get under way for Sea Sent the Negroes on board at 7 A M Unmoored Ship and Hove Short

at 10 got under way and got to Sea with Nineteen Sail of American Vessels under Convoy

At 12 Meridian the Moro Castle bore S E Dist 3 Miles the Brig *Norfolk* in Company

A Strange Sail in Sight to Windward

on Examining our Cables found one Bad Gaul Received by a Schooners Drifting and Riding over our Cable and Another Gaul Received by the Stem of the Ship

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

To Lewis M. O'Brien, Vice Consul & Agent for United States at St. Andero, from David Humphreys, United States Minister to Madrid, Spain

MADRID, February 17, 1800.

SIR, I have received a letter, dated the 15th inst. from the acting first Minister of State of his Catholic Majesty, informing me that the King "desiring as much as possible to diminish the damages which result to the nations, from the scandalous traffic which many of his subjects have with the place of Gibraltar, by means of neutral vessels: and using just reprisals towards the enemies of his crown, who have declared the ports of Cadiz and St. Lucar de Barramedo to be blockaded; his Majesty has been pleased to declare, that from that day, he considered the place of Gibraltar to be blockaded, and that, under this view, all neutral vessels going to that place, would be held as lawful prizes."

In consequence of this declaration, I have to request that you will communicate, as extensively as may be, the necessary information to such citizens of the United States as may be concerned.

The ministers and Diplomatic Agents of the different neutral nations, at this court, are endeavouring to use all the means in their power to prevent the disastrous consequences which may be expected to result from so extraordinary a measure.

*With sentiments of regard,
Yours, &c.*

(Signed) DAVID HUMPHREYS.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 30 May 1800.]

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

[PHILADELPHIA]

Navy Department, Acc^{ts} Office 17th February 1800

Mess^{rs} HIGGINSON & C^o

Boston

GENT By a Muster Roll this day rec^d at this Office, from the Frigate *Constitution*, I observe that James Collins Quarter Gunner & Archib^d Thompson Seaman, who had given powers of attorney to receive allotments of Pay, are *dead* James Collins died on the 21st of October, and Archib^d Thompson on the 15th November last, this information is given to you, that you may not make, any further payments on the powers of attorney —

I am &c^t

THO^s TURNER Acc^t

[NDA, LB Acct, 1798—1800.]

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17th February 1800

EBENEZER JACKSON Esqr

Savannah Georgia

SIR I am honored with your letters of the 22d, 23d, 26th & 30 January —

M^r Miller must get all the knees he has contracted for — they can be obtained by his own letter in which he gives notice they will fall short, and he should have considered the difficulty before he made the contract — Any other pieces had better be deficient than Knees — and I hope no knees will be deficient — On the subject of retribution for the delay of his hands waiting for the moulds, I cannot for the present say any thing further than that the Public, like an Individual, should do justice — Were all the trees cut down, and the work as forward as it could be, before the moulds were received? Moulds could not be necessary until he was ready to shape the timber — A great deal might have been done without moulds — I should be glad however to see his claim stated in the most particular manner on this subject —

As to the delivery of timber, M^r Miller is bound to deliver one load at least at each landing — but the practice must be from the nature of things to deliver many loads at one landing — It cannot be otherwise from the scarcity of proper landings — the timber for each Ship must be piled at the landing by itself, and I conceive it will be better for the

Vessels sent for it, to go two or more landings than to have the timber for each Ship removed so as to have it together — M^r Humphreys is fully instructed on this subject — You have done right as to the purchase of Lands —

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

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

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

[PHILADELPHIA]

Navy Department, 17th February 1800

Mess^{rs} JAMES & EBENEZER WATSON

New York —

GENTLEMEN I have written to M^r Pierce respecting his men — It will always be the safest course for you to advance no money to Officers without direction from hence —

I should be obliged if you would require of the Agent of the prize carried into New York some time ago the state of that business — and if sold where the part of the money belonging to the Public is deposited. — The Spanish powder is too high yet if it is very good you will please to buy the 18 Tons offered you at 35 Cents, and Ship to this place so as to arrive here the first of March 26,500 Lbs for the Frigate *Philadelphia* — the rest you will please to deliver to the Agent of the War Dept sending his receipt for the same —

I have the honor to be

Gentlemen

Yr obed Servt

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 17 February 1800

Moderate breezes and clear weather, Wind at E by S at 2 saw the cape bearing S S W, Continued standing In for the cape till 6 p M, At which time we wore to the N^e and Shortnd sail, the Cape S W by W 12 miles

At 8 moderate breezes and cloudy, at 10 Tackd to the S^e

At 12 brou^t to and sent an Officer and a boats crew In to the Cape, wore and came to the wind to the E N E

At daylight saw a strange sail bearing W by N bore up, and Gave chase, A M at 8 Saw the chase bring too & Make the private Signal, which we Answerd

At 9 Shortnd Sail brou^t too and Joind company the U. S. Brig *Richmond* Cap^t Law who waited on Captain Talbot

filld and made all plain Sail for the Cape, which bore at 12 S ½ W 18 miles —

[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, Monday, 17 February 1800

The first part of these 24 Hours Light Breezes and flying Clouds at 3 PM spoke His Majesty's Frigate *Aquilon* Thomas Boys Esq^t from Jamaca sent His Jolly Boat to Enquire if our fleet are All American the Moro Castle bearing E S E 3 Leagues Dist

Tack Ship Occasionally

at 6 the Moro Castle bore S E $\frac{1}{2}$ E Dist 3 Leag the Westmost part of the Land S W $\frac{1}{2}$ S 7 Leag at 7 P M Made Sail and Run a Head of the fleet

at 8 shortened sail

at 12 Midnight Made Signals for the fleet to To Tack ship on for the Land Middle part Light Breezes & Cloudy

at 4 A M Made Signals for Tacking Ship off Shore

at 6 the Fleet all in Sight the Moro about 6 or 7 Leagues Dist South from us Tacked Ship Occasional

at 12 Meridian the Maidens Pass back of the Havana bore S b W 7 or 8 Leag Dist the Eastern part of the Land bore S E b E Dist 9 Leagues

Latter part Light Breezes and Cloudy

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

Extract from a letter from on board the U. S. S. *Baltimore*, Master Commandant William Cowper, U. S. Navy, commanding

"BASSETERRE, ST. CHRISTOPHERS,

Feb. 18, 1800.

"Being just on the point of sailing with a convoy for the United States, I embrace the opportunity of informing you of what has transpired in these seas since we have arrived. Nothing material happened on the passage, and we had very pleasant weather. The *Baltimore* is generally employed in convoying our merchantmen out the reach of the French pirates; we have, however, after leaving the fleet a good opportunity of cruising.

"On the 19th December last, to windward of Redondo Rock and Montserat, we took a French copperbottomed brig loaded with fine sugar, from Guadaloupe bound to St. Thomas, and brought her in here, from whence she is to be sent to Norfolk with the present fleet. Since that time we disguised our ship, by concealing our guns, putting wooden ones on the upper deck, and painting her, so as to look like a letter of marque.

"On the 13th January, cruising to windward of Deseada, saw a schooner [*Le Brillant Jeunesse*], which bore down upon the *Baltimore*; after taking a look at the ship a little distance off, she came along side, so near that her men were seen on deck with all their boarding implements in their hands. Capt. Cowper immediately opened his battery and gave her two broad sides, upon which she sheered off and endeavored to get away; but continuing to fire our bow guns, (one ball from which wounded her Lieutenant severely in the arm, passed through her companion and stuck in her mainmast) she struck.

"Next day saw another French privateer, who came down in the same manner, within pistol shot, when he was received with round, grape and canister shot, so warmly, that his quarters were soon levelled with his deck; he being full of men, with 16 guns, returned gun for gun and a shower of musketry which killed one of the marines, (the shot passing through his left wrist and lodging in his heart at the instant he discharged his musket) and injured the *Baltimore's* rigging considerably.

He was chased till night, but afraid of losing the prize, gave up the chase. We have since learned that she lost 35 men, and threw his boat, anchor, cables, &c. &c. overboard, before she got off. Her crew was 130 in number.

"Commodore Truxtun has arrived here, and commands the squadron on this station, consisting of the *Constellation*, *Adams*, *John Adams*, *Connecticut*, *Baltimore*, *Eagle*, *Pickering*, *Enterprize*, &c. The *Connecticut*, which is reckoned the fastest sailing vessel we have, has taken a French brig called *D'Italie Conqu[is]e*, of 16 nine pounders, and has been cruising four years, during which she took more than 150 prizes. She fired into the *Connecticut*, which was returned with several broad sides, which shot away her fore top mast and wounded the Captain in the forehead, upon which they all ran down into the hold, leaving two American Captains (prisoners) on deck, who put the helm up and hauled down her colours, just as the *Connecticut* was about firing another broad side. The French brig's rigging was cut to pieces. She has since been fitted out here and manned from *L'Insurgente*, is now cruising, and recaptured the *William and Mary*, a Liverpool ship.

"The brig *Eagle*, a few days ago, chased two French privateers, but finding their force double his own, did not think prudent to engage, but continued his course; after receiving a number of shot from them.

"P. S. I forgot to mention a circumstance which occurred whilst I was on board the *Adams*. On the 24th Feb. about sun set saw a brig from the mast-head, to which we immediately gave chase; about 10 having gained on her considerably she continually made false fires. At 12 fired several shot at her, but she kept on her course. At 2 came up with her, when she fired her stern chases into us, which was immediately returned by two broad sides from the *Adams*. Hailed her and ordered the captain on board with his papers, which he immediately complied with; she proved to be the British privateer *John Bull*, of 4 thirty two pounders and 10 sixes."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 1 April 1800.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Accountant of the Navy

[PHILADELPHIA]

Navy Department Accountant's Office 18 Feb^r 1800

NEHEMIAH HUBBARD Esq^r
Middletown

SIR In the examination of the accounts & vouchers rendered by you to this Office, several errors have been discovered, & several charges made by you, are suspended for the want of the necessary and proper Vouchers to support them; the most material of which is considerable sums advanc'd to the Officers & Crew of the *Connecticut*.

All advances made to the Officers & Crews of ships, should always be made to or through the purser, it is necessary in all such cases that some responsible person on board, should be oblig'd to account at this Office, for all monies paid on account of the Ship or Crew, this Officer is generally the Purser, whose business it is to keep regular accounts of the pay, due to every person on board, and the sums paid to them — of course it is absolutely necessary, that the purser should have a knowledge of all sums advanc'd or paid, that he may make his entries — And wherever advances or payments are made by the Naval Agents, it is incumbent upon them, to render to the purser, an abstract, stating the particular sums advanc'd or paid, & to whom, and upon a duplicate of which, to get the Pursers acknowledgement — that the several sums therein mentioned amounting to _____ have been so advanc'd or paid, and that he is to account at this Office for the amount thereof in the final settlement of his accounts. —

You have also charg'd to the amount of 149 95/100 \$ paid for expences of Music &c in recruiting — according to the regulations laid down by the Secretary of the Navy (and of which I presume all the recruiting Officers had knowledge) these charges cannot be allowed. — The Secretary has directed an allowance of 2 dollars for each man recruited, in lieu of all expenses of Music &c to be incurred on account of the Publick; where Officers are from extraordinary and unavoidable circumstances, subjected to extraordinary expenses, it is necessary they should render their account stating the particulars, for adjustment, to this Office only, such accounts can only be allow'd under very particular circumstances, and of which this departm^t alone must judge of the propriety — There are also charges to the am^t of 154 \$ (in 2 separate charges of 77 each) paid for stage passages for Seamen, for which it is necessary the proprietors or managers of the Stage, should give a receipt as no charge whatever, for any Kind of Expenditure can be allow'd without a receipt for payment. —

I have the honor to be

Sir

Y^r Ob^t Serv^t

THOMAS TURNER Acc^t —

[NBA, LB Acct, 1798–1800.]

To The Commander of any of the Public Armed Vessels of the United States from
Secretary of the Navy

[PHILADELPHIA]

Navy Department 18th February 1800

The Commander of any of the Public Armed Vessels of the United States

If any American Public armed Vessel should fall in with the [Merchant] Ship *Richmond*, the Commander is desired to give her all the protection in his power and convoy her to a safe latitude — But if such Commanding Officer should be on particular service with which the performance of the service here required would be too great an interference, in that case, He is desired to see the *Richmond* [*] safe to S^t Kitts from whence Captain Truxtun will have her convoyed —

[*Carried a very valuable cargo.]

[NDA, OSW, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 18 February 1800

Moderate breezes and Clear Weather

At 2 saw a strange sail bearing S W by W made sail and Gave chase — *Richmond* in Company $\frac{1}{2}$ past 5 Shortnd sail and boarded the chase an American Arm'd Ship from the Cape bound to Baltimore, by her we sent home three french prisoners taken In the *Amelia*

At 7 light airs from N by W, at 11 Departed this life Dennis Murray Ordinary Seaman Committed the body of the deceacd to the deep with the usual custom as perform'd at Sea

At 12 Moderate & Cloudy

At daylight saw a strange sail bearing N by W

At 12 Meridian light airs from the N^d with flying clouds Cape Francois S by W 15 miles

[NDA photostat.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 18 February 1800

Captured the French armed Schooner *L'Legere* from S^t Jago bound to Jeremie sent M^r Downes & three men aboard. —

[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, Tuesday, 18 February 1800

The first part Moderate Breezes & Cloudy from 1 P M untill 2 Lay by for our fleet to come up at 3 saw a sail bearing N N E hove out a signal to the *Norfolk* She made sail & spoke her we parted her Company

at 4 P M hove out A signal for the fleet to come in close order bore away for the Lee Vessell at 6 the Eastmost Land bore S E B E Dist 9 or 10 Leagues the Westmost bore South 7 Leagues Took in T G Sails Stay Sails Reefd Top Sails

at 9 hauld up Courses the fleet in sight

at 12 Midnight Backd M^r T Sail

Middle part Moderate Breezes and Cloudy

at 2 A M Cleued up the Top sails

at 3 Set the Top Sails and Rounded to with head to the Southward and Westward for the fleet to come up with us

at 6 wore Ship to the Northward and made sail 9 of our fleet in sight

at 11 Saw The Double Headed Shot bearing E N E Dist 4 Leagues

at 12 Meridian the Double Headed Shot bore East & E S E Dist 2 Leagues

Latter part Fresh Breezes and flying Clouds A Number of the fleet in sight

Latitude Observed 23° 52' North

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

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

NEWPORT *Feb'y 19 1800*

SIR We received your favor inclosing two letters that for Zachariah Rhodes we forwarded to him at New York to which place he had gone too in conformity to your orders, the other for Wilson Jacobs we forwarded to him at Providence —

M^r Humphreys handed us your favor by him of y^e 3 Ins^t we were happy in the opportunity of aiding him to procure information of the situation of the harbour & bay — We got a person acquainted with the river to accompany him in his further examination — The *George Washington* proves more defective than appeared, on our last advice to you respecting her — it was natural to be expected, that she would have been sound below light-water mark; but it has turned out to the Contrary; her lower futtocks, and the plank on them being more defective than any part of her, and in other parts where the timber and plank are good, the trunnels are decayed; That the repairs will be much greater than we could have had an idea of. We requested M^r Humphreys to examine her, he coincides with us in opinion, that if Thirty thousand dollars could be had for her as she came from sea, it would be better to sell her, than to retain her for a cruising Ship; when repaired she will make a good store Ship or Indiaman —

M^r Robinson of the house of Franklin & Robinson is now here, and has applied to us to purchase, if at a price that would answer — As the state of her is so much worse than expected, the price contemplated cannot in our opinion be had for her — We therefore beg your advice by first Post that we may give M^r Robinson an answer The *Boston* Capt. Little captured the french Ship *Two Angels*, on her passage from Cape Francois to Bourdeaux — and ordered her for Boston, contrary winds and a storm obliged her to put in this Port — having about 50 prisoners on board, we have requested the Marshall to take charge of them, and have supplied the Ship with provisions The District Attorney & Collector expressed doubt, whether she could proceed to Boston, being in a Port of the United States, of Entry & where was admiralty Jurisdiction, and whether trial ought not to be had. soon — having no instructions from you respecting Prizes, that might come in here, in which the United States were interested we could not undertake to deside or direct — We however deemed it proper to state these doubts to the Officers who had charge of the Ship and to write the District Judge praying his opinion — but we conceived it improper to give an opinion on a question of prudence than of Law: whether there were any reasons founded on the difference of Markets or other causes which would justify the risk of sending the Ship to Boston, and of which we were the most competent to determine — But under these circumstances [under] which this Ship came in here, that of contrary winds & a storm — and being ordered by the commander of the *Boston* to Boston — and the Officer having directions from M^r Higginson to proceed there, we could not undertake to deside — But as the Prize is valuable & the risk round to Boston at this season is great, and Insurances are here 3 per Cent for this passage now — We considered it our duty, from the Interest the United States had in this Ship to recommend Lieut Haswell who has charge of her, to wait your directions — He however thinks it his duty from the orders

he has from his Commanding Officer & M^r Higginson to embrace the first wind to proceed — We have afforded every assistance & supply required, and advice according to the best of our Judgement —

Hon. BENJAMIN STODDERT Esq —

[Newport HS, Gibbs & Channing LB.]

To Henry Craig, U. S. Agent, Martinico, from Secretary of State

DEPARTMENT OF STATE

Philad^a Feby 19th 1800

HENRY CRAIG Esq^r

SIR, Mess^{rs} Jesse & Robert Wain of this city merchants, and owners of the ship *Richmond* from India, which has been recaptured and carried into Martinico, have requested a letter to you, (being the agent of the United States) desiring you to render them any assistance which the case may require, to effect the liberation of the ship and cargo, on the best possible terms. — Those merchants are of great respectability and solid capitals; so that any credit which circumstances may require, may be given with perfect safety. The good dispositions you have always manifested to aid your countrymen supersede any impertunity on this occasion.

I embrace the opportunity to send you my last report respecting impressed American seamen; and remain very respectfully &c. &c.

TIMOTHY PICKERING

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

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

[PHILADELPHIA]

Navy Department 19th February 1800

Honble JOSIAH PARKER Esquire

SIR I do myself the honor to submit to the consideration of the Committee of which you are Chairman the enclosed draft of a Bill for the government of the Marine Corps while on shore, and a draft of a bill for the government of the Navy, the present law being imperfect particularly in the distribution of prize money & the constitution & powers of Courts Martial —

To enable the Committee to perceive at once the difference between this bill, & the existing Law, figures of reference to the corresponding clauses in the old Law are made with a pencil in the margin of the bill, where there are no such figures, the articles are additional — Figures are also made in the enclosed copy of the old law. —

It will be perceived that the provision of half pay for disabled Officers & seamen is proposed to be materially changed. The present pay of Seamen is very high — Half pay would be right, Eight and an half dollars p^r month, or one hundred & two Dollars p^r annum, would be a temptation almost sufficient to induce a worthless seaman to procure his own disability — The proposed alteration will put it in the power

of Government to proportion the pension to the nature & degree of suffering sustained —

I have the honor to be with

Great respect Sir

Yr obed Servt

P S — If this bill or a substitute be enacted into a law, it will be necessary to add a clause of the repeal of the existing Law

[NDA. Con. LB, Vol. 1.]

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

PHILAD^a February 19, 1800

Mr. B. STODDART

SIR If you would cause the Cap^{ts} of the different Armed Vessels belonging to the United States to have two chests made, one for the Arms and one for the Cartridges, as they have in the British Service it would save expence, and enable the Marines to be sooner at Quarters and be in greater order.

A store room is absolutely necessary, not only to Keep the superflous Clothing for the Marines, but to take care of what they have. I believe there is not an Officer of the Navy that will not say, but what this room is proper, and yet without your Orders it will not be done. — In the first construction of the Vessel, this room is easily provided, The first thing usually done when the Marines are called to Quarters, I am informed is to throw the clothing of the Marines overboard, after which, it must be matter of amusement to see the poor Devils without a change of cloths: and it is not in the Power of the Marine Officer to help them. I spoke to one of the best of our Navy Officers on the subject, and he told me, it could not be avoided, and I know of no other mode, than following the British Regulations in this respect — I have the Honor to send you some Extracts from a British Book which is now in the Possession of Cap^t Tingey.

The Plan for the chests I am ready to give when called on.

Y^r Ob^t Serv^t

W. W. BURROWS
M[ajor] C[ommandant]
M[arine] C[orps]

[MCA, LS, 1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 19 February 1800

Moderate and Clear, Standing off and on waiting for the boat to return from the Cape at 2 the boat came along side from the cape hoisted her In, Wore and made sail to the Eastward, *Richmond* in company

At 5 Saw a strange sail bearing E N E made sail and Gave chace, At 7 shortnd sail and boarded the chace an American Sloop from Philadelphia bound to the Cape, at 8 In 2^d reef in the Topsails and came to the wind to the W^d the Cape S W ½ W four or five leagues, Wore and tackd as nessasary to keep our stations *Richmond* in company

At daylight saw a strange sail E by N. Gave chase at 10 spoke the chase an American Sloop from Newbury bound to Jamaica, filld in pursuit of another strange sail bear^d E N E, wind at West, which We boarded an American Sloop from N Carolina b^d to Jamaica At 12 saw the Monte S S E 7 or 8 leagues, the Cape S W by S $\frac{1}{2}$ S 8 or 9 leagues

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 20th February 1800

Capt^d DAVID JEWITT
of the *Trumbull* —

SIR As soon as you are ready for sea, you will please without waiting for further orders, proceed to New York — Your destination will be Saint Domingo, and you may take from New London under your convoy any vessels bound thither.

You will be detained probably at New York three days. Your Warrant Officers may there get Warrants, provided you send me in time their names — You will receive further instructions at New York I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 20th February 1800.

JAMES & EBENEZER WATSON
New York

GENTLEMEN The *Trumbull* Cap Jewitt will be at New York in 8 or 10 days, perhaps sooner, and will proceed from thence to S^t Domingo

I request the favor of you to charter a vessel to carry about 1500, to 1600 barrels, or as near to that size as possible, and load her with the articles hereto annexed to be addressed to Nathan Levi Esquire Navy Agent at Cape Francois. If the vessel will carry more, increase the bread — Please so to arrange this business that the *Trumbull* may not be delayed — Beef & Pork you have no doubt on hand from your purchase — the Bread must be of the best quality of Ship Bread — as indeed must every other article be. — There have been great complaints of the provisions generally sent to the West Indies & particularly of Bread — The Merchants should have notice of this vessel, that they may if they please avail themselves of Convoy

I have the honor to be

Gent Yr obed Servt

P. S —

In addition to the provisions list be pleased to procure & ship by the same vessel if practicable 1000 Charges of Grape Shot, for 6 pound-

ers, with Iron Stools or Canisters or part of each, and 5000 musket bullets — Let me know immediately whether this can be done by you.

B S

Articles to be shipped by Mess^{rs} James & E. Watson for the use of the Squadron on the Saint Domingo Station commanded by Cap^t Silas Talbot, to be addressed to Nathan Levy Esquire Navy Agent at Cape Francois —

800 C ^t W ^t	Bread.....	about 1066 bbls
30000} lb.	{Beef}	300 "
30000}	{Pork}	"
150 Ct	Rice.....	75 "
400 lb	Butter.....	2
730 lb.	Candles.....	4
1000 Gallons	Vinegar.....	33
250 Bushels	Beans or peas.....	70
6000 lb	Flour.....	30
6000 lb	Corn Meal.....	30
50 C ^t W ^t	salt fish.....	25

Bbls. 1635

N. DEPARTMENT

21st Feb^{ry} 1800

For the Secretary

AB THOMAS

[NDA. GLB, Vol. 3, 1799—1800.]

[20 February 1800]

To the commanders of American vessels in Demerara from Turell Tufts, U. S. Consul at Paramaribo

GENTLEMEN, Captain Ro[d]gers, of the United States ship *Maryland*, desires me to inform you that he intends to return to this river [Surinam] about the first of March, for the purpose of taking under his protection those vessels that are then ready to depart for the United States; and will proceed directly for Berbice and Demerara for the same purpose. It behoves you, therefore, to be in perfect readiness, prior to the tenth of March.

I am your very humble servant,

(Signed) T. TUFTS,

Consul of the United States at Surrinam — Parimaribo, 20th Feb. 1800.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 12 April 1800.]

Extract from a letter from a Mercantile House in Lisbon, Portugal, to a gentleman in Baltimore, Md., concerning treatment of American ships at Malaga

[LISBON] 20th Feb. 1800.

"The following is an extract of a letter received by last post from Malaga: "The Consul of the French Republic in this quarter seems to have changed his conduct very much of late, in consequence as I understand, of orders he has received from France respecting neutral

vessels. An American vessel, unarmed, was brought in here a few days ago, from Philadelphia, by a French privateer, but the Consul immediately set her free. The last post but one brought 14 of his condemnation sentences of neutral vessels, from France, *reversed*, both vessels and cargoes being cleared: with heavy damages to be paid by the privateer owners for the detention'.

"We hope our foregoing letter may have induced you to send this way a cargo of wheat flour, Indian corn, rice or staves, all which articles are in uncommon demand, as you will see by the note below. Indeed, unless we receive considerable succours from your quarter, we shall be actually in want of bread before 3 months are past."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 3 May 1800.]

To Comptroller of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th Febr^y 1800

JOHN STEELE Esqre
Comptroller of the Treasury

SIR By a letter from A Giles Esq Marshall of New York, I am informed that the District Court have given a decree of condemnation against the French Lugger Privateer *Le Gourde Le Pelicain*, Captured by the United States Frigate *Boston* Capt George Little & Sloop of War *Norfolk*, Capt W^m Bainbridge on the 7th Nov^r 1799 —

One half of the Nett proceeds are decreed to the Captors, the other to the United States which amount to 5,652 8/100 Dollars

Presuming that you will take the necessary measures relative to this money, I shall give no directions concerning it — The money remains in the hands of M^r Giles who requests directions respecting it —

I have the honor to be with

Great respect

Sir

Yr obed Servt

[See documents dated 4 February 1800]

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

[20 February 1800]

Account of Aquilla Giles

D^r Aquilla Giles Marshal for the District of New York in acc^t with
The United States

To One Moiety of the Net proceeds of Sales of the Cutter <i>La Garde Du Pelican</i> her apparel, Guns, Appurtenances & Cargo prize to the United States Ship of War, The <i>Boston</i> Commanded by George Little & the <i>Norfolk</i> Com- manded by William Bainbridge, Condemned in the Court of Said District & Sold by order thereof as p ^t acct ^s & documents herewith.....Doll ^r ..	5652. 08
	Doll ^r 5652. 08
C ^t By Warr ^t in favor of the Treasurer for Amo ^t of N. 360. dated 28 March 1800.....	5652. 08
	Doll ^r 5652. 08

Auditor's Office
April 8, 1800
B. Mifflin. —
[GAO, #11351.]

To A. Tunno, James Coxe, Thomas Tunno & James Price, Charleston, S. C., from
Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th February 1800

Mess^{rs} A. TUNNO
JAMES COXE } Esquires
THOMAS TUNNO }
JAMES PRICE }
Charleston South Carolina

GENTLEMEN Your Letter of 31 Dec^r was a long time on its passage, and I have delayed too long to reply to it, wishing to be certain of having a sufficient Vessel in my power for your object, at the moment you would want one —

I can now assure you & with great pleasure, that one of our Frigates will be at your service whenever you require it

There is now at Philad^a the Frigate *Philad^a* of 44 Guns — She will be ready to sail some time in March — I wish I may hear before her sailing that you are ready for her, which case, she shall call at Charleston & proceed where you please, perhaps it may be a sufficient object with you to send a Pilot Boat to inform me if you want her—

I have the honor to be
Gentlemen
Yr obed Servt

By post — and Duplicate forwarded to Mess^{rs} J & E Watson New York to transmit by the first opp^t

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 20th Feb^y 1800

To The Secretary of States

SIR My last was on the 9th Ins^t since then the Ship *Mary I.* Phillips M^r [master] from Batavia loaded with Coffee & Indigo & the Sch^r *Sally I.* Osgood M^r from Guayra for Salisbury both unarm'd have arrived here as prizes to a privateer of Guadaloup

Amongst the papers w^h I had the Honour to transmit on the 23rd Sep^r are 3 Publications respecting Privateers one of w^h orders that any Vessel going from a Batavian port to a Batavian or Neutral Port & carried into a Batavian Port shall be immediately given up &c &c

Capⁿ Phillips having been made acquainted that such a Law existed he availed himself of it & in address to the Gov^t very properly demanded his Ship & Cargo but shameful to tell the Govrn^t have decreed that the Cargo 600,000 lb^s Coffee besides Indigo, shall be sold & the Money deposited in their Hands until an explanation of the Law arrives from Holland because they *pretend* not to understand it.

I have now a large number of distres'd Americans here & I do not know how to dispose of them. Capⁿ Cable of N.Yk. carries 9 & has volunteered in a very handsome manner & has incomodod himself & Crew to relieve the distres'd. —

Captain Baker of the *Delaware* has ship'd about 16 Provisions are becoming alarmingly scarce & I cannot obtain either Beef or Pork for the *Delaware* or *Scammel* — I believe they will go in a few days for Guayra where the[y] can be supplied & get much better Water than the[y] can here. — Several of the *Scammels* officers & men remain sick M^r Winn is despaired of — I have the Honour to be

Most respectfully

Sir,

Your Ob^t Serv^t

O[riginal] Per Schooner *Determin'd Rover*

[SDA. French Spol. CA Curacao, 1797-1801.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*. Captain Silas Talbot, U. S. Navy, commanding, Thursday, 20 February 1800

Moderate breezes and Cloudy, lying too our boat along side the chace, *Richmond* in comp^y ½ past 12 filld and tackd to the Southward under all sail, ½ past 1 Saw two large water spouts on our weather beam that appeard to be comeing down towards us, In Top G^t sails, up courses, took 2^d reef in the Topsails, & Sent down T G Yds *Richmond* in Company the *Richmond* carryd away her fore top sail Yard

At 5 we parted company with the *Richmond* Wore and came to the wind to the E^d the Monte South 5 or 6 leagues At 12 Wore to the W^d at daylight saw two strange sails, Up T G Y^{ds} & Made all sail in chace, at 10 boarded one of them who Informd us the other sail the Sloop in C^o was from Newyork with Stores for the Navy,

Sent our boats on board the Sloop took her in tow and filld to the Southward Monte a christo S E 15 miles

[NDA photostat.]

[21 February 1800]

Description of action of Court of Vice Admiralty concerning the American merchant ship *Salem*, captured by a French privateer and recaptured by the privateer *Diana* and taken into Port of Nevis for adjudication

From the St. Christopher's Advertiser, June 17. [1800]

To the commanders of his majesty's ships, and to the owners of privateers duly commissioned.

At a court of vice-admiralty, in the island of Nevis, on the 21st of February, 1800, came on the cause of the *Salem*, an American vessel, captured by a French privateer, and which remained in the custody of the enemy for eleven days; but before she could reach Guadaloupe, was seized and captured by the *Diana* privateer and brought into the port of Nevis for adjudication.

The master of the *Salem*, with agent for former owners, claimed, offering one third of the value of the vessel and cargo as salvage to the owners of the *Diana*. The captors claimed the *whole*: the *Salem* having been in possession of the enemy eleven days, which made the vessel and cargo the actual property of the enemy.

The advocate for the captors made use of strong though short arguments, declaring, "that there was no law of nations, treaty, or British act of parliament existing, that could afford a show of solid foundation for any claim being interposed — That from the moment of her capture she had become French property; and the claimants well knew that had the vessel reached Guadaloupe, they must have given up every pretension to the property in question — That fortunately, the *Diana* had fallen in with this *quondam* vessel and retook it from the enemy."

The arguments adduced by the claimant's advocate, were founded on the precedents of some courts of admiralty in these islands, where *American* laws and regulations respecting recaptures made by their commissioned ships of war were adopted and advanced to be a guide to a British court of admiralty, for *political reasons*.

The court gave judgment that the captors were entitled to the *whole* property — An appeal was prayed for touching two thirds of the vessel and cargo, which was granted. The proper officer of the court was then directed by the judge to sell the *Salem*, her tackle, apparel, and furniture, and the goods, wares, and merchandises therein laden, and to pay one third of their value to the captors, agreeably to the salvage offered by the American agent, and the remaining two thirds to be secured pending the appeal.

[LC, "Federal Gazette & Baltimore Daily Adv." Balt., Md., 29 July 1800.]

To George Knox, U. S. Consul, Hull, England, from Rufus King, U. S. Minister,
London, concerning blockade of Genoa

[OFFICIAL.]

LONDON, 21st February, 1800.

SIR, I have received a note, dated the 20th inst. from Lord Grenville, informing me that on the 5th of January last a proclamation was issued by the commander in chief of the British fleet in the Mediterranean, declaring the port of Genoa in a state of blockade, and adding that the blockade so instituted would be maintained and enforced in the strictest manner, according to the usages of war, acknowledged and observed in similar cases.

I request you to make this information known to our citizens within your consulate, and to transmit the same to the United States by the earliest opportunities.

With great respect,

I am, Sir,

Your obedient servant,

RUFUS KING.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 29 April 1800.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of
the Navy

[PHILADELPHIA]

Navy Department 21st February 1800

Captⁿ ROBERT GILL
Navy Storekeeper —

SIR Please to deliver to Captain Stephen Decatur [senior] or order from time to time, such quantities of Saltpetre as he may require for the purpose of manufacturing into Gunpowder for the use of the Navy taking regular receipts, and keeping an exact account of the quantity delivered for which the said Captain Decatur, & M^r William Lane are to be Charged & held accountable —

By order of the Secretary of the Navy

I am

Sir

Yr obed Servt

AB THOMAS

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

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate
Essex, Captain Edward Preble, U. S. Navy, commanding, Friday, 21 February 1800

Pleasant weather, all sail set to advantage. People employd at Ship's duty. At ½ past 8 pm in T G sails middle part stiff breezes & hazy —

At 1 AM. William English, died he belonged to the fore-castle, larboard watch, Making ready to bend one of our boom mizens. Broachd a cask water rider, starboard side M^s hatchway. 200 G^s

Lat. Observed 31°.1' S

Longitude in 20°.41' W

[LC, EPP, 1799-1800.]

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

NEWPORT Feb^r 22^d 1800

We take the liberty to inclose the Protest of Edward Landers, Master of the Brig *Greenwich* of this Port lately captured by a Cruiser fitted out from Havannah under French Colours. The circumstances of which appear to be so flagrant a Violation of Treaty & neutral rights, by the Spanish Government at Havannah, as to justify (we suppose), a claim for the amount of property lost & damages We were owners of the Goods as per Invoice inclosed which we freighted in said Brig —

Mess Archibald Crary & Son of this town were owners of the Brig they have handed us a Copy of the Invoice of Goods, they shipped in her which we inclose —

Cap^t Landers is not returned from the Havannah but is expected soon, when further investigations can be made into the circumstances of her capture & the conduct of the Spanish Government here respecting it —

HON. TIMOTHY PICKERING Esq
Secretary Department of State

[Newport HS, Gibbs & Channing LB.]

[20 or 22 February 1800]

Concerning encounter between U. S. Brig *Norfolk* and the pirate schooner *Beauty*

BALTIMORE, March 21.

Capt. Price, arrived yesterday from Havanna, informs that on the 4th instant the boat of the United States brig *Norfolk* was sent in there, dispatched with the intelligence, that on or about the 22d February, that brig had chased the noted pirate schooner *Beauty* on shore at Point Jaco, on Florida side. The *Norfolk* not being able to follow her into shoal water, brought her guns to bear in such a manner, that before her crew were able to abandon her, she battered the entire broadside of the *Beauty* to pieces. The merchants of the United States are sincerely congratulated on this intelligence, as the *Beauty* during her short career, had done immense damage to our commerce.

[LC, "Claypoole's American Daily Advertiser" (Phila.), 25 March 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, Saturday, 22 February 1800

The first part fresh Breezes and Cloudy
at 1 P M fired a shot at a Brig Bro't her to at ½ past 1 shortened sail to speake her from Boston bound to Havana 32 Day out Jonathan Bartall Master Brig *Union*

Tack'd ship to the Eastward Made sail saw a sail to Windward at 5 shortened sail

at 5½ Wore ship to the N E Squally

at 6 the Land bore from S E to W S W Dist from 4 to 5 Leagues

at 7 took the Wind to the Northward & Westward Reefd the Top Sails

at 12 Midnight Hauld up the Fore Sail Wore Ship to the Southward & Eastward

Middle part Fresh Breezes & Cloudy

at 4 Wore ship to Northward

at 5 Wore ship to the Southward

at 6 spoke the Schooner *Harriot* from Boston George Smith Master
20 Day out

at 11 Wore ship to the Northward

at 12 Mer the Land bore from W b N to S E 7 or 8 Leagues Dist

Latter part Fresh Breezes & Cloudy Under Double Reefd Top Sails

Latitude Observed 23° 10' North

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 23 February 1800

Strong Gales and Cloudy with a heavy Sea Running from the N^d & E^d the Sloop still in tow ½ past 5 Wore to the N^d

½ past 8 hauld up the fore sail and Took in the Mizzen topsail

At 12 Moderate Wore Ship to the S^d and E^d

½ past 3 Sounded with 70 fathoms of line No Ground At 4 Wore Ship to the N^d and Westw^d

At 7 Wore ship to the S^d and E^d Set fore and Mizⁿ Topsail, at 9 Set the Mizzen Staysail

At 12 fresh breezes and Cloudy with a heavy sea running from the Eastw^d Employd woulding the heel of the Fore top mast

Latitude Observed 20° 28' North

[NDA photostat.]

To Captain Silas Talbot, U. S. Navy, or the Commanding Officer of United States ships at Cape Francois, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 24th February 1800

Captⁿ SILAS TALBOT

or the Comm^r Officer of the American Ships

at Cape Francois

4 Copies of this letter transmitted to J & E Watson New York to be forwarded by different conveyances.

SIR General Wilkinson and his family are returning to the United States from New Orleans about the 10th April — You will be pleased to send the *General Greene* to that place, to receive on board the General & his family, and to return by way of the Havana in order to convoy any vessels homeward bound —

I shall send you provisions &^e under convoy to sail about the 5th March from New York —

I have the honor to be with great respect —

Sir

Yr obed Servt

[NDA, OSW, Vol. 3, 1799–1800.]

To James Arden, New York, from Secretary of the Navy

[PHILADELPHIA]
Navy Department 24th February 1800

M^r JAMES ARDEN
New York —

SIR I am honored with your letter of the 22nd Inst —
I do not believe any convoy will be sent to India in the ensuing
Spring — Should any be sent you shall have early information —
I have the honor to be

Sir
Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To John Brown from Thomas Lloyd Halsey of Providence, R. I.

PROVIDENCE Feb^r 24th 1800

JOHN BROWN Esq

SIR The Letter p^t Col^o Humphry address'd to John J. Clark
Esq^t & myself has been duly deliver'd by him; & all the attention has
been paid M^r Humphry which the greatness of the Object demanded,
& we have only to regret that the Shortness of his Stay was such as
prevented our being more Civil to Him — He arriv'd here on Tuesday
Evening last, & left us at Sun-rise on the Saturday following: On
Wednesday a number were collected to wait on Him to M^r James
Rhodes, & from thence to *Gaspee* Point & spent the remainder of
the Day in Shewing him the advantages of the several Positions of
the Land, the Ponds, Pawtuxet falls &^e &^e & left him at M^r Rhodes
for the Night in Company with Cap^t Updike, & Col^o Talman: —
The next Morning we sent down to *Gaspee* point a Yawl with Lead
& Lines &^e to be there ready to sound every Part that was Necessary:
& we went down with Three Sleighs & took with Us such Persons, as
we thought the most Suitable for the Enterprize. The God of
Nature furnish'd Us with a beautiful Day — & removed out of the
River all the Ice, & so favorable was the Time that Col^o Humphry
remain'd in the Boat 4 Hours at least without Landing: a time
sufficient to Effect his Purpose as to the Soundings, after which he
review'd the Ground the second time, & we then went to Your Farm
House to Dine at half Past Three, where we examined the Draft we
had taken by M^r Harris before Col^o Humphry arrived here; which
was extremely well done & Accurate: On Fryday Morning We took
a Packet Boat; & so very Favorable was the Wind & Weather that
we began the Soundings from Fields Point, to within 5 Miles of
Newport, going down the East Passage, & returning through the
West; stretching from Side to Side as was Judg'd necessary, & arriv'd
back to Providence before 7 O'Clock in the Evening much to the
Satisfaction of M^r Humphrys — The Next Morning he left Us: & I
believe well pleas'd with our Situation & his Reception — And
although he is that Prudent Man to give no Opinion as he Progresses
in his Mission, still I think he is very favorably Impress'd that the
Harbour of Rhode-Island, the Narragansett Waters, *Gaspee* Point
with its Contiguous advantages are such, as would be Eligible for
the Dry Dock, & Safety of the Ships — But perhaps I am too San-

guine to make you this declaration: And you know that our Feelings are alive to the Having it in this River: Consequently our Fears are great that the Dock may be Elsewhere — But if it is not Presumption to Haszard an Opinion I believe it will be either at New London, or in our River — I think *he leans towards New London* — This to Yourself: & be on your Guard — Our danger is there, or I am mistaken — You will therefore bring up Your artillery to Batter-Down this Prejudice — You have every thing to favor Your argument — You know that Ships can't enter the Port of New London either with a North West, or a North East Wind — The former is the Cold Winter Wind, the latter is the Stormy Wind: from both of Which the Worn out Seaman dreads, & wishes to be Shelter'd from; and the Harbour of Rhode Island afford it — At New London, an Ennemy Can block it Up; not So at Newport. the British lost a Ship of the Line at Gardiner's Bay, The Shores are Rocky, with Ledges of Rocks, & the Race, bad Navigation. Our Enterance good, a Perfect Haven, & the best Bottom for Ships; & so far as relates to other Conveniences for our National Dock Yard Unrivall'd by any — If Influence does not Out-weigh our Right.

M^r Rhodes has offer'd 50 Acres of his Land which he supposes the best of it, at the Price of 40 doll^s p^t Acre, being the Price that he gave for the Whole Farm; & if that Price does not suit the Government; any other price they will Affix; & I have no doubt so far as relates to Your own Land; That no difficulty will arrise Your Public Spirit, is too well known, to admit a doubt, but you will do every thing in Your Power to Conduce to its being here.

M^r Humphry is really a worthy Candid Man, & appears to be a Man well calculated for this Employment, & no doubt will make a true Report — But You well know that the *Great Fishes* will devour the *Small Ones*: & Unless great Pains be taken we shall Loose it — I wish you would spend some time on the Subject with the President, & Impress M^r Stoddarts Mind with all our Natural Positions, & advantages, touch upon the Defence we can make in Case of attack — Let him know during the War that New London was Surprisd in the Morning by an Ennemy, Their Fort taken, & their Town burnt — This cannot happen to Us —

Col^o Humphry acknowledged that what had been represented by M^r Rhodes to the Secretary of War were Candid, & that there were advantages not even mentiond. —

Having wrote this in Haste, & put down Such Ideas as Occur'd while writing, that you will pardon its Incoherrance of Stile — Be perswaded Sir! that I am with Unfeigned Regard & Esteem —

Your most Obedient humb. Serv^t

THO^s LLOYD HALSEY

[NDA. A, 7.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 24 February 1800

Strong Gales and hazy weather, unbent the Main sail and Main top sail and bent others

At 6 Cape francois bore S by W 7 or 8 leagues Tortudas bore W S W, at 8 Sounded 70 fathoms, No Ground wore Ship to the N^o

At 12 fresh breezes and rainy weather, Wore to the S^o

AM at 3 fresh breezes and squally, hove the Main topsail to the Mast and lay by till daylight, Sounding every $\frac{1}{4}$ of an hour with 70 fathoms of line but found No bottom $\frac{1}{2}$ past 6 saw a sail to leeward turned a reef out of each topsail, Set fore sail & Main sail and Gave chase, at 7 Up Top Gallant Yards $\frac{1}{2}$ past 7 Shortnd sail and boarded the chase an American brig from S^t Thomas^s bound to the Cape In a very leaky condition and had both pumps choakd the Cape South, boarded a Schooner from S^t Domingo bo^d to the Cape

Latitude Observed 19° 51' North

[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, Monday, 24 February 1800

The first part Fresh Breezes and Cloudy

at 2 P M wore ship to the Southward

at 4 saw a sail to the Eastward at 5 spoke the Brig *Norfolk* who told us she Run a French Cruiser [schooner *Beauty*] on Sugar Key 4 Day past Saw 2 Sail to Northward Wore ship and gave Chase to one & the *Norfolk* to Other at $\frac{1}{2}$ past 6 spoke our Chase the Schooner *Maria* from Havana bound to Norfolk Thomas Thorn Master who told us the Schooner that the *Norfolk* was in chase of was a Cruiser in Chase of him Since 12 oClock we bore away and gave Chase after the *Norfolk* and mad[e] sail Made several signals for the *Norfolk* She Andwered them

at 9 came up with the *Norfolk* who had her Chase alongside an English Privateer from Providence Shortened sail Sent the Jolly Boat on board of the *Norfolk*

at 11 P M wore ship to the Northward

Middle part Fresh Breezes and Cloudy

at 3 A M wore ship to the Southward

at 6 the pan *Matansa* bore S S W Dist 9 Lea Saw 5 sail in sight to the North^w^d wore ship and gave Chase

at 7 came up with the Chase Spoke with them from Havana bound to America All Americans Sent our boat on board

The Jolly Boat at 9 made sail Run in under the Land off and on Latter part Fresh Breezes & Cloudy

Latitude Observed. 23° 10' North

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

To Captain Richard Derby, U. S. Navy, from C. W. Goldsborough for Secretary of the Navy

[PHILADELPHIA]

Navy Department 25th February 1800

Captain RICHARD DERBY

Boston or Salem —

SIR I do myself the honor to enclose your Commission as a Captain in the Navy of the United States —

By order of the Secretary of the Navy,

I have the honor to be

Yr obed Servt

C W G —

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 25 February 1800

fresh breezes and Variable, At 1 Spoke with and boarded the Brig *Sally* Belonging to New London and bound to the Cape

At 4 boarded a Sloop from Newburyport bound to Jamaica

At 6 Cape francois bore S by W distance 5 leagues $\frac{1}{2}$ past 6 Tackd Ship to the Northward

At 9 Set the foresail

At 12 Tackd to the Southward

$\frac{1}{2}$ past 6 Saw a strange Sail to the N^d tackd and Made all sail in chace at 8 the Cape South five leagues. $\frac{1}{2}$ past 10 Came up with the chace and found her to be a Ship under danish colours In Great distress by her crew being Mutinous and the Ship So leaky, took her In tow Sent an Officer and 8 seamen on board by the request of the Captain and sent her In to Cape francois took all the men belonging to the Ship on board the *Constitution* the cape then bore south, Steerd In for the Cape with the Ship In tow

Latitude Observed 20° 04' North

[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, Tuesday, 25 February 1800

The first part Fresh Breezes and flying Clouds at 1 P M took in sail and stood off and on in the Mouth of Matanza Bay in C^o with the *Norfolk*

at 6 Made sail and out Round the North Cape and Bore away to the Westward and Run down under short sail

Middle part Moderate Breezes and Cloudy at $\frac{1}{2}$ past 6 A M saw 3 sail to windward Made sail and gave Chase Tackd ship Occasionally

at 10 $\frac{1}{2}$ gave them A shot to Bring them to they out sweps to pull to windward it being Light Wind gave them the second shot which struck so Nigh it Brot them to and they Run down to us they had Boarded An American schooner in sight of us we sent our Boat on board of her to see if the other two had taken any thing from her found they had not Boarded the two Cruisers from New Providence on a Cruise the schooner *Eagle* 14 Canonades Robert Whitehead Master She was boarded by Capt Bainbridge the Last 24 Hours the schooner *Hope* from Providence 12-4 pounders Daniel Davis the schooner *Eliza* from New York bound to Havana Hamlet Fairchild Master 15 Day out Received a Paper Dated 10 Feb

Latter part Light Breezes the *Norfolk* Boat came on board

9 or 10 Leagues off the Havana within 3 Leagues off the Land

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

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

[Philadelphia]

Navy Department 26th February 1800

Captⁿ STEPHEN DECATUR
of the Frigate *Philad^a*

SIR You are allowed for the Frigate *Philad^a* besides your Commissioned Warrant and Petty Officers (the last of which you will appoint) and a detachment of Marines which will be supplied by the Major of Marines One hundred & twenty able seamen at 17 Dollars p^r month. and one hundred & seventy two ordinary seamen & boys at from 5 to 14 Dollars according to merit, all to be entered to serve one year from the Ships first weighing anchor on a cruise —

You will open rendezvous in such places as may appear to [be] best calculated and instruct your recruiting officers to exert themselves to the utmost in the prosecution of these instructions

None but sound & healthy men are to be entered, and no unfair means are to be used to induce any person to enter the service

You have herewith a compleat sett of recruiting papers, the use of which you know too well to require any explanation

Every man entered must take an oath agreeably to the form you will receive herewith — You may allow two months advance, but previously take care to obtain sufficient security to resort to in the event of desertion —

Monies will be advanced you & you must advance to your recruiting officer, who will be allowed two dollars for each recruit in full for every expence attending the enlistment —

Prior to sailing you will send your Accounts & Vouchers to Thomas Turner Esq^r for settlement —

I have the honor to be with great respect

Sir

Yr obed Servt

[NDA, OSW, Vol. 3, 1799–1800.]

To the U. S. Attorney for the District of New York from Secretary of the Navy

[PHILADELPHIA]

Navy Department 26th Febr^y 1800

The United States
Attorney for the District
of New York —

SIR I do myself the honor to inclose the Copy of a letter from Captain Talbot to me and Copies of the papers referred to in his letter on the subject of the Schooner *Swift* — If you should percieve in these documents or other information the prize Master may have it in his power to give no ground for proceeding against this Vessel as a prize, the sooner she is restored to her owners the better —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

[26 February 1800]

Papers concerning the Brig *Dolphin*, prize to the U. S. Frigate *John Adams*

S^o Carolina District —

In the Admiralty —

The Officers and Crew
of the Frigate *John Adams*.
vs
The Brig *Dolphin* &c & Cargo

} Salvage.

Wednesday 26th February 1800 —

DECREE. That so much of the prayer of the said Libel as is for one eighth of the said Brig *Dolphin*, her tackle, furniture and cargo on board to be decreed to the said George Cross and the rest of the Officers and Crew of the Frigate *John Adams* be granted — The Agents for the Recaptors and also the Agent on the part of the Owners of the Brig *Dolphin* having in open Court consented to fix the valuation of the said Brig and her Cargo, by appraisement in order to ascertain the amount of such eighth for Salvage as aforesaid — Ordered and Decreed that Nathaniel Russel, Adam Gilchrist, Thomas Ogier, James Cox and Seth Lothrop or any three of them be appointed Appraisers to fix the true value of the Brig *Dolphin* and her Cargo to be returned on oath and under their hands and seals into the Office of the Register of this Court within ten days — That the Marshal of this District do sell at public Auction after the usual notice so much of the Cargo of the said Brig as will raise a sum sufficient to pay one eighth of the true value of the said Brig and Cargo for Salvage free of deduction, and also all the costs and expences of this suit and all charges and other expences incident to the Sale — That after such sale the said Marshal do pay over the said one eighth part to the Agents for the Officers and Crew of the Frigate *John Adams* and after payment of costs and expences; that he restore the said Brig *Dolphin* and the remainder of the Cargo after such sale to the former Owners or their Agents —

[Enclosure No. 1]

Receipt of A. Miller, Agent for Officers, to Charles B. Cochran, Marshal

— Copy of the Agent's Receipt for Officers —

Charleston 15th April 1800. Received from Charles B. Cochran One hundred & fifty dollars being the proportion of Salvage decreed to the Lieutenants, Sailing Master, Purser and Surgeon of the Frigate *John Adams* George Cross, Commander for the Brig *Dolphin* recaptured —

(Signed) A. MILLER.

\$150.

Agent for said Officers —

[Enclosure No. 2]

Receipt of William Crafts, Navy Agent, to Charles B. Cochran, Marshal

— Copy of Navy Agent's Receipt —

May 19th 1800. Received of Charles B. Cochran Marshal, the sum of One thousand and seventeen dollars, thirty one cents being the salvage decreed to the Officers and Marines of the Frigate *John*

Adams, excepting the share of three Lieutenants, Sailing Master, Purser and Surgeon, in the case of the Brig *Dolphin* —

(Signed) WILLIAM CRAFTS

\$1017.31.

[NDA. XZ, 1798-1800.]

Presumably to Secretary of State from U. S. Consul, Kingston, Jamaica

KINGSTON JAMAICA *Feb^y 26, 1800*

SIR On the day of the date of my last, there was a Privy Council of this Island when it was recommended to the Governor to permit produce to be taken off in American Bottoms, to the amount of the Value of the Goods imported in the same Vessel, I have enclosed a true copy of the same & a further list of American Seamen impressed & on board the British Squadron on this Station. —

As Commodore Truxtun has been here some days & has frequently seen Admiral Parker I beg leave to refer you to him for any Intelligence you may wish relative to the Impress service, I have very freely communicated my Sentiments to him [on] the Subject

The American Trade for some months past has been greatly distressed in consequence of their men being so generally impressed, in many instances the masters have been necessitated to take people of any Nation & pay the most extravagant Wages in advance or suffer their property to remain here —

If a Sloop of War & tender of about eight or twelve guns was order'd on this Station to cruize about this Island the Trade would be greatly benefitted & much property saved which frequently falls into the hands of a Banditta that Infest this Island.

With Great Respect

Your Most Ob Hum Serv^t

P S. I could wish to be informed whether Masters of American Vessels might not make their protest before me. If so be so good as to signify the same in due form under the Public Seal. —

[SDA. Kingston, Ja., Vol. 1, 1796-1828.]

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, 26 February 1800

The first part Light Breezes and pleasant
 at 2 P M saw a sail to the N W Made sail fore & Aft and gave Chase
 at 3 took in sail and spoke with a ship from New Auleans bound to Havana the *Norfolk* in Company
 at 6 — 2 Leagues from 8 or 9 Leagues East of Havana
 at 7 P M shortened sail fore and Aft
 at 11 the ship we spoke Run on board of us Carrayd away our Sprit-sail Yard done us no Material Damage she lost her fore and Mizzen Top Mast by the Board Sent our Jolly Boat to Assist them
 Middle part Light Breezes and Cloudy
 at 3 A M the Jolly Boat came on board and she bore away

at 4 shew two Light for the *Norfolk*
 at 5 Wore ship at 6 Made sail
 at 8 took the ship in to[w] for The Havana and Made sail
 Latter part Light Breezes and hazy within 2 Miles off the shore & 4
 Leagues East of Havana

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

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

U: S: Frigate *Insurgent* Feb^y 27th [1800]
 15 Leagues West of the Moro Castle

BENJⁿ STODDERT Esq^t

SIR I avail myself of this present short notice, to acquaint you of my present situation my last respects of the 1st Ins^t from St Kitts inform'd you of my having received your instructions to go down to Jamaica. on my way thither, I fell in with the *Constellation* in a very shatter'd situation, two days after the Action she had which you are no doubt inform'd of before this. both Cap^t Truxton & myself thought it prudent that I should continue with him till we got down to Jamaica, which I did do; consequently created three days delay on my part; after I arrived there, I found the money I went after was not to be had, only in part, which I received on board amounting to One hundred & twenty thousand dollars the residue three hundred thousand dollars more, I was prevailed upon by Mess^{rs} Atkinson & C^o, & in conjunction with Cap^t Truxton's advice, to call at the Havannah for, which they inform'd me would not create more than two or three days delay, as I thought it an object of magnitude to the Public, so large a sum being exported to our Banks; I made all the expedition in my power to effect the purpose. but unfortunately I have had such stormy weather, & head winds ever since I left Jamaica which was on the 14th Inst, that you will no doubt be anxious about our safety. I counted upon making the passage here in five days, & have been fourteen beating against heavy gales from the North, to W N W. most of the time under close reef'd topsails, but was happy to find the Ship made fine weather of it & stood the gale admirably.

As I hope to meet with quick dispatch here, I shall probably be with you before this gets to America.

I left the *Constellation* going on with her repairs & 'tis probable she might sail by this time for Norfolk under her Jury Main Mast.

As I shall be govern'd by the Winds & Weather when I get upon the Coast, I cannot tell you whether my destination will be as I shall aim for the Chesapeak, Delaware, or New York, which ever port I can get into most readily.

Be so good as to let M^{rs} Murray know that I am well

With great respect

I am

Your most Obed^t

Hum^l Serv^t —

P^t Sloop [space]

Via Norfolk

[27 February 1800]

An Act further to suspend the commercial intercourse between the United States and France, and the dependencies thereof

[United States Statutes at Large. Sixth Congress. Sess. I]

[Note: This Act, approved 27 February 1800, may be found in the Statutes at Large, volume II, pp 7 to 11 inclusive.]

[Statutes II.]

To Accountant of the Navy Department from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th Febr^y 1800

THOMAS TURNER Esqr
Accountant of the Navy

SIR The allowance of Commissions to Agents in the Navy Department in some instances where the business transacted has been troublesome and but to small amount has been as high as 5 p^t Cent —

Nicholas Johnson Esq^r of Newbury port Agent for building the Sloop of War *Warren* having superint[en]d[ed] the building of that Ship in addition to his duties as Agent and his Comm^s or expenditures being less than his whole services merited I think his extra charge of 250 D^{rs} reasonable & just —

I have the honor to be

Sir

Yr obed Servt

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

[27 February 1800]

Extract from a letter from an officer on board the U. S. S. *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding

[U. S. S. *General Greene*] CAPE FRANCOIS,
April 14. [1800]

“On our leaving this place in January last. we were ordered by Commodore Talbot to make a cruize round Hispaniola, from which we returned but a few days since; not that it would have required half that time to have performed the route, but for the purpose of aiding Gen. Toussaint in the capture of Jacmel. We cruised off that port a considerable time, to intercept supplies for Rigaud. This had the desired effect. Jacmel, closely besieged on the land side by Toussaint’s army, and blockaded by the *General Greene*, was reduced to a state of starvation. As a last effort, they made a desperate sally in the night, with intention to force Toussaint’s lines, but failing in the attempt, and the whole garrison, of more than 5000 men, fell into the hands of Toussaint.

The capture of Jacmel is of infinite consequence to Toussaint, and of high importance to the commerce of the United States to this island, as in the general opinion it will much facilitate the entire reduction of Rigaud’s power. It is impossible for me to describe to you the manner in which Toussaint expressed his gratitude to Capt. Perry on the

occasion. We engaged three of Rigaud's forts warmly for 30 or 40 minutes; in which time we obliged the enemy to evacuate the town and two of the forts, and repair to their strongest hold; this fort however soon hauled down its colours. We had got our boats out ready to take possession of the place, and a number of Rigaud's cruising vessels and barges in the harbour, when a large ship hove in sight, which from her appearance capt. Perry and his officers judged to be a French frigate; it was thereupon thought prudent to relinquish the enterprize, and go in pursuit of her; but on speaking her, found she was indeed a French built ship, but then in possession of the British, and cruising in their service. The damage we received was very inconsiderable; a few shot in our sides, and some of our rigging cut away. The enemy had several men killed and wounded."

[According to "Our Naval War with France" by Gardner W. Allen, Jacmel fell on 27 February 1800.]

[LC, "Conn. Courent", (Hartford), 2 June, 1800.]

To Nathaniel Hooten, Ship Carpenter, Philadelphia, Pa., from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 27th February 1800

M^r HOOTEN

Ship Carpenter

SIR M^r Humphreys being absent you will be pleased to go immediately on board the *Enterprize* and ascertain from Captain Shaw what repairs are necessary, and have them executed with all possible dispatch This vessel cannot remain in port more than two or three days —

I am Sir

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 27th February 1800

Mess^{rs} JAMES & E WATSON

New York

GENTLEMEN Flannel & not paper should be used between the Ship & the Copper

I have the honor to be

Yr obed Servt

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 27 February 1800

Light breezes and clear weather, employd in Sundry jobs of the Ships duty

P M at 4 the Cape S $\frac{1}{2}$ W, 10 miles at the Cape SW $\frac{1}{2}$ W 12 miles Tackd to the N^d

At 10 the Cape SW by S tackd Ship to the E^d

At 12 Midnight tackd to NW^d

AM at 4 Wore to S^d and E^d

At 6 saw two strange sails to the N^d & W^d

At 8 boarded an american Schooner from the Cape bound to Baltimore In her we sent two french prisoners to be landed In America, Joind C^o the U S Schooner *Experiment* from the bite of leogan and 2 Schooners prizes to the *Experiment* with Stores for the *Constitution*

At 12 Employd Receiveing Stores from the two Schooners

[NDA photostat.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 27 February 1800

Boarded the *Constitution* was informed by Commodore Talbot that my Officers had accused me to him of *Cowardice* & ill usage.

[NDA, NO, Vol. 1.]

Extract from the log book of Sailing Master Joseph Whitmore, U. S. Navy, of U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, Thursday, 27 February 1800

The first part Moderate Breezes & pleasant

at 1 P M set steering sails below & aloft

At 3 took them in at 4 Cast off the ship which we had in Tow Bore away for the *Norfolk* the Moro Castle about 3 Miles W b S Sent the Barge on board of the *Norfolk* by order of a signal Barge Returned the *Norfolk* Barge came on board with the Capt.

at 5 took in more sail

at 12 Tack ship to the Southward

Middle part Moderate & Cloudy

at 3 A M Wore ship to the Westward

at 5 Wore ship to the Southward & Eastward Saw a Brig to the Leward off us

at 7 the *Norfolk* Made signals for us to Chase to Leward Made sail & bore down on the Brig at $\frac{1}{2}$ past 8 spoke her from Charleston bound to the Havana the *Delight* of Newport Rhode Isle James Philips Master 9 Days out Sent the Jolly Boat got 3 Late Papers

Tackd ship Occasionally

Latter part Fresh Breezes & Cloudy

The Moro Castle bearing S W by W Dist 6 Leagues

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

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

[PHILADELPHIA]

28th February 1800

Captⁿ SAM^l BARRON

Norfolk

SIR With respect to officering of the *Chesapeake* under your Command there have been ordered to join her

Lieutenants Josias M Speake, John M^cRea, John Archer, John Smith

Surgeon Thomas Reynolds

Sailing Master Edw^d Ballard [Ballard]

Purser Buller Cocke, and the following Midshipmen

George W Coffin, Geo W Spotswood, John Henley, Edw^d OBrien, George Dabney, Philip Henop, Clement Lindsay, John Legg, John Goodwin Jun^r, Westwood T Mason, Edward Bennett, P. S. Oglevie, Charles W Jones, Lewis Warrington, Octavius Augustus Page, Allen J Greene, George Parker, Abijah J. Hinton & Thomas Tingey Beale —

M^r R H Lee Lawson who has lately been appointed a Lieut I am told by Col Parker very much to his merit is desirous of going a cruise or two as eldest midshipman to gain more experience in practical navigation — If upon conversing with him you find this to be his desire, you will be pleased to receive him under your Command in that character —

To complete the officering of the *Chesapeake*, You require

One Chaplain or School Master

Two surgeons mates

One Boatswain

One Gunner

One Sailmaker & one Carpenter — The first & four last of which You will be pleased to select proper characters for, and appoint I will provide the Surgeons mates in due season perhaps the Gentlemen you mention will be one of them — The appointment of Masters mates and of all the petty officers rests with the Captⁿ You are therefore at liberty to appoint M^r Hipkins one of your Masters mates —

I have the honor to be

Sir

Yr obed Serv^t

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

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

[PHILADELPHIA]

Navy Department 28th February 1800

Captain SAMUEL BARRON
Norfolk — Virginia

SIR Enclosed you have a warrant for Edward Ballard to be a Sailing Master in the Navy — You will require him to take the oath & return it to this Office with a letter of acceptance —

There is a bill now before Congress authorizing the employment of school masters — When this bill passes into a Law, M^r Matthew Hannery shall be appointed to that station on board the *Chesapeake* —

I have the honor to be

Sir

Your obed Servt

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

To Lieutenants Jeremiah Barton, U. S. Navy, et cetera, from Captain Alexander Murray, U. S. Navy

U: S: Frigate *Insurgente*
Off MATANZAS 28th Feb^y 1800.

GENTLEMEN I have received your letter of the present date & am very sensible of the very perilous situation we are now in, owing to the most uncommon Winds & weather, that we have met with since we left America.

Taking all the enumerated circumstances of your letter into my most minute consideration, I am clearly of your opinion, that it would now be the height of imprudence to contend longer with the untoward events of our passage, thus far through the Gulf altho' at the same time it was my most anxious wish to call at Havannah which I did not think would create much delay, when I engaged so to do, but as the object of calling there was of an uncertain nature, & at the best construction, that could be put upon it, would have created a greater delay than I am justifiable to give into: I am perfectly disposed to shape our course for America without delay where I hope to justify my conduct to the Sec^y of the Navy

Accept of my best offers of services & friendly intentions towards you & be assured that I am with great esteem

Your Most Obed^t

Hum^e Serv^t

Mess^{rs} BARTON &c — —

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

[28 February 1800]

To Secretary of State from U. S. Consul at Cadiz concerning Proclamation of Blockade of Gibraltar

(OFFICIAL.)

A letter from the American Consul at Cadiz, dated the 5th of March, 1800, to the Secretary of State, announces a Proclamation of the king of Spain, declaring the port of Gibraltar in a state of blockade. The following is a translation of the Proclamation, as printed and published at Cadiz on the 28th of February last.

BLOCKADE OF GIBRALTAR.

HIS Catholic Majesty, desirous of lessening as far as possible the injuries resulting to the nation by the shameful trade carried on by many of his subjects with the Garrison of Gibraltar by means of neutral vessels, and availing himself of the right of making reprisals on the enemies of his crown, who have declared the ports of Cadiz and St. Lucar in a state of blockade: — His Majesty is therefore pleased to order, that from this day the Garrison of Gibraltar shall be considered as blockaded, and that in consequence thereof, all neutral vessels bound to that port shall be considered as lawful prizes.

Published for the information and government of this city and neighborhood.

CADIZ, 28th of February, 1800.

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

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

[PHILADELPHIA]

Navy Department 28th February 1800

GIBBS & CHANNING

New Port

GENTLEMEN I am honored with your letter of the 19th —

If you can get 30,000 D^rs for the *George Washington*, & think her worth no more, take it — otherwise let her repairs go on so that we may soon send her to sea —

As to the *Two Angels* [*Les Deux Anges*] I suppose she has already proceeded to Boston — if she has not, to avoid the danger of the voyage she should be put into the Court, and if condemned sold there — I suppose the Cargo will sell as well there as at Boston — The Law will permit her trial either at Boston or New Port —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 28th February 1800

OLIVER WOLCOTT Esq

Secretary of the Treasury

SIR The draft of your letter to me is now returned is conformable to the arrangements of the Navy in every particular — The vessels can be in the line of their duty and have as good a chance of performing other essential service in going after money from the U S as if they were sent to cruise only — at least the difference cannot be material — Whenever then you know of sums of sufficient magnitude to be sent for, we shall always be able to furnish a vessel in three or 4 weeks notice —

I am with great respect

D^r S^r

Yr obed St

[NDA. Req. on US T, 1798–1803.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday 28 February 1800

Moderate breezes and clear weather, lying too employd Receiveng Stores that were sent by M^r Levy Navy Agent at cape francois by the Schooner

Viz 26 cask of Brandy 110 barrels of bread
 58 boxes of candles 17 barrels of beans
 28 bags and 2 barrels of potatoes 42 firkins of butter
 Also one box containing twenty dozen Shirts —
 At 8 Joind company the U S Brig *Agusta*
 At 12 light airs and a smooth sea
 AM $\frac{1}{2}$ past 6 out all reefs of the topsails Set Top Gallant sails
 In chace of a strange sail, at 8 the Cape bore S S W
 $\frac{1}{2}$ past 9 fir'd a Gun and brought too the chace, A Danish Schooner
 from Port Republique bound to S^t Thomas^e
 Armd and Mann'd the Schooner *Amphitheatre* and fitted her out for
 a 30 days cruise, Sent carpenters on board her to mount the Cannon-
 ades and Swivels sent out of the *Constitution*, 12 Monte S by S [sic]
 18 miles

[NDA photostat.]

Extract from Log of the American Merchant Ship *Friendship* 28 February, 1800

Begins with fresh breezes, and a high swell from the Westward, at Day light, made Cape St. Vincents: bear^e E S E Distant about, 7 or 8 Leagues; & at 5, pm Cape St. Maria Bore N N E about 4 Leagues run under easy sail all untill 4 am then lay by 1 hour untill Day light, at Day light on the 1st March saw the land from Rotta point to St. Perro. Entrance St. Lucar River; Bore away & made Sail, at 8 Saw Cadiz, $\frac{1}{2}$ past 9 lett go our anchor in Cadiz Bay, in passing the point of Rotta, met a french privater, who with his consort came out with an intention of Saluting us but on come near us they alter'd their winds, but not without trying to intimidate us by Brailing up there Sails & heaveing to for us, and although they took us at an nonplus still we showed them that we where not to be bulied; we imediately luff'd took up Fore sails in Top Gallant Sails, knock^d out the Tompions, prim'd the Guns, and bore away and pass'd the first within pistoll shott, but we where so unfriendly as not to change a word Together —

So Ends a prosperous passage Thank god —

18 Days —

Latt^d 36°.51' N.

Long^d 8°.40' W.

[Essex Institute.]

To Captain George Little, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U. S. FRIGATE *Constitution* 1 March 1800 —

SIR, I have the pleasure to forward by the Brig *Agusta*, several dispatches for you, and your Officers: and I ought to apologise for breaking the seal of a letter directed to you, which is now enclosed, it was done thro' mistake your letter was put under cover of one to me; and thinking it was from some of my acquaintance, and not previously attending to it's direction it was broken; but at the same instant, and before one word was read, I discovered the mistake: and I give you my word, that neither myself, or any one else here, has the least knowledge of what it contains: after this statement, I trust that you

will have the goodness to excuse the blunder — The Secretary of the Navy is pleas'd to observe, in a letter I had the honor to receive from him, dated the 23rd of January, that letters had been published that was wrote by Officers on this Station to their friends in the United States, that has already done mischief; and directs me to inform all under my command, that the President disapproves of the practice, of writing private letters from our Ships, relative to public transactions and I am directed to enjoin it on all Officers to avoid this practice, which is sometimes injurious, not only to the public Interest, but to the Officers themselves; I have therefore to request that you will make it known to all on board the *Boston*, that they are forbid to write one word, to any one of their acquaintance, except to the Secretary of the Navy relative to the public service they are employ'd in.

The honorable the Secretary of the Navy is pleased further to observe that it appears from some letters, wrote by our Officers, and published, that some of the Captains on the S^t Domingo station think themselves, authorized to Capture French property in Neutral Vessels — and he observes that mistakes of this kind, will lead us into quarrels with all the world, and that it is our Interest, and our policy to avoid them; at least not to provoke them, by acts of injustice. — and he directs me to check this disposition to make captures, which our Laws do not authorise. That the Commanders must be governed by the Laws, and by their instructions founded by the Laws —

The Secretary further adds "I understand from M^r Higginson that the Brig sent in, by Capt^s 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" —

Ten days after the receipt of this letter you will appear off the harbor of Cape Nicha^s Mole, and send your boat in to inform all American Vessels (if any are there) that you are off the Harbor, and ready to take under convoy, all such as are bound up to port Republic &c^s — And you must continue in like manner to appear off the Mole S^t Nicholas every fourteen days, to Convoy all such American Vessels as may be bound up the bite; and also every fourteen days to sail from Port Republic, with such convoy as may choose to profit by your protection — When it is generally known in the United States; as I presume it will be soon; that this arrangement is made it is likely that our Merchant Vessels will stop at the Mole, and then wait a Convoy up the Bay —

Should Captain Perry relieve you, on your present Station; without first seeing me; You will please to communicate this Order to him; so that he may govern himself accordingly after the *Boston* has left that station.

I have the honor to be with great respect

Sir

Y^r Obedient Serv^t

SILAS TALBOT.

Cap^t GEO. LITTLE of }
the *Boston* Frigate }

[F. D. Roosevelt Collection.]

Extract from a letter from Captain Richard V. Morris, U. S. Navy, commanding the U. S. S. *Adams*, concerning her cruise from 24 January to 1 March 1800

OFFICIAL

[U. S. S. *Adams*] March 8th [1800]

“On my last cruize, which commenced on the 24th of January, and expired on the 1st of March, I re-captured the American schr. *Isabella*, of and from Portland, bound to Trinidad, a prize to the French corvette *Le Berceau*: and captured three French privateers — the first *Le Gambeau*, a small boat, with 4 swivels and 16 men; the 2d *L'Heurouse*, a schooner of 35 tons, 4 guns and 50 men; she had taken two prizes, which reduced her to 29 men, threw 3 of her guns, boat, spare spars, &c. over in the chace.

“The other the *General Massena*, of 30 tons, 6 guns and 49 men, 30 hours from Guadaloupe, had taken nothing; threw 4 guns and boat over in the chace.”

[LC, “Claypoole’s American Daily Advertiser” (Phila.), 9 April 1800.]

To Ebenezer Jackson, Navy Agent, Savannah, Ga., from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 1st March 1800

EBENEZER JACKSON, Esquire
Savannah Georgia

SIR Captain Campbell in the Brig *Eagle*, sent into Savannah one or more prizes, about which I have never heard since their arrival — many months ago —

The United States are entitled to one half the prize money, and it is right that the Government should know that the men receive their proportion of the rest — Will you do me the favor to make enquiry how many vessels have been sent to Savannah as prizes — What has become of them — Whether they have been condemned & sold, & if sold what has become of the money. —

If you can get the whole money into your own hands belonging to the United States and belonging to the Crew, I wish you would do so, & you can place it to the credit of the Navy Department, & I can have the same amount properly applied here —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department March 1st 1800

JAMES & EBENEZER WATSON
New York —

GENTLEMEN None but very good powder must be purchased for the Navy — the Spanish powder is totally unfit — Please to procure of good powder imm^y. 26,500 lbs for the *Philadelphia* at such price as

you find necessary to give and send it on without delay — Let not your purchase extend to a larger quantity than mentioned for the present —

You may purchase the *Carolina Pease*. — It is not essentially necessary that you should be in great haste in loading the Vessel with provisions for the Cape lest we have demurrage to pay — I expect daily to hear of the arrival of the *Trumbull* at New York but she may have met with something to detain her that I have not calculated upon —

I have the honor to be
Yr obed Servt

B[ENJAMIN] S[TODDERT]

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

Extract from Captain Thomas Truxtun's Journal, U. S. Frigate *Constellation*, Saturday, 1 March 1800

Having got the ship ready for Sea in the best manner that was possible to Refit her at Jamaica there being no Masts to be procured at any price.

At one A M. unmoored and at five D° made the Signal for the Convoy to get underway and immediately weighed and stood out to sea with the Land wind but at 10 D° just as we had passed the Portuguese Shoals & the 3 fathom Bank it fell calm, which obliged us to anchor in Six fathom Water, as well as a British frigate — there being a heavy swell setting in and a Lee-current, soon after several of the Merchantmen Anchored. —

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 1 March 1800

Moderate breezes and clear weather, lying too Abreast of Monte a christo Brig *Agusta* and Schooner *Experiment* In company, Employd working up Junk, fitting out the Schooner *Amphitheatre* and Receiving Stores from the Schooner

Lieu^t [Edward] Boss and M^r [Edward] Boss, [Jr.] Midshipman Joind the Schooner *Experiment* by Captain Talbot's orders

At 4 Calm, Ships head to the Northward at 6 the Monte bore S E by S 1/2 S 6 leagues. at 9 a breeze from ENE parted company with the *Experiment* and *Agusta*

Wore an tackd as nessasary during the night to keep to windward of Monte a christo

AM at 8 Moderate and Clear, Carpenters at work on board the Schooner *Amphitheatre*

At 12 light airs and variable Monte a christo W S W 6 leagues

[NDA photostat.]

260 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,
U. S. Navy, commanding, Saturday, 1 March 1800

Fresh Breeze, pleasant weather — at 1 P M took two Reefs in each [of]
the Top sails — Sat main Top Gall^s Sail — at 6 P M. Cape Jackmel
bore WSW, distance 4 or 5 Leagues — haul'd by the Wind to the
Southward — Middle part light Breezes — At midnight wore to the
Northward — Moderate Breezes —

Latter Part, fitted a new mast and Bowsprit for the flag sent by
Toussaint, which were broke at the time the Ship drag'd her anchor —
Bent the old fore and main Topsail — At Meridian Point Jackmel
bore W. $\frac{1}{2}$ S. 3 or 4 Leagues

Latitude Observed 18° 12' North

[NDA, NO.]

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, 1 March 1800

The first part Fresh Gales and flying Clouds

Wore ship Different times as Occasion Required

At 6 PM the Land 4 Leagues, Dist point of Matansa

at 9 shortened sail in a squall

Set sail after it was past

Middle part Fresh Breezes and Cloudy

Wore Ship Occasionally

at 6 Made sail at 7 the pan of Matansa bore from us S W B S Dist
7 Leagues

at 11 A M saw a sail to the Northward

at 11 $\frac{1}{2}$ spoke the *Norfolk* off Matanza Sent the Barge on board
the *Norfolk*

at Meridian Hoisted in the Barge

Latter part Moderate Breezes and pleasant

The Matanza bearing S W S 5 or 6 Leagues Dist

3 Sail in Sight

4 Men incapable of Duty

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

[2 March 1800]

Account of the capture of the Merchant Ship *Mary*, Israel Charles Anthony, master,
by three armed barges and subsequent barbarous treatment of the American
prisoners

Be it known and manifest that on this 18th day of March in the
Year of our Lord 1800 personally came and appear'd before me
Robert Ritchie Consul of the United states of America resident in
this City I. C. Anthony late Master of the Schooner *Mary* of Charles-
ton of the burthen of Ninety Tons or thereabouts, who being duly
sworn on his solemn Oath deposes and says, that he sailed from
Charleston the 12th day of February last on board said Vessel bound
on a voyage to this place, and that in the prosecution thereof experi-
encing various winds and weather, nothing happened remarkable or
worth notice till on the 2^d of the present Month, being then with his

said Vessel in the Bite of Leogane (commonly so called) within four leagues of his destined port, at or about 8. O'Clock P. M. was boarded by the Crews of three Armed Barges, that had for some time given chase, and who immediately took possession of the Vessel of the Deponent, having no means of making any resistance. They then directed the course of the Vessel towards Petit. Goave, saying it would afford a fine Market for the vending of the Cargo; but when they came abreast of the Island of Gonave they, bore away, run down, and anchored the Deponents Vessel at about 8 O'Clock A. M. of the next day, near the N. W. end of said Island. —

In the space of a few hours afterwards they launched out the Boat belonging to the Deponent's Vessel and ordered himself and his Crew therein with their baggage & some provisions — leading him to believe that himself & Shipmates would be left to pursue the route that to them Seemed fit. — But contrary to expectation, they manned a Barge with twenty five men all Negroes, and put a double quantity of loaded muskets into her. This Barge took the boat, in which was the Deponent and his shipmates in tow, and landed them about ten miles below, where they left their Schooner — as soon as on shore, the Crew of the Barge commenced stripping them & pinionning their Arms behind them — which as soon as perceived by the Deponent, comprehending their diabolical Design, by a fortunate exertion, himself and the person who acted on board his vessel in capacity of Cook extricated themselves and fled up the Mountains —

Several Muskets were discharged at him, but he providentially escaped, and concealing himself avoided their pursuit. The frequent discharges of Musketry too lamentably foreboded the fate of his Comrades, and the next day when satisfied of the departure of these pirates on returning to the Shore the dreadfull catastrophe was realised, finding the bodies of six of his people naked & butchered in a shocking manner. The Chests that contained the wearing apparel broke & scattered on the beach — & fragments of the Ships papers distributed in every direction. — Turning from this horrid scene in the course of his day he discover'd the Cook who had fled at the same time with himself, laying in the bushes, nearly exhausted from the loss of blood from a wound received in his arm. The deponent after affording him every assistance that his own deplorable situation would admit of, having been severely wounded by the rocks he had travelled over, & much exhausted from the want of food after remaining six days, was necessitated to abandon him for his own preservation that he might seek the means of sustaining life and happily find a mode of quitting this desert. After having travelled as the deponent supposes nearly twenty miles towards the East end of the Island he discovered a Cave in which a great part of his vessels Cargo was deposited, and fortunately some provisions, a portion of which he supplied himself with, and while there, (having observed great caution concealing himself) Three barges came and took away every article that was deposited in the Cave. With his strength somewhat recovered he continued his journey partly over flinty rocks, & partly wading on the Sea shore when on the second day to his great joy he providentially discovered a small, boat in the Mangroves filled with mud and Water which with a courage inspired by hope, he soon prepared for embarking himself in, and found such facility in — provid-

ing a mast & other things necessary as deeply impressed him with an Idea that a Superintending providence interfered to terminate his distresses. On the 15th of the present Month he committed himself in this small boat to the Mercy of the Waves, but highly favoured by the winds, he safely arrived in this Port early the next Morning & has appeared before me the said Consul to receive this his declaration, deposing at the same time that, though he knows not the name of any of the Barges or the officers that commanded them, he has reason to believe they were fitted out from the ports, and sailing under the authority of Rigaud Commanding the Southern department of this Island now in a State of Rebellion. —

He further declares that he requires this Act from me the Said consul to serve when and where necessary for [word obliterated] every one concerned for the founding and supporting a claim (if necessary) for a total loss of both Vessel & Cargo. —

(Signed) ISRAEL CH. ANTHONY

Sworn as above before me.

(Signed) ROBERT RITCHIE

I Robert Ritchie Consul of the United States of America at the City of Port Repub^l do certify the foregoing to be a true Copy of the original declaration deposited in my Office.

In Testimony whereof I have hereunto Subscribed my name & afixed my seal of Office the day & month & year first written and of the independance of the United States of America the 24th

(Signed) ROBERT RITCHIE

A true Copy. E. STEVENS

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

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

At one P M. hove up and made a Stretch to Windward at 2 Ditto tacked and

at 6 the West end of Portland bore NWBW 4 Leagues Distance — Stood a long shore at the distance of 3 Leagues in about 13 a 20 fathoms Water Until abreast of Pedro Bluff, When we had no ground — Which Bluff at Noon bore NNE about 4 Leagues Distance. Convoy consists at *present* of Nine Sail.

Spoke his Britanic Majesty's Schooner *Mosquito* Bound on a Cruize —

[HS of Pa. NDA photostat.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding, Sunday, 2 March 1800

First part calm with a heavy swell in shore — At 1 P. M the flag left us — at 3 P. M. got all the Boats ahead to tow the Ship off Shore. — At 7 a light Breeze from the Eastward; at 8 Cape Jackmel bore

N by W distance 1 Leage — At 10 hoisted the Boats in — Took in Top Gallant sail & Main Sail — Middle part Moderate Breezes — At ½ past 6 A M. Tack'd to the Northward, made all Sail — At 10 Light winds; wore Southward — Ends moderate Breezes — At Meridian Cape Jackmel bore W B N, distance 6 or 7 Leagues — Latitude Observed 18°1' North

[NDA, NO.]

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, 2 March 1800

The first part Moderate and pleasant tack'd ship Occasionally 3 sail in sight at 2 P M Made sail and gave chase after 2 of them come up with them gave them 2 shot found they were the two Providence men we spoke befor gave over chase & took in sail at ½ past 4 and Tackd ship to North^d

at 6 P M the pan of Matansa bore S W Dist 5 Leagues

Tack ship Different times

Middle part Light Breezes and Cloudy

Tack'd ship Different times

Made Sail Occasionally

The *Norfolk* in Company fell in with the Brig *Delight*

at 12 Meridian the pan of Matansa bore S ½ E 4 Leagues Dist

Latter part very Moderate Weather

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

[3 March 1800]

An Act providing for Salvage in cases of Recapture

[United States Statutes at Large. Sixth Congress. Sess. I]

[Note: This Act, approved 3 March 1800, may be found in the Statutes at Large, volume II, pp. 16 to 18 inclusive.]

[Statute II.]

To Lieutenant David Porter, U. S. Navy, from Captain Silas Talbot, U. S. Navy

U. S. FRIGATE *Constitution* 3^d of March 1800

SIR Having appointed you to the command of the armed tender *Amphitheatre*, it becomes necessary to point out generally the duties she will have to perform — In the first place it is intended that she should keep between the shore and the *Constitution*, so near that no small vessel can pass near the land undiscovered. for the present, and untill further orders you will keep cruising near Monte Christo, as the most likely place to prevent vessels from escaping you; it appears to me likely that you may anchor under the lee of Montichristo every night in safety. If that is practicable it will be best so to do; as in that case nothing can hardly escape being discovered by you, and it will prevent the risk there is in keeping under sail quite near the land in the night, and you will be in a good situation to cut any vessel off in the morning with the land wind, should any be in the offing or

running along shore. All vessels with General Toussant Louvertures and the American Consul Generals passports on board, may be suffered to pass freely. But vessels without them, may be stop'd, and examined strictly, and brought to the *Constitution* if she is near to be found. But if suspicious they may be detained until you fall in with the *Constitution*.

To prevent any mistake that may arise in case any prizes should be taken by the *Amphitheatre* or the *Constitution* while you have the command of her. You are to understand, that the crew of the tender you command is to be considered as a part of the crew of the *Constitution*, and that if any prizes are taken by either in company or separately the effects is to be divided as if taken by the *Constitution*, and as if you and your crew was really on board her, yourself sharing in the class of my Lieutenants, and the other part of your crew to share as if on board the *Constitution* — You will be very attentive to sounding frequently, when near the shore, so as to discover the depth of water and shoal ground

I am Sir

Your Humble Servant

(Signed) SILAS TALBOT

L^t DAVID PORTER

Commanding the Armed Tender (Schooner) *Amphitheatre*

A True Copy

DAVID PORTER

Witness ROB^t ROBERTSON

BENJAMIN HODGDON

On this first day of August On[e] thousand Eight hundred before me Robert Henry Dunkin Notary Public for the Commonwealth of Pennsylvania duly Commissioned and Sworn residing in the City of Philadelphia and by Law authorized to administer Oaths and Afferma came Benjamin Hodgdon who being Sworn on his Oath says that the annexed is a true an exact Copy of the Original by him therewith carefully compared and that the Signature David Porter Lieu^t is the proper handwriting of David Porter at present a Lieutenant on board the United States Schooner *Experiment*

BENJAMIN HODGDON

Sworn as above before me Quode Attestor

ROBERT HENRY DUNKIN

Not^y Pub.

[NDA. A, 4.]

To Purser Henry Wild Noble, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3rd March 1800

M^r H WILD NOBLE

Purser of the *Portsmouth*

SIR I have received your letter of 26th Ult^o and will as soon as a proper person can be found to succeed you, send him on to New York to receive from you the Stores &c &c on hand — No doubt every reasonable allowance ought to be made & will be made in the settlement of your Accounts for the circumstances mentioned in your letter —

I request you will let me know in confidence what you allude to in the following paragraph of your letter "Irregularities on board the
 "ship which you will eventually have cognazance
 "of produced an anxiety of mind which increased
 "my disorder, and made me miserable indeed" — I will observe that it is the duty of every public officer to give information of every thing which concerns the Public Interest or honor — But I will consider any communications from you as confidential until you consent that they should be considered otherwise

I have the honor to be

Yr obed Servt

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

To Jones & Clarke, Agents for U. S. R. C. Brig *Eagle*, Philadelphia, Pa., from
 Secretary of the Navy

[PHILADELPHIA]

Navy Department 3rd March 1800

Mess^{rs} JONES & CLARKE

Philad^a

GENTLEMEN I was not until last Saturday informed that you are Agents for Capt H G Campbell of the U S Brig *Eagle* — I regret that I was not sooner in possession of this information —

Permit me now to request that you will furnish me with the names & discription of any captured vessels sent to your charge by Captain Campbell — the ports at which they may have arrived, & the particular sums of money which you as Agents may have received either for salvage or from the sale of prizes —

I have the honor to be

Gentlemen

Yr obed Servt

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

To Lieutenant John Shaw, U. S. Navy, from Abishai Thomas for Secretary of the
 Navy

[PHILADELPHIA]

Navy Department 3rd March 1800

Lieut JOHN SHAW

of the *Enterprize*

SIR The Schooner *Enterprize* must be prepared for sea with all possible expedition Be pleased therefore to have your Indents immediately made out, & deposited at this Office that orders may issue on the Navy Store for Stores of every kind necessary for 6 months cruise, if your vessel will store so much, if not for as much as she will carry, taking care to be fully supplied with the most essential articles of provisions particularly

I am Sir

Yr obed Servt

By order

A. THOMAS.

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

To Nathaniel Hooten, ship carpenter, Philadelphia, Pa., from Abishai Thomas for
Secretary of the Navy

[PHILADELPHIA]

Navy Department 3rd March 1800

M^r HOOTEN
Ship Carpenter —
Philad^a

The Schooner *Enterprize* must be in readiness to sail by Thursday next at farthest I request therefore that you will employ such a number of Workmen as to insure the Completion of what depends on you by Wednesday night

I am

Sir

By order of the Secr^y

AB THOMAS

[NDA. GLB, Vol. 3, 1799—1800.]

[3 March 1800]

Protest of Jeppe Didricksen, Master of Danish Schooner *William and Mary*

S^t Croix Anno 1800 this 31st of May personally appeared before me Hans West, His Danish Majesty's Notary public of the island of Sainte Croix in America, Jeppe Didericksen master of the danish Schooner *William & Mary*, & William Lambert Supercargo on board said Schooner, the property of William Ruan, Native, merchant & resident of this island, Who in Conformity with laws & ordonances had noted a protest in this island on the 18th May at eleven o'clock, the day after their arrival; in reference to which they now depositeh & saith, that they had been carried into S^t Domingo, where vessel & cargo had been condemned, witness the french declaration, protest & condemnation hereby produced, & that the Deponent Jeppe Didericksen, who, by having been separated from the Supercargo & the crew of the vessel in the hands of the french, had been obliged singly to make his protest in the port republicain, formerly port au prince, whereof he now produced as full a detail as necessary hereto annexed, which deposition the Deponent William Lambert declareth to be just and true as far as he ocularly had experienced till the moment, he was put in confinement. The Deponents moreover produced an account of expences incurred by this capture amounting to D^{lrs} 559, hereto annexed, and another account to amount of D^{lrs} 3934.20, being the amount of invoice of sundry merchandise belonging to the Deponent Jeppe Didericksen himself — And whereas the Deponent William Lambert was obliged to leave this country today or to morrow morning, the judge being absent on business, he claimed jointly with the Deponent Jeppe Didericksen master to be taken upon oath for the truth of the declaration & protest hereto annexed before me the said Notary public. —

Whereafter the said Deponents Jeppe Didericksen & William Lambert, being duly sworn according to the laws of this country, declared the protest and accounts hereto annexed just and true as signed by the said Deponents before me —

[NDA. CMR, Vol. 1, 1799—1805.]

[3 March 1800]

Concerning capture of the Danish Schooner *William & Mary* by the U. S. Ship *General Greene*, Captain Christopher R. Perry, U. S. Navy, commanding

SAINT CROIX

I Left the west end of S^t Croix, on the 26th February, at ten oClock at night, Master of the Schooner, *William and Mary*, belonging to William Ruan, bound to Arquin in the Island of Hispaniola, with a Cargo of dry Goods, Provisions and Lumber. I proceeded on my voyage untill the 1st March 1800. when I was brought to, and boarded by the British Schooner Boat *Diana*, William Collins Master; Tender to the British Brig *Diligence*, then off point Salinas: my papers were immediately examined by the said Collins; which he was well satisfied with and permitted me to proceed: But I requested a Letter or Certificate, from this Captain, to the Commander of the next british Cruiser to leward, in order to prevent further Detention; this Letter or Certificate, he immediately granted me; with which I pursued my Voyage, untill the 3^d of March in the Morning, steering for Cape Bennet, I was fired at brought to, and boarded by the united States Frigate *General Green*, Captain Christopher Perry: my Schooner was immediately taken in possession, by the Frigates Crew, myself, my Supercargo, and my Crew, detained on board that Ship, untill 5 oClock in the afternoon. While I was on board this Frigate, a Boat or Barge out of Bay Bagnott with armed Negroes, one white officer, and french Colours, came on board her. I was immediately informed, that this Barge was one of General Tousants Cruisers; Captain Perry of this Frigate informed me, that he was then, blockading the port of Jacmel, and cruising in behalf of General Tousant, that the English Ships were also cruising for Tousant; and that my Schooner and Cargo, were a good Prize to either him, or any of the English Frigates, as I was bound to Arquin; Myself, and Supercargo dined with Captain Perry on board his Ship; in Company, with Captain Thomas M Bladwell of a danish Schooner (which was then brought to by the same Ship) and the officer of the aforementioned Barge. At about 5 oClock P. M. this Captain Bladwell was put on board of his Schooner. Myself, Supercargo, and Crew, were next put on board of my Vessel, by this Frigate's Boat, with every appearance of a perfect Acquittance from her. This french Barge, pushed off from the Frigate, at the same Time, I did, and was on board of my Schooner, as soon as myself, at about Musquit Shot, from the Frigate. This Barge after boarding me, immediately carried my vessel, to Bay Bagnott about six Miles, to the westward of Jacmel Harbour: (which this Frigate *General Green* in open Violation of all the Laws of Neutrality permitted to be done, directly under his Guns, after I had been thus long detained by her, principally as I now suppose of betraying me, in the Manner she did) my Schooner was the same Night anchored in that Bay. Previous to being put on board of my Schooner; Cap^t Perry fired signal Guns; and I saw an other Schooner coming out of this Bay, but then apprehended no Danger from either the Barge, the Frigate, or this Schooner: but when I discovered this french Boat's officer on board of my Schooner. I requested the Officer in the Frigate's [*General Greene*] Boat (then along side) to inform Captain Perry of the Frigate, that I really expected his protection, that after being thus detained, I could

not think that he would suffer neutral Property to be thus piratically captured under his Guns: however I heard nothing from Captain Perry in answer to this Request; but who immediately hauled his wind. This Evening being the 3^d March after my vessel was anchored, my papers taken away, and Crew put on board of a french Privateer, belonging to General Tousant. — On the 4th March my vessel anchored as usual at this Bay, she was stripped and my Cargo plundered by the Prize Master, and others Frenchmen. On the 5th March I was invited to visit General Tousant, and immediately requested a passport from him, for Port Republicain, there to await the Decree of that commercial Tribunal respecting my Vessel and Cargo. I immediately proceeded to Port Republicain there made my necessary Protest; and with the very utmost Difficulty, and enormous Expences obtained a Copy of my vessels Condemnation. Captain Christopher Perry took a Mulatto Man named Jim from on board the French Privateer Schooner; who was one of my Crew, a Native of this Island, and belonging to a Captain Benjamin Tatem of said place, (together with my Mate; pretending that he knew them to be both Americans. On the 13th March my Schooner was conducted to this Harbour of Jacmel, where the Remainder of her Cargo was landed, and taken into Store by the Administration, my vessel then fitted out as a privateer. Some Days after the Administration of Jacmel sent off to Captain Perry of the united States Frigate a Quantity of Coffee; I found on strict Enquiry; that this Coffee was as a Recompence to the said Captain Perry; for having daringly, and basely been instrumental in sending in my Vessel. The Six Sailor Negroes of my Schooner *William and Mary* (also the property of William Ruan) were Kept on board the french Privateer Schooner aforementioned from the Evening of my Capture untill the 9th April: my Supercargo was held for some Time as a Prisoner also; but on the 9th April after great Difficulty; I had a Letter of Permission from the General in Chief; for these my people and accordingly I received them on shore, and provided necessary Shelter for them. Some few days following three out of the Six, were decoyed away by the military africans of Jacmel. I embarked on the 27th April from Jacmel to Currocoa, and I arrived at that Port on the 3^d May, from thence I sailed on the 10th May, and arrived at this Port on the 17th Instant, with my Supercargo, and three Sailor Negroes, being attended with very heavy Expences. Wherefore duly observing and referring to my Protest, made in Port Republicain; dated the 17th Ventose [7 March 1800]; as well as holding a Copy of my Schooner's Condemnation. I do again now protest most solemnly, for and in Behalf, of my Owners, myself, or whomsoever concerned, *First.* Against Christopher Perry Commander of the aforesaid united States, Frigate *General Greene* his Ship and Crew. *Secondly.* Against the aforesaid french Barge her officer and Crew. *Thirdly.* Against the commercial Tribunal of Port Republicain. *Fourthly.* Against the Government of Jacmel. *Lastly,* Not only against these, but also against all Cruisers, Sea Rovers, or Pirates whatever, for all Damages, Losses &c.&c, that may hereafter accrue from such unwarrantable Conduct not only for Damages, Losses &c.&c. but for the Insult offered to the neutral Flag, of his most gracious Majesty. —

J DIDRICKSEN.
Wth LAMBERT

And I the said Notary public do hereby in behalf of the Deponents, their owner, crew & others concerned protest in the most ample manner against the above mentioned American frigate, whose partial Services to that party are publicly acknowledged by the Proclamation of the General in Chief Toussaint Louverture in the Gazette of S^t Domingue L'Observateur dated quarter'd [?] 14 Germinal Year 8th [4 April 1800] hereto annexed, as well as against the aforesaid barges, the commercial tribunal of Port Republicain, the Government of Jacmel, and against all pirates & unlawful cruisers for all damages, losses, costs expences, detention, interest & loss of profit, already sustained or hereafter to be sustained by the Deponents & their concern for all such to be fully indemnified, & the said perpetrators to be deservedly punished for violating the right of nations & insulting the flag of His Danish Majesty —

* * * * *

HANS WEST
Notar publ

I, Charles Rodgers Vice Consul of the United States of America at the Island of S^t Croix Do Hereby Certify That the foregoing Signature & Seal, are the true Signature & Seal of Hans West Esq^r His Danish Majestys Notary Public for this Island of S^t Croix, and that full Faith & Credit always is due & given to his Acts as such. —

Given under my Hand & Seal of Office S^t Croix this 23^d day of June 1800.

(SEAL)

CHARLES RODGERS

[NDA. CMR, Vol. 1, 1799-1805.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Monday, 3 March 1800

Light winds all these 24 hours and some Calms.

At one P M. saw a sail in the W S W which soon after made the *Conquest's* [*Conquest of Italy*] private signal which was answered.

at 3 Ditto spoke her and at 4 Ditto Lieu^t Watson informed me there were Several Vessels in Savannah Le Mer wishing to Benefit by our Convoy I directed him to go off the Road and make the Signal for them to come out and join me this day off the West end of Jamaica but not to wait more than two hours off the harbour for them. Saw a British Kings Brig with a Schooner at 6 A M.

And at half past 11 A M. made the Signal for the Convoy to heave too on the Larboard tack — as we were about midway between South Negril & North Negril points, the West end of Jamaica; and at the Distance of between 3 & 4 Leagues from the Land: Saw a ship run into Green Island Road and Anchor. —

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constellation*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 3 March 1800

Moderate breezes and cloudy, Standing off and on Monte a christo, At 2 Wore to the Southward and steerd In towards the Monte

At 5 fresh breezes and Squally Wore to the Northward close reefd the Topsails and Single reefd the courses, at 6 brou^t too with the Main Topsail to the Mast the Mount bearing S E by S 4 leagues

At 12 fresh breezes and clear weather lying too Ships head to the Northward

At daylight wore and Made Sail to the Southward under all sail

At 12 Shortnd sail and brought too Ships head to the Southward for the *Experiment* to Join company Monte a christo E $\frac{1}{2}$ S, the North Extreem of Tortudas W $\frac{1}{2}$ N. Cape francois S by W $\frac{1}{2}$ W 4 leagues

[NDA photostat.]

To Charles Lee, Attorney General of the United States, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4th March 1800

CHARLES LEE Esquire

Attorney General of the United States

SIR A Court Martial of Marine Officers some of whom are Junior to the Officer to be tried has been ordered to sit on the trial of Lieut [S. W.] Geddes —

He objects to the legality of the Court on the ground that by the Act for the Government of the Navy, Officers are not to be tried by Junior Officers

The 4th Section of the Act for establishing the Marine Corps is I think explicit on this Subject — As I construe this section, offences on Land are to be governed by the rules for the Army — offences at sea by the rules of the Navy. The rules of the Navy do not admit of a Junior Officer to act as Judge on a Senior — the rules of the Army do — I request the favor of your opinion whether my opinion is a sound one —

I request the favor of your opinion also on this point — Can Army officers set with propriety on the trial of Marine Officers if there be enough of the latter to constitute a Court. In the present case I would wish to indulge the Officer with a Court composed partly of Marine & partly of Army Officers if I could

I have the honor to be with great respect

Sir

Your obed St

[NDA. GLB, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 4th March 1800

Major W^m W BURROWS

SIR I am perfectly satisfied that the Court ordered on Lieut Geddes is legally constituted & quite adequate to his trial. Still I believe it will be best in the present case to admit some Officers of the Army if it can be done with propriety on the Court — I request therefore you will be pleased to suspend the proceedings of the Court

until I can consult with the Sec^y at War & Attorney General on the subject which shall be done this day —

I have the honor to be

Sir

Yr obed Servt

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

To Midshipman John B. Delouisey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 4th March 1800

M^r JOHN B. DELOUISEY

New York

SIR I have received your letter of yesterday stating your wishes for promotion

It always afford the President peculiar pleasure to reward merit, and no doubt of your possessing a sufficient share to entitle you to promotion is entertained, but opportunity must concur before you can recieve it — The same zeal which you appear to have manifested heretofore for the Navy service, will no doubt shortly secure you that preferment to which you aspire

I am Sir

Yr obed Servt

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

Extracts from log book of U. S. S. *Boston*, Captain George Little, U. S. Navy, commanding, from 4 March 1800 to 25 June 1800

March 4, off Cape Tiberon boarded the French sloop *La Fortune*, bound to St. Jago, took out a quantity of cash, and dismissed her. March 11, at 4. P. M. saw 9 barges, full of men, from Gonaives, decoyed them by running in the guns; when within shot, a fire commenced, which continued 5 glasses — disenabled 5 of them, when the others made off. March 26, off Cape Tiberon, boarded and took the French sloop *Happy*, loaded with coffee; sent her to Port Republican where she was sold, on account of being leaky. June 9, off Gonaives came up with a sch. of 8 guns which shewed Danish colors; 6 of which they threw overboard; manned her from U. S. sch. *Experiment* then in co. and sent her to the Commodore for examination. Captain Little suspected she was bound to Jeremie. June 21, off C. Donna Maria spoke the U. S. brig *Augusta*, Captain M'Elleroy. June 24, in co with the *Augusta*, boarded a French brig from Aux-Cayes bound to St. Jago, loaded with Sugar. Manned her and put the prisoners on board the *Augusta*. (*The prize kept in co. and arrived in the road with the Boston. The brig is now on Quarantine.*) June 25, being off C. Tiberon made sail for Boston, taking Havannah on the passage. — Captain Little has met with several British frigates by whom he received every mark of respect and esteem.

[LC, "The Mass. Mercury" (Boston, Mass.), 25 July 1800.]

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

Light Winds and Sultry weather. at about 4 P M. the *Conquest* [of Italy] Joined us from Savannah Le Mer with Several vessels — Made sail & Shaped my Course W B N $\frac{1}{2}$ N for the Great Cayman: allowing full half a point Variation — which makes the Course W N W. at 7 A M. Delivered Signals to Lieut. Watson of the *Conquest* [of Italy] &c &c &c —

Fleet under Convoy consists of 14 Sail of Merchantmen. —

At 5 P M. South Negril the West End of Jamaica bore East six Leagues Distance. —

South point called Negril West end of Jamaica I allow to be in Longitude of 78°. 50' W. from London. — Variation East 6° —

Longitude Account 80°. 00' W.

Latitude Observed 18°. 44' N.

[HS of Pa. NDA photostat.]

Extract from log book of U. S. Ship *General Greene*, Captain Christopher R. Perry,
U. S. Navy, commanding, Tuesday, 4 March 1800

Moderate Breezes and pleasant — At half an hour P. M. a Boat with one of General Toussaints Aids with Letters for our Cap^t — at 4 took out people out of the Schooners — One of them was taken by the boat from Gen^l Toussaint — at 6 P M Cape Jackmel bore N.N.W, distance 3 Leagues

At 1 AM Double reef'd Top Sails — at 4 wore S. Ship N.-ward — at 8 made all sail and haul'd off Shore — At 11 an other Boat from Toussaint came on board with a Pilot — Got the Cables out of the Larboard teer & shifted them end for end — the Cable bent being rotten — Ends light Winds — Took in the Light sails

Latt^d p^r Obs^d 18° 6' North

At Meridian Cape Jackmel bore W.N.W. 4 or 5 Miles —

[NDA, NO.]

Extract from journal of the American Merchant Ship *Perseverance*, Captain Richard
Wheatland, commanding, 4 March 1800

Journal of a passage from Calcutta to Boston — In the Ship *Perseverance* of Salem My Self Master

March 4, 1800 Lagor rods at 5 A M got under Sail with Wind at S W at 9 d^e parted with the Pilot Came out in Company the Ship *Northern Liberties* Capt Seton of New York and the Ship *Atlantic* Capt Waters of Philadelphia it is agreed between Capt Seton of Ship *Northern Liberties* and My Self that We will keep Company & assist one another to the utmost of our power against any Enemy that we may happen to fall in with that the said Capt Seton & my self dos agree to keep Cumpany to the Equator to the East of Cap of good hope and then to Part or Make a new Signals —

RICHARD WHEATLAND

[Essex Institute. NDA photostat.]

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

[PHILADELPHIA]
Navy Department Accountant's Office
5 March 1800 —

WILLIAM CRAFTS Esq^r
Charleston

SIR — In your last summary statement, there is a charge of \$18 paid Jon^s Robeson, as p^r his receipt, for mustering the Crews of the two Gallies *Charleston & South Carolina*, for the last three months — This charge wants explanation, why the Crews were mustered by an Artillery Officer, and by whose authority: if there were Officers attached to the Gallies, it was certainly their duty to have mustered the men. — and not to have subjected the public to an additional expence by getting the aid of others: if they were not competent to the task, & wished information, they ought to have obtained it at their own expense. —

The charge must be suspended in the settlement of y^r account, untill I have the pleasure of hearing from you on the subject. —
respectfully

I am Sir
Y^r Ob^t Serv^t

THOMAS TURNER Acc^t

[NDA. LB Acct, 1798-1800.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 5 March 1800

Light breezes from the Northward and clear weather

PM at 3 In Staysails a Moderate breeze $\frac{1}{2}$ past 4 Beat to quarters and Examined Great Guns and Small arms

At 6 In Top Gallant Sails the Monte S E $\frac{1}{2}$ S Brought too Main Topsail to the Mast, $\frac{1}{2}$ past 7 filld the Main Topsail light airs, At 11 Wore Ship to the Northward

AM at 6 the Monte bore S by W $\frac{1}{2}$ W 15 miles. Saw a strange sail bearing S E and Another to the Westward let the Reefs out of the Topsails bore up and Gave chase to the Sail bearing S E, at $\frac{1}{2}$ past 10 came up with the chase and boarded her she prov'd to be the Ship *Nancy* Captain Joy from Boston who Informd us that he had been Attackted by a french privateer from Guardaloupe Mounting Sixteen Guns Six and Nine pounders, and after her coming along side three times she had beat her off Although She made use of every possible means to board him

Captain Joys Ship was very much Damaged and her Sparrs and Rigging was much cutt to pieces

At 12 fresh breezes Made all Sail to the Westward the Tender and Ship *Nancy* In company

Latitude Observed 20°18' North

[NDA photostat.]

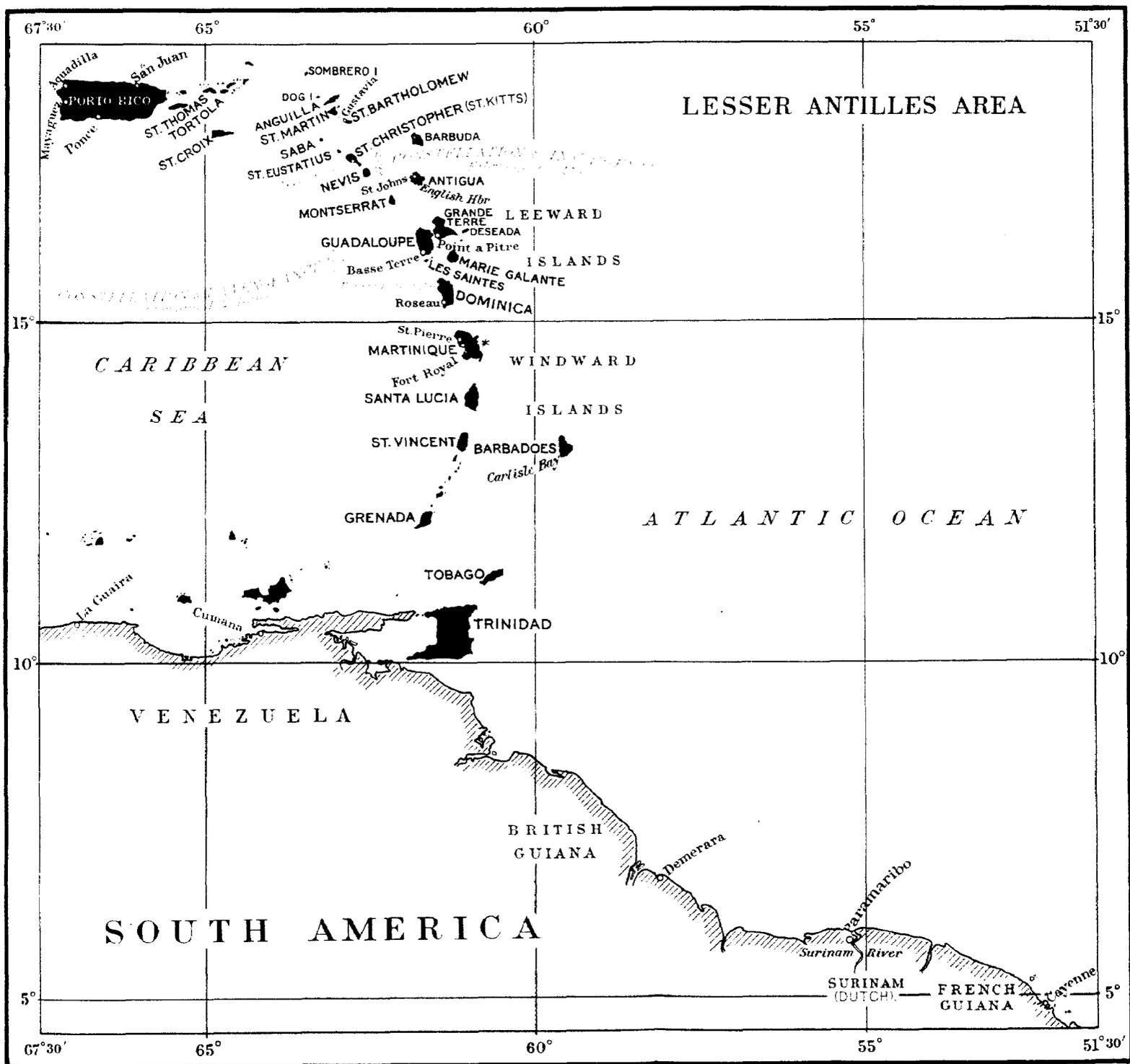
[6 March 1800]

Protest of Robert Patten, Junior, Master of the Schooner *Fame*, Captured by French Privateer and retaken by Master**DOMINICA**

By this Public Instrument of Protest, be it known to all whom it concerns, That on the Eighth day of March One thousand Eight Hundred Robert Patten Junior, Master of the Schooner *Fame* of Kunebunck in the States of Massachusetts in America, owned by Edward Grant, Michael Wise, Richard Gillpatrick & Phineas Hemenway Merchants of said Kemebunck, but then at Anchor in the road of Roseau, personally appeared before me Robert Browne Esq^r Notary and Tabellion Public duly appointed sworn and admitted and dwelling in the Town of Roseau in this Island, and the said Appearer declaring that the said Schooner had been boarded & captured by a French privateer and afterwards retaken by himself and crew and brought into this road by them, he entered Notation thereof before me the said Notary, preparatory to his protest here following.

And now on this twenty second day of March One thousand Eight Hundred the said Robert Patten junior being duly sworn before me on the Holy Evangelists of Almighty God solemnly deposeth and on his Oath saith, that on the sixth day of March aforesaid at about half past Ten P. M. he was on board his said schooner *Fame* and plying on and off among the shipping in S^t Pierre's Bay in the Island of Martinica when he was suddenly boarded whilst himself, his Mate, and two of his Hands were below, by seven Men, who securing the Two Men and the Cook upon Deck, fast'ned the Hatches down upon them and those that were before below, and thus got full possession of the schooner *Fame* and Cargoe which consisted of Boards, Plank, Scantling, Staves, Shooks and Shingles with a few Boxes of Salt fish, a private Adventure

That as soon as the Captors had secured all, they made sail and stood to the Northward in Company with a schooner which proved to be a French Privateer from on board of which the seven Men had been sent who took the *Fame*. That after the Deponent and his people had been kept confined below about Nine Hours, three of them were permitted to come upon Deck, but the rest were ordered to remain below; some time after which one of the three, James Harding by Name, came down the Hatchway to the rest below, and told them that from what he had observed he really believed the schooner might be retaken, as the Privateer was then ought of sight; and they all determined to make the attempt, upon a Signal to be given by a stamping made on the Deck. Harding then returned on Deck, and at seven o'clock in the morning being then four leagues to the Southward from Dominica, the stamp was given; all the French were on Deck, where the Master, Mate & Crew of the *Fame* attacked them with Hand spikes, Hatchets and such other Weapons as they could get hold of and after fighting desperately twelve minutes or thereabouts, during which one Frenchman being killed and thrown overboard and four others considerably wounded, the Deponent and his people, tho' his Mate and three of the Crew were badly wounded, drove the Enemy below and securing them recaptured the *Fame* and her cargoe and proceeded on for Dominica, before which the schooner privateer appeared in the weather quarter at about four Leagues distance in



MAP OF LESSER ANTILLES AREA

full chase of the *Fame* & evidently gaining upon her, as she was very deep, the Deponent was obliged to throw overboard part of his Deck load, nevertheless the privateer was not more than a Mile astern when the British Fort at Cacheroron fired four Guns at her & obliged her to give over the Chase and bear away, whilst the *Fame* steering into the road of Roseau got safe to Anchor the same day about Eight o'clock P. M. That since his said arrival, the state of the wounded people, and his Vessel, caused so much delay that he has been obliged to be at great Expence which he had no other means of supporting & of enabling him to return to America with expedition but by disposing of his Cargo, which he has done to the best possible advantage — against all which Casualties, Deficiencies, Injuries, Detentions, Losses & Expences and against the Capture of the schooner *Fame* and Cargo by the French privateer as the Cause thereof the Deponent claims and demands of me the said Notary to protest in due form.

ROBERT PATTEN Jun^r

WHEREFORE I the said Notary on the aforesaid claim and Demand of the Deponent Robert Patten Jun^r and in his Name and Behalf and in the Names and Behalves of all concerned in part or in all, do hereby solemnly protest against the Capture of the said Schooner *Fame* & Cargo by the French privateers people in the Bay of St^t Pierres, and also against all the Expences, Losses and Damages which ensued in consequence of the same whether to the said Vessel's Cargo, to the Vessel herself or on account of the wounded Frenchmen and those of his own Crew and of the Detention of the said Schooner at Roseau & of the Sale of her Cargo there instead of Martinica and against all other Costs, Losses, Damages, Injuries, Deficiencies and Detentions which already have been or may hereafter be occasioned thereby.

This done protested and sworn to before me at my Notarial Office in Roseau aforesaid in presence of Benjamin Rhodes Mate and Abner Coussons and Joab Low Seamen of said Schooner *Fame*

In Testimonium Veritatis
(SEAL)

R. BROWNE
Not. et Tab. Pub.

Witness:

BENJAMIN RHOADS
ABNER COUSENS
JOAB LOW

Notation 0. 8. 3
Protest. 6. 12. —

£7. —. 3

[Ct. of Cl. French Spol. Case No. 1376.]

[6 March 1800]

Protest of Robert Patten, Jr., Master of the Schooner *Fame*, captured by French privateer and retaken by master. French privateer captured by British ship *Surtinam*

MARTINIQUE

By this Public Act or Instrument of Protest be it made known and manifest unto all Persons to whom these Presents shall come or may

in anywise concern that on the Day of the Date hereof before me John Willson Notary Public duly admitted and sworn and residing in the Town and Parish of Fort Royal in the said Island personally appeared Robert Patten late Master of the Schooner *Fame* and Abner Cousins Mariner who being duly sworn upon the Holy Evangelists of Almighty God did depose and declare as follows — That is to say

That they sailed in the said Schooner from Roseau Dominica on the twenty fourth Instant bound to Kennebunk with seven Puncheons of Rum on board and on the next Morning the said Schooner was captured by a French Republican Privateer Sloop belonging to Guadeloupe mounting three Guns That the Appearers and four Men were put on board the said Privateer and the remainder of the said Schooners Crew viz: the Cook and the Mate remained on board and a Prize Master together with five Frenchmen were sent on board the said Schooner with Directions to take her to Guadeloupe That on the same Day about six P M the said Privateer was captured by His Britannic Majestys Ship *Surinam* and the Appearers with four of the Schooners Crew were taken on board the said Ship and arrived at this Port the thirtieth Instant when they made their Protest to me of all the before mentioned Circumstances —

WHEREUPON I the said Notary at the Request of the said Appearers do by these Presents publickly and solemnly protest against all the before mentioned Circumstances and against all Losses Damages Detriments Prejudices and Inconveniences occasioned in Consequence thereof Also against the Captain Officers and Crew of the said French Republican Privateer and every [one] with them concerned for capturing the said Schooner and Cargo and detaining two of her Crew and against the Owners and Freighters of the said Schooner and Cargo and the Insurers thereof and every [one] with them concerned and that no Part of such Losses do fall on the Appearers or any with them concerned —

ROBERT PATTEN J:
ABNER COUSENS

[SEAL] In Faith and Testimony whereof I the said Notary have hereunto set my Hand and affixed my Seal of Office this thirty first day March one thousand Eight hundred —

JN^o WILLSON
Not^y Pub^o

Fort Royal Martque

[Ct. of Cl. French Spol. Case No. 1376.]

To Major Louis Tousard, U. S. Army, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6th March 1800

The opinion of the Secretary of War corresponds with my own, that Lieutenant [S. W.] Geddes can be tried only by Marine officers, under the regulations for the Government of the Military Establishment of the United States — for offenses on Land.

The Attorney General, if I understand him, is of the same opinion — Indeed the case is so clear, that I am surprized, a different opinion should be entertained by Military gentlemen.

The Court convened for the trial of Licut Geddes, is, I conceive legally constituted and competent to the trial —

I have the honor to be

With respect

Sir

Yr most obed Servt

BEN STODDERT

[MCA. LR, 1800.]

To Charles Lee, Attorney General of the United States, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6th March 1800

CHARLES LEE Esquire

Attorney General of the U S

SIR I know of no Law which can relieve a man from personal arrest for debt on his enlistment as a Seaman —

I have the honor to be with Great Respect

Sir

Yr obed Servt

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

Extract from journal of S. Somes voyages—"Voyage from Madeira to Tranquebar in the East Indies on board of the Ship *Borneo*, Captain George G. Smith, Commander", Thursday, 6 March 1800

These 24 hours begins with a Leading breeze and Clear At 5 P. M. saw a sail standing to the Eastward on a wind Call'd all hands to quarters set the T. G. sails and gave chace. At 7 more Moderate still in chace gaining on her fast Cleared ship for Action half past 9 Rang'd up under her Lee haul'd up our Courses and hail'd her She proved to be the Brig *Alert* Capt James Mansfield 105 days from Salem for Calcutta Secur'd the guns and tack'd ship to the Southward * * * * *

Latt per Obs 33°4' S

Longitude 11.24 W

[Harvard College Library.]

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

Pleasant Breezes and weather.

at half past one P M made the grand Cayman bearing WNW½ N — about 5 Leagues Distance.

at 6 Ditto the SW point bore East 4 Leagues distance.

Spoke the *Conquest* [of *Italy*], and desired Lieut Watson, to Bring up the Rear of the fleet, and oblige the Sternmost vessels to make more Sail, the weather being fine; which Order he proceeded to obey.

at 6 A M missed two of the fleet — owing as I Suppose to their Negligence in carraying Sail — or by altering their course — as I kept a very easy Sail on the *Constellation* all Night — So much So — that

278 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

most of the convoy were obliged to heave too. — Cape Antonio at Noon bore NW $\frac{3}{4}$ W Dist 45 Leagues.

Longitude Account 83°15' W.

Latitude Observed 20°30' N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 6 March 1800

Light airs and Variable, $\frac{3}{4}$ past 12 the wind vore round to ENE made all Sail and continued our chace

At 4 fresh breezes and clear the chace West 10 or 11 miles the Monte SW by S 9 or 10 leagues

At 7 In the evening lost sight of the chace continued the pursuit till $\frac{1}{2}$ past 9 but could not Get sight of her shortnd sail and came to the wind to the southward under double reefd Topsails and reefd courses

At 12 Midnight Moderate breezes from the Eastward Tackd to the Northward

$\frac{1}{2}$ past 1 Saw a strange sail to the E^g which made the private Signal which we answerd and brought too

At [space] Joind company the U S Ship *Boston* Captain Little came on board, $\frac{1}{2}$ past 3 Captain Little returnd to his Ship and parted company with the *Boston* At daylight saw Monte a christo S $\frac{1}{2}$ W 7 leagues

At 10 Saw three strange sails that Appeard to be coming out of the Cape

At 12 Cape Francois S by W 5 or 6 leagues

Latitude Observed 19°52' North

[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, Thursday, 6 March 1800

The first part of these 24 Hours Moderate Breezes & pleasant Weather

Tackd ship Occasionally

at 5 took in T G Sail saw a schooner standing to the Eastward

at 6 P M the pan of Matansa bore S E Dist 8 Leagues

at 8 Reefd the Top Sails

Middle part pleasant Weather

Tackd Ship Occasionally

at 8 A M saw a sail to the N N W Made sail and gave chase

at 10 gave her a shot Brot her to from the Havana bound to Baltimore 1 Day out the schooner *Sally* Daniel Adlinton Master saild in Company with 20 sail under the *Petapso's* Convoy

Tackd ship to the Southward

at Meridian the pan of Matansa bore S E b S Dist 9 or 10 Leagues

Latter part pleasant Gales, & Weather

Latitude Observed. 23° 37' North

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

To Gabriel Christie, in Congress, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th March 1800

GABRIEL CHRISTIE Esquire
in Congress —

SIR The Frigate *Congress* has returned to Norfolk, totally dismasted —

There are Masts at Norfolk, prepared for another Frigate and some for casualties of this kind but to leave nothing unattempted to prevent delay for want of Masts I take the liberty to request that you will be pleased to write to your Partner at Havre de Grace to send instantly to William Pennock at Norfolk, at Public expence the masts mentioned below — The Logs should be examined, & none but such as will certainly make good Masts should be sent — Some I understand are worm eaten —

Altho economy is at all times an object in Public transactions, dispatch in the present instance is of more importance than economy — I say nothing then about price of freight — Please to let me know by a line if you think your partner can have this business done & without delay —

I have the honor to be

Sir

Yr obed Servt

1 Mast of 93 feet 4 in: $30\frac{1}{2}$ diameter, at $\frac{1}{3}$ length of the mast from the length

1 Main Yard — 82 feet 4 in $17\frac{1}{2}$ feet diam. in the centre

1 Mast 84 feet long, 28 in Diametre — $\frac{1}{3}$ from the butt as the first

1 D^o 81 feet 6 in Long — 21 inches diametre as the first

If all cannot be carried at once, the main Yard may be omitted —

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

To Captain James Sever, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7th March 1800

Captⁿ JAMES SEVER
of the *Congress* — Norfolk

SIR I am honored with your letters from Hampton roads and lament the unfortunate situation of your Ship.— We must however endeavor to remedy the misfortune by strenuous exertions for refitting the Frigate. —

I have written to M^r Pennock to spare no effort to refit you with all possible dispatch and for this purpose, in case it should be found necessary, he has been requested to suspend the operations on the *Chesapeake*; and, if he has not others ready, to use the Masts & Spars prepared for the *Insurgente* — M^r Pennock has also been instructed, if necessity should require it to use the money now in your hands. —

Relying on your usual activity & the promptitude of M^r Pennock, I hope soon to hear that the *Congress* is fast progressing to a state to be again ready for sea —

I have the honor to be

Sir

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 7th March 1800

WILLIAM PENNOCK Esqre

Norfolk —

SIR I have letters from Captn Sever at Hampton. His Frigate, I am sorry to find is totally dismasted. She wants almost every thing of the Mast kind as well as some sails. — I rely that you have with your usual activity, commenced on the arrival of the Frigate preparations for supplying her — I request that the utmost expedition be used in getting her masted & equipped with every thing wanted — If she or the *Chesapeake* must be delayed, let it be the *Chesapeake* as she can be delayed at less expence — The Masts for the *Insurgente* may if necessary be applied for this vessel — There are a large quantity of large Masts, of ninety odd feet at Havre de Grace — I shall instantly have some sent down, — but you will operate as if you did not expect them. — They are I believe larger than you have at Norfolk —

I shall tomorrow remit you 15000 D^{rs} and Cap^t Sever has money on board which you may receive. —

I hope to hear fully from you in a day or two, the steps you are taking —

I have the honor to be

Sir Yr obed Servt

B[ENJAMIN] S[TODDERT]

P S — Even if the *Insurgent* should be at Norfolk as she must be coppered, the masts might be used, and she get those from Havre de Grace

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

To First Lieutenant Bartholomew Clinch, U. S. Marine Corps, from Major Commandant William W. Burrows, U. S. Marine Corps

PHIL^a March 7th 1800

L^t B. CLINCH

I lament I had not the pleasure to hear from you; when Cap^t Truxton gave us the Account of his gallant Action. We were all sorry that after so much Bravery you lost y^r Prize. I was very glad to hear the Marines were engaged & hope you will be able to give Us a good Account of their Conduct. —

I wish whenever you meet with any marine Officers; that you will assist them in information how they should proceed when they arrive a furnishing their Accounts. I have pleasure in saying you give Us no unnecessary trouble.

Three fine Frigates will be at Sea in less than 30 Days, the *Philadelphia*, the *Trumbull*, and the *Chesapeak*. — The Marines for the two first are already furnished. Be pleased to offer my sincere Respects to Cap^t Truxton & be assured of my best wishes for yourself.

I expect a Bill will be brought in this Session allowing the Marine Officers a greater Share of the Prize Money. —

Y^t obed. Ser

W. W. B[URROWS]

M[ajor] C[ommandant] M[arine] C[orps]

[MCA. LS, 1800.]

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

GEO: TOWN. 7th March 1800

SIR Since my correspondence of 12th Ult^o nothing worthy your notice has occur'd respecting the contemplated Navy Yard — the weather having prevented any operations thereon — But the arrival of the wharf builder, and the present opening prospect of the season promises a more active scene — I have already suggested the necessity of enclosing the whole ground — it remains only to receive your sanction what sort of fence 'twill be proper to erect — My idea is, that a good tight board fence, too high to be easily climb'd & consequently not practicable to see over, will be most effectual, gates of sufficient magnitude to be placed near the extremities of the front on the Landside — and at convenient distance within; a frame building as lodgings for the Guard &c &c

This meeting your approbation — while the materials are providing, it may be the most apt time for me to proceed home, in order to arrange for moving my family — should I positively determine so to do — On my way (if you approve) a personal conference may effectuate more than the result of a tedious detail on paper

I have the honor &c

T: T: [THOMAS TINGEY]

Hon^{bl} B STODDERT

[NDA, Tingey LB, 1798–1800.] _____

To Rufus King, U. S. Minister to London, from Secretary of State

(N^o 75)

[PHILADELPHIA]

Department of State March 7th 1800

RUFUS KING Esq^r

DEAR SIR, M^r Liston has lately presented a demand for the restoration of three American vessels captured by the British, and recaptured, or *rescued* by the masters and parts of crews left on board. It is suggested that the law of nations warrants the demand: but no law is explicitly stated. It is conceived that it behoves captors to secure their prizes: and at any rate, that the *Executive* cannot order a restoration; but that resort must be had to the judiciary, by the *captors*, for remedy against the *wrong-doers*, if such they are.

The project a good while since presented by M^r Liston, for exchanging seamen and soldiers who desert, has been under consideration: it is obviously objectionable: a counter project will very soon be presented.

The non-intercourse bill with France and its dominions has been renewed with amendments to secure a more strict observance of its regulations.

Toussaint sent six armed vessels laden with artillery and stores, round by Cape Tiberun for Jacmel: they were intercepted by a British frigate and carried to Jamaica, where they have all been condemned!!! They were destined for the siege of Jacmel, and to blockade the Port. The disappointment was grievous and vexatious to Toussaint; who has demanded the restoration. Lord Balcarras and M^r Wigglesworth have endeavoured to pacify him — the former giving assurances of *indemnity*: but it was not *indemnity* that Toussaint wanted: the

vessels and artillery and stores were essential to expedite and ensure success against Rigaud. Without complete satisfaction, he will not receive Wigglesworth. This bad policy of the British (ascribable to individual rapacity — perhaps to insidious views, that the two Chiefs may destroy each other,) I fear may prove injurious to the commerce of the United States.

The dispute with Georgia relative to territorial claims I think will be adjusted by the commissioners on both sides; Georgia relinquishing all the land west of the Chatahouchee, on practicable conditions.

I have the honor to be, &c &c

TIMOTHY PICKERING

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

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

A Fine pleasant trade wind — with charming weather.

The Sloop [space] Endeavoured three times to leave the convoy, but was prevented — by directions which I gave Lieu^t Watson of the *Conquest* [of Italy].

at half past 7 A M made the Land of Cuba — a little to the Eastward of Cape Corinthes — at 10 A M abreast of that Cape and at Noon, Cape Antonio bore N W $\frac{1}{2}$ W by compass — about Six Leagues Distance —

All the convoy in Sight. —

Longitude Account $85^{\circ}.10' W.$

Latitude Observed $21^{\circ}.42' N.$

[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, Friday, 7 March 1800

the first part Fresh Breezes & pleasant

Tackd ship Occasionally at 4 Handed T G Sails

at 5 Hauld up the M^a sail at 6 the pan of Matansa bore S S E Dist 8 Leagues

Double Reef the Top — Sail fore & Aft

at 8 P M Wore ship to the Northw^d & Eastward

Middle part Fresh Gales & Squally

Wore ship at 2 A M Fell in with a fleet from the Havana Hove out a signal the Comodore gave an Answer

at 5 Wore ship to the Southw^d & Eastward the fleet in sight at

6 Wore ship to the Northw^d Spoke the U S Ship *Petapsco* from Havana Having under Convoy a fleet of Merchantmen

at 7 Wore ship to the Southw^d & Eastw^d

Latter part Fresh Gales & flying Clouds

Latt^d Observed. $23^{\circ} 34' North$

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

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

PHILAD^a March 8th 1800 —

L^t B STROTHER

SIR — Your Letter of the 24th Feb^y is just come to hand. I congratulate you & all of you on your Escape. Your account is really distressing & it is not often that Vessels of the *Congress* [class] are ever treated so roughly by the Elements — I fear the *Essex* must have suffered very materially —

On board of the British Frigates there is a Room purposely for keeping the Cloaths of the Marines, & the Officers & Marines always keeps the Key — Cap^t Decatur who is now going out, has promised, knowing the advantage of such a Room, to provide one — Without the Cap^t of the Ship will aid them in some respect I know it is not possible for the Officer to do all the Justice to the Marines he wishes — All extra clothing purchased for the Marines must be charged to them & deducted from their pay — As to Llewellyn's coming on at so considerable an expence to himself I think it will be improper. I have no Officer to put in your place, & should have no objection to Llewellyn's Commanding the Detachment if you think him fit & he is agreeable to the Captain & the other Officers — Are you aware of the opinions that may be formed on your resigning this Command? Do you know that it is not in your Power to resign without the consent of myself & those above me — you do not ask leave to resign, but speak positively that you will resign. — As you say, you are always sick, it will be a good reason for my meeting your wishes, & therefore shall have no objection to your giving the Command to L^t Llewellyn & to your sending in your Commission, after you have settled your Accounts. In consequence of L^t Geddes's neglect of duty & a report being made to me of his being seen drunk in the Streets of New Port, I have arrested him & the Court martial is now sitting on him — You may make out two Pay Rolls & bring the Men up to the 1st Jan^y & then another & bring them up to 1st March — you will then be able to cover all their expences for their Frocks &c — which you purchased for them. — The Navy Agent will purchase your Bill at 3 Days sight on me — You are to reimburse the Purser & deduct the 20 Cents p^t Man, which, you know is for the Hospital Fund — You had better settle your own account finally with the Purser for your Rations, or altogether with me —

Your Obt Serv^t

W. W. B[URROWS]

M[ajor] C[ommandant] M[arine] C[orps]

P. S. If you resign the Command to L^t Llewellyn he is not to consider it as permanent, for it will be given hereafter to a Captⁿ or 1st L^t

[MCA. LS, 1800.]

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

Moderate Breezes all these 24 hours.

Doubled Round Cape Antonio the west end of Cuba at 2 P M; and at the same time, Spoke a Brig from Kingston, Bound to the Missis-

issippi short of water, which was going into Cape Antonio Road for a Supply.

Saw Several vessels. — Spoke a Ship also, from Jamaica bound to Boston She was called the *Four Sisters*. and the *Conquest [of Italy]* I sent in pursuit of a Brig, which she spoke. Bound from Kingston to Glasgow —

Got to quarters at 8 P M — a strange Sail being in sight — but I fancy she was some American, plying to Windward — as she did not attempt to come near the Convoy in the course of the night. —

Longitude Account 85°.10' W.

Latitude Observed 23°. 8' 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, Saturday, 8 March 1800

The first part fresh Breezes and Cloudy

at 4 P M made sail to Run in under the Land

at 6 P M shortened sail being 3 Leagues from Point Jacko it bearing S E b S Tack'd to the Northward

at Midnight Tack'd to the Southward

Middle part Fresh Breezes and Cloudy

Tack'd ship Occasionally

at 7 A M saw a sail bearing N W Made sail and gave Chase the pan of Matansa bearing S W Dist 8 Leagues hove out signals it proved to be the Brig *Norfolk* at 8 spoke her and run in Company under the Land

Meridian pleasant the pan of Matansa bore W S W 5 Leagues Dist at 2 P M took a Pilot from the *Norfolk* & Run in to Matansa for wood & Water at 3 Anchored in 5 Fath^m Water Moored with the stream to the Southw^d & Eastw^d in Company with the *Norfolk*

The Capt^{ns} went on shore to Visit the General

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

To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

CAPE FRANCOIS 9th March 1800

SIR In my letter of the 7th February, which I had the honor of addressing you, I informed you, that a considerable, clandestine Trade, was carried on between S^t Thomas, & Jackmel, and that Several Privateers, were fitted out by Rigaud, in that quarter, which might annoy our Vessels, bound to Jamaica, and contribute to prolong, the present unhappy civil War, to the great detriment of the American Commerce. I at the same time submitted it to your consideration, whether it would not be prudent, to send some Vessels of force, to Cruize on the South Side of this Island —

Since then I have received positive information, that the number of these Privateers, has increased. In a letter I received last night, from the General in Chief of a recent date, he acquaints me that a Brig of Rigauds is now Cruizing before Jackmel — that it has blocked up his

little Squadron, by which he had been enabled to cut off the Supplies of that place, and that while it continued there, he had little prospect of becoming master of the Town, & adjacent Country. —

I was some time ago informed, that you had dispatched the Frigate *General Greene* to that quarter. I accordingly told General Moyse, that the department of the South, would no longer be annoyed, by Rigouds Privateers. As the Frigate has however not yet made her appearance the General in Chief has become very anxious, and has sent an express to the Cape, with a request that I would solicit you to direct some of the Armed force under your Command, to that particular point. —

Will you be good enough Sir, to inform whether, the *General Greene*, has been actually sent to the neighbourhood of Jackmel & if she has not whether it would be consistent with your Instructions, or the Arrangements you have made, for the Squadron under your Command, to send a Vessel of Force, to that quarter? I shall take the liberty of communicating your answer to General Touissaint, as I am sure it will give him pleasure, should he be informed, that you find no inconvenience in ordering a Cruizer to that part of the Coast. — Perhaps Sir as the *Boston* is now at Jeremie, she might be usefully spared for a short time, to cruize before Aux Cayes & Jackmel. I shall be happy to hear from you on this subject, as soon as possible. —

I remain with respect,

Sir

Yr most ob^t Serv.

(Signed) EDWARD STEVENS

S: TALBOT Esq^r
&^e, &^e, &^e,

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

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Sunday, 9 March 1800

Wind S. and S. W. Hazy, thick weather. At 7 A. M. saw Cape St. Martin bearing E. N. E. three or four leagues distant. Vast numbers of birds about the ship.

[NR&L, Nr P 922¹⁴.]

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, 9 March 1800

[Anchored off Matanza] This Day Calm and pleasant Cleaned ship & Dried sails the *Norfolk* saild a Number of our Gentlemen went on shore to Walk in the Country Sent the Cutter for Water

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

[10 March 1800]

To Secretary of State from Edward Stevens, U. S. Consul General at St. Domingo
(Private)

CAP FRANCOIS *March 19th 1800.*

DEAR SIR I had the Honor of writing you, a few Days ago, by the Way of Baltimore. I now avail myself of the present Conveyance to transmit you a Copy, and, at the same Time, to confirm the News of the Capture of Jacmel.

In a Letter I received from the Gen^l in Chief yesterday, he writes me that this important Place was evacuated on the Night of the 10th Ins^t. His Letter on this Subject, together with several Papers relative to his late Arrangements with the British Government, I shall have the Honor of forwarding Tomorrow by the Way of Baltimore, not deeming the present Conveyance sufficiently safe. —

M^r Wigglesworth has return'd to Jamaica. He left^d Arcahaye on the 12th Ins^t after a Conference of three Days with Gen^l Toussaint, in which Things were left much in the same State as when I wrote you from Leogane. —

Gen^l Toussaint has been very urgent that I should send some American Vessels with Supplies to Jacmel, as his Troops were in the greatest Want. This I have refused on the Principle that the President's Proclamation does not permit it. He is much disappointed, & feels not a little dissatisfied at my Refusal. He thinks that as this Place is now in his Possession it ought to be consider'd as entitled to the same Privilege as the other Ports in his Jurisdiction. —

I have already had the Honor of writing you on this Subject, & now take the Liberty to repeat my Request, that you would instruct me, by the first opportunity, how to act in this embarrassing Situation. —

I have the Honor to remain with the highest Consideration —

Dear Sir

Your most obed^t Serv^t

EDWARD STEVENS

The Hon^{rs} TIMOTHY PICKERING

&^c — &^c — &^c

MARCH 26th 1800.

P. S. Since writing the above Gen^l T. has made several Applications to me for Supplies. His Adjutant General M^r D'Hebicourt arrived here last Night expressly on this Business. He paints the Situation of the Army at Jacmel as distressing beyond Idea and informs me that the Operations in the South will be much retarded if not entirely frustrated unless he obtains speedy Relief. I really do not know how to act in this embarrassing Situation. I wait with Impatience for your Instructions on the Subject.

With great Respect

I remain

D^r Sir

Your most obed^t Serv^t

E. STEVENS

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

[PHILADELPHIA]

Navy Department 10th March 1800

Honble JOSIAH PARKER Esqr

Chairman of the Committee on Naval Affairs —

SIR Not having answered your enquiries respecting the Marine Corps, and the expediency of providing for a Grade in the Navy, higher than that of Captain, I now take the liberty to call your attention to these subjects —

The Marine Corps by the existing Laws, may consist of 1142, Officers and privates; The vessels in service, and those which will be at sea, in less than three months — in short, the whole authorized by Law, except the six Seventy four Gun Ships will require 1081. It will easily be perceived, that it is next to impossible that a Corps of 1142, officers & men should be able to furnish at all times, as promptly as the occasion should demand 1081 officers and men fit for duty. — Hence an augmentation of the Marine Corps, or the adoption of other means to supply the deficiency of Marines, seems indispensable. — With our present prospects a provision for furnishing occasionally, as the exigency of the service may require, small detachments, to serve as Marines, might answer the purpose, and would be more consistent with that spirit of economy which pervades every department of the Government, than an augmentation of the Corps. —

But altho I do not venture to suggest an augmentation of the Corps, — Justice to the Commanding Officer, compels me to observe that besides those duties common to other Commanders of Corps, this officer is obliged to reside at the Seat of Government, the nature of his command, requiring that he should have daily intercourse with the head of the Navy Department; — it is his duty to have detachments properly equipped, provided at all the sea ports where our Ships rendezvous, and at the moment they are wanted; to carry on a correspondence with the Commanders of these various detachments, which are as numerous as our vessels, & to know, that each Officer, dispersed as the Officers are, performs his duty to the Public and the Corps — otherwise the vessels would often be delayed for want of Marines, and a thousand disorders would arise which can only be prevented by laborious & encreasing attention in the Commanding Officer — These duties cannot be executed to the Public advantage without great Industry, great promptitude and great knowledge of the details of the service — They have been executed well, and the pay and emoluments of a Lieut Col would certainly not be more than a just compensation to the Officer who performs them, residing as he must at the seat of Government.

It is not without reluctance that I enter on the subject of a higher grade in the Navy than that of Captain — I am well aware of the ridicule that may attach to the idea of making Admirals before we have such Ships as Admirals usually command, and when our whole Naval force amounts to no more than Eleven Frigates, or fifteen if we call every Ship carrying 32 Guns a Frigate & twenty smaller vessels But impressed with the conviction that by a Navy alone we can secure respect to our rights as a Sovereign Nation, that the best interests of the Country imperiously demand that this system of defence should be cherished, and that therefore it will be; and believing that Justice

& Policy require that the brave & experienced Officer should be rewarded, & the young stimulated, by conferring on long & extraordinary skill & valor, the usual Naval honors & Distinctions, I am impelled by duty to suggest to the consideration of the Committee the propriety of authorizing the President to appoint, when he shall think the good of the service requires it

Two Admirals
Two Vice Admirals
Two Rear Admirals

The Admirals to be allowed while in actual service 140 D^rs p^r m^o & 14 rations p^r day. — The Vice Admirals 120 D^rs p^r m^o & 12 rations. — The Rear Admirals 110 D^rs p^r m^o & 10 rations p^r day. — But in time of War when their services are not called for, to be allowed only one half their monthly pay & no rations. — In peace they will it is presumed share the fate of other Officers —

I have the honor to be
Sir Yr obed Servt

[NDA, Con. LB, Vol. 1.]

[10 March 1800]

Protest of Benjamin Rhodes, Master, Sloop *Betsy*

By this Publick Instrument of Protest Be it known and Manifest

That on the Twenty second day of May A D 1800 —

Before me Sam^l Chace Esq^r Publick Notary Duely admitted to said Office For the Town & County of Providence State Rhode Island & Personallly cometh Benjamin Rhodes late Master of the Sloop *Betsy*, Belonging to Richard Jackson, Zephaniah Brown & Rufus Waterman Merch^{ts} in Providence, and Being Engaged agreable to Law Doth Depose and Declare, That He saild out Master of said Sloop in February last Bound for the Island of St Thomases — That in Latitude of Eighteen on the Tenth day of March following, He was Captured By a French armd Schooner of Twelve Guns Commanded by a Capt Thomas of Basseteere Guadaloup and was carried into Port Louis. Then taken out of his vessell and sent to Point Petre a Prisoner. That they took from him all the Sloops Papers including her Register, and all which They Totally Detained from him past a Possibility of Recovery

BENJ^h RHODES

Wherefore The said Capt: Benjamin Rhodes Protests and I the said Notary Do hereby Solemnly for him as Desired Protest against the said Capture, By which Means He has lost his said Register intirely with all the Sloop's Papers and against all Loss Cost and Damage that accrues or may Happen thereby to the owners or any others Concernd in said Sloop *Betsy* —

Thus Done Sworn to and Protested under my Hand and seal Notarial in the same Providence same State of Rhode Island & Providence Plantations on the Day & Date here above written.

SAM^l CHACE *Publick Notary*

Protest 9/
Stamp 1/6

10/6

[R.I. HS.]

To Jones & Clarke, Agents for U. S. R. C. Brig *Eagle*, Philadelphia, Pa., from
Secretary of the Navy

[PHILADELPHIA]

Navy Department 10th March 1800

Mess^{rs} JONES & CLARKE

Philad^a —

GENTLEMEN The Law directs that all Vessels concerned in taking a prize, shall divide the prize money in proportion to the number of men and Guns belonging to each. The just construction of the Law, in my opinion, will be to give the same discription of officers and men on board each Vessel, exactly the same sum. In the case under your management, the Crews of the *Richmond* & the *Eagle*, are entitled to the prize money. Instead of first dividing between the two vessels, the just rule will be, the vessels being nearly equal in force, to add the two Crews together, and to give to the two Commanders three twentieths of the whole amount to be divided equally between them, and so on, as to the Lieutenants & Masters, and all the other discription of Officers and men —

I have the honor to be

Gentlemen

Yr obed servt

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

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

[PHILADELPHIA]

Navy Department, 10th March 1800

Capt ROBERT GILL

Navy Storekeeper —

SIR Please deliver to Captain Shaw of the *Enterprize*, 20 Rounds of round Shott for 28-18 pounders for the Frigate *Constellation*, 1000 Grape for 6 pounders for the Schooner *Enterprize* with stools or Canisters to suit them, also a Spanish Jack for the *Enterprize* —

I am Sir

Yr obed S^t

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

To Murray, Barnwell & others, Committee for building the Frigate *New York*, at New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 10th March 1800

Mess^{rs} MURRAY, BARNWELL & others

Committee for building a Frigate *New York* —

GENTLEMEN I am honored with your letter of the 7th Instant respecting the progress of the Frigate.

Prompt measures shall be adopted to provide the articles which depend on me except the Cables which having been contracted for by you had better be furnished by you, and if necessary you can draw on me for the Amount

The practice in respect to coppering which obtains here is to place Flannel between the Ships bottom & the Copper in the manner discribed in the enclosed, whether the British practice is the same or better, I know not —

When you have completed your disbursements, your Accounts must be made up, and with proper vouchers transmitted to the Accountant of this Department, after passing his examination they shall be transmitted to the Treasury Department from whence the Stock will issue. The Navy Agents at New York will be instructed to receipt for the Vessel. — As this Frigate has not yet been designated by a name, I have to request that the Committee will be so good as to say what she shall be called — if not the *New York* —

I have the honor to be

Gentlemen

Yr obed Servt

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

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

Moderate Breezes and much Rain in the evening.

at 8 A M made three ships in the S E — coming down upon us at 9 cleared for Action & hoisted the British private Signal for the day, which was answered.

at 11 Ditto Spoke the *Amphion* Frigate. Captain Bennet informed that he wished to Send an Officer on board, to pay his Respects to me — and to inquire into the convoy — Under my charge — I directed that he should be informed, (which was done) that I would heave my main top Sail to the mast.

The first Lieu^t accordingly came on board and behaved politely. after which the British Ships drew off — and we stood on our course by the wind. the other two Ships were the *Queen & Castor*.

at Noon the *Dolphin's* head bore South of us. Sloop *Liberty* has left the Convoy.

Longitude Account 83°.19' W.

Latitude Observed 23°.35' N.

[HS of Pa. NDA photostat.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley,
U. S. Navy, commanding, 10 March 1800

Sent M^r Allen Midshipman & three Men on board the prize Schooner *Anna* for Philad^a —

[NDA. NO, vol. 1.]

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 11 March [1800]

SECRETARY OF THE TREASURY

The Secretary of the Navy presents his compliments to the Secretary of the Treasury, & encloses for his information two reports

from Captain Bainbridge of the Brig *Norfolk* relative to two vessels concerned in the slave trade boarded by the *Norfolk* & *General Pinckney*

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

To Accountant of the Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 11th March 1800

THOMAS TURNER Esqre
Accountant of the Navy

SIR As the Vessels captured and recaptured by our Public Ships generally bring in with them Prisoners and therefore requires a greater number of men to be put on board of them than would be sufficient to navigate them — There may be some propriety in considering the expence of bringing such Vessels into port a Public charge — But it appears to me to be reasonable and just that all expence from the moment of their arrival including pay & subsistence of the prize Master & men should be paid out of the prize or salvage money — If you perceive no more equitable rule for adjusting those expences, be pleased to adopt the one here suggested in your correspondence with the Navy Agents — If a better rule occurs to your mind be pleased to let me know —

I have the honor to be with great respect

Sir

Yr obed Servt

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

To Robert Brent from Captain Thomas Tingey, U. S. Navy

GEO TOWN *11th March 1800*

SIR I am this moment favor'd with your's of yesterday

The timber contracted for by M^r Young being for so material a part of the Ship — will be essentially better for being cut before the sap commences rising — We have hope by peculiar care in these points — to shew a superior Ship to those built in the other ports of the Union

I am &c &c

T:T: [THOMAS TINGEY]

ROB^t BRENT Esq^r

[NDA. Tingey LB, 1798-1800.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department 11th March 1800

SECRETARY AT WAR

SIR I am honored with your letter of yesterday, on the subject of the purchase of a site for a cannon foundery & of ore the best adapted for ordnance, and of a permanent National Establishment for the casting of Cannon & Shot.

I can have no doubt that the United States ought to possess one or more such establishments, and I believe the vicinity of Harpers Ferry on the Potomack a very proper place for one such Establishment, as it has an aspect toward the Western Country is near the centre from North to South of the United States and being on Navigation is sufficiently convenient to the Seaports. — I will therefore without hesitation consent, that in your communication to the President you shall make use of my name as joining you in opinion as to the propriety of the establishment if upon the trials you propose of the ore, you find it answers the expectations you have formed of it. — — I beg leave to observe that the Salisbury Ore, on a trial just made appears to be equal to that of Virginia — it has not however undergone all the proof which the other has sustained — —

I have the honor to be with great Respect

Sir

Yr Obed Serv^t

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

To Gabriel Christie, in Congress from Secretary of the Navy

[PHILADELPHIA]

Navy Department 11th March 1800

GABRIEL CHRISTIE Esquire
in Congress —

SIR I am much obliged to you for the trouble you have taken about the Masts.

I have since I wrote to you, received a letter from Norfolk, saying all the Masts wanted for the *Congress* can be immediately supplied, in consequence of which I will decline sending any from Havre de Grace until an arrangement can be made for sending the whole —

I have the honor to be

Sir

Yr obed Serv^t

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

Extract of a letter from Captain Codwise, commanding the Brig *Ceres* of New York, describing his encounter with French privateers

ST. CROIX, March 11, 1800.

“The fourth day after we left Sandy hook, we found ourselves, by observation, to the southward of Bermuda, going at the rate of 10 and 10½ knots, under the foresail and close reefed main top sail. In the lat. of 27 N. we were chased from the break of day until night, by three French pirates, two schooners and a brig.

“When we first descried them, the wind was very light, so that by the aid of their sweeps, they gained fast upon us, and came nearly within gun shot; but no sooner did kind Providence favor us with a stronger breeze, which counterbalanced their sweeps, than the *Ceres* quickly left them at a distance. Perceiving that we led them, they, in order to intimidate us, commenced a repeated firing; but finding that to be of no avail, they *very wisely* gave up the chace.

“Nothing, I am confident, contributed more to our escape from the fraternal hug, than the great number of our light and lofty sails. It appears that the Frenchmen, being compelled by the vigilance of our cruizers to quit their usual cruising station, have commenced their depredations in a more northerly quarter, where they meet with less molestation.”

[LC, “The Daily Advertiser” (N. Y.), 22 April 1800.]

To Samuel Humphreys, U. S. Inspector of Timber, Savannah, Ga., from Secretary
of the Navy

[PHILADELPHIA]

Navy Department 11th March 1800

M^r SAMUEL HUMPHREYS
Savanah Georgia —

SIR The Sloop *Non Pareil* John Shepherd Jun^r Master, is to call on her return voyage from the West Indies, and take a load of Live oak for one of the 74 Gun Ships from Georgia to one of the places of building. She may be expected at the mouth of S^t Marys river the first week in April. Be pleased to make arrangements for Loading her as soon as may be after she arrives and order her for New York, taking Bills Lading or receipts specifying the number of Cubic feet contained in the Cargo for which freight is to be paid at the rate of 37½ Cents per foot, one of which bills enclose to this Office, one to Mess^{rs} J & E Watson at N York & retain one yourself — Another Sloop is intended soon to follow the *Non Pareil* for the same purpose, and will probably touch first at the same place — Be pleased to adopt equally prompt measures for dispatching her with a load of timber as the *Non Pareil* at the same rate of freight & for the same place — if you can, load her with timber for the same Ship, otherwise she must be ordered for Boston to address of Mess^{rs} Stephen Higginson & Co. Other vessels will in course follow these, & to enable me to give them the best directions the case will admit, as to the most proper place first to touch at, I have to request that you will as soon as practicable ascertain and forward to me the necessary information. It will be proper for you in the mean time to take steps for giving the necessary instructions at other places than the Saint Marys, where it is probable vessels may touch, to which places they are to proceed for their loads. — The Vessels now mentioned agree to take a less freight than I expected. They may however be obliged to call at several landings for their loads, for which you can agree if they require it, to make such allowance as you think just, exceeding however in no instance half a dollar per foot for the whole freight —

I think you must have a Book, & keep an account of the timber sent to each place, that we may be sure when all is sent, and I should be glad to receive an Invoice of each shipment specifying the particular peices sent.

The Navy Agent to whom sent should have a Duplicate. —

I am

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

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

the beginning Light winds — with an Appearance of a heavy Squall, which came on about 3 P M with great violence — after which a heavy gale followed from the westward

at 8 Ditto hove the Ship too, with her head to the Southward — making previously the Signal for the fleet to do the Same.

at A M made the Signal to ware and heave too, on the Larboard tack, and at Day light wore again, & Stood in shore — when we made, soon after, the Pan of Matanzas bearing S E B S, and at noon the said Land (pan of Matanzas) bore S B E $\frac{1}{2}$ E about 8 Leagues Distance —

I find the Current has Set the Ship 20 Leagues to the Eastward since we doubled Cape Antonio — which is allowed for in this days calculation of the Longitude. —

Made the Signal for the convoy to Sail in close order as they seem much inclined to Scatter. —

Longitude Account $81^{\circ}.20' W.$

Latitude Observed $23^{\circ}.34' N.$

[HS of Pa. NDA photostat.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Tuesday, 11 March 1800

At 4 P. M. the north point of Saldanha Bay bore N. by E. half E. and the southern point E. by S., four leagues distant. Steering S. by E.; at 6 P. M. saw breakers off Coney Island bearing S. E. by S., three miles; at 2 A. M., saw the table-land of the Cape of Good Hope; at 10 A. M. anchored in 7 fathoms over a bottom of fine sand, the watering-place at the town S. W., one mile distant. Moored ship.

Found here seven British men-of-war, viz:

Lancaster, 64 guns, Admiral Sir Roger Curtis, Bart., Capt. Larcom.

Tremendous, 74 guns, Capt. Osborn.

Diomed, 50 guns, Capt. Hon. C. Elphinstone.

Adamant, 50 guns, Capt. Hotham.

L'Oiseau, 44 guns, Capt. S. H. Linzee.

Camel, Frigate, Capt. Lee.

Rattlesnake, 24 guns, Capt. Curtis.

Two English and a Swedish Indiaman, an English Whaler, and three American merchant vessels, viz.: the Ship *Ariel*, Capt. Coats, from China for Philadelphia, the Ship *Dispatch*, Capt. Benners, from Philadelphia for Batavia, and Brig _____ from Batavia for Philadelphia. Sent the First Lieutenant on board the Admiral to report the ship. Received a visit from the Health officer.

[NR&L, Nr P 922¹⁴.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 11 March 1800

Weighed anchor and proceeded to Sea the *Harry* and *Sally* getting under way. At 9 the Pilot left us.

The *Harry* and *Sally* in C^o

[NA.]

To Captain Robert Gill, Navy Storekeeper, from Abishai Thomas for Secretary of the Navy

[PHILADELPHIA]

Navy Department 12th March 1800

Captain ROBERT GILL

SIR Be pleased to deliver to M^r James Key Purser of the *Philadelphia*, Twenty nine pieces of Bandanoes Handkerchiefs, taking his receipts therefor, & charging him the price at which they were purchased which transmit to the Accountants office that M^r Key may be debited accordingly

By order of the Secretary

AB THOMAS

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

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

[PHILADELPHIA]

Navy Department 12th March 1800

Captⁿ THOMAS TRUXTUN

of the *Constellation*, Kingston, Jamaica

SIR I am honored with your letter of the 3rd Ultimo inclosing an extract from your Journal relative to your glorious action with a French Ship of force greatly superior to your own on the 2^d. Both the letter & the Extract have been laid before the President who directs me to give you the strongest assurances of his high approbation of your own judicious and Gallant conduct, and to request that you will present to the Officers & Crew of the *Constellation*, his thanks for so nobly seconding your efforts to raise the character of their Country and to maintain the honor of its flag.

Judging that you will readily obtain every thing necessary for your compleat equipment at Jamaica, and that you will most probably have left that Island for your Station off Guadeloupe before the arrival of the *Enterprise*, I send nothing for the *Constellation* by that Vessel except 10,080^{lb} 18^{lb} Shot & 1000 Grape. — Captain Murray fell in with you the 4th March. He is daily expected here — by him, I hope to receive full information from you of your wants, if you have any, and I will take immediate steps to supply them, by sending to Saint Kitts or Jamaica according to your letters by Murray —

I have not heard from S^t Kitts since your action, nor has there been any accounts received respecting the Ship you engaged. — If it was the Ship stationed at Guadeloupe, the vessels you left on that station, will maintain the superiority, until she is again fit for service, and doubt not you will be ready as soon as she can be. — I wish however you were in one of the larger Frigates. — The *President* I believe will be ready for sea, by the first of July, before which time, you will either be relieved from the *Constellation*, or from the command off Guadeloupe, that you may take the *President*. The *Congress* having returned into Port completely dismasted, and the *Insurgente* wanting five or six weeks repairs, the *Constellation* cannot at present be spared from the West Indies, where I hope your future glory will equal, & your future success exceed the past.

Congress have as yet done nothing on the Navy Business — the Committee on Naval Affairs have under consideration propositions to create 2 Admirals, 2 Vice Admirals & 2 Rear Admirals, & to procure Timber for more Ships of seventy four Guns. The bundle of papers I send by Lieut Shaw will give you all the news. We have yet nothing from our Ministers to France —

Whatever engagements you make at Jamaica shall be punctually complied with — Perhaps you may be obliged to agree to replace the Mast & other things you obtain — & in this case the earliest attention shall be paid to your engagements. You can no doubt readily pass Bills on me for the greater part of your expenditures — At Saint Kitts I hope there are provisions enough in the hands of M^r Clarkson to last some time, and I shall take early measures for sending a further supply — But too much attention cannot be paid to the subject of sending on board the ships returning, all surplus provisions on board of any vessels which may from time to time return to the United States, from whatever cause. —

I have the honor to be with great respect & Esteem —

Sir

Yr most obed Servt

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

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

[PHILADELPHIA]

Navy Department 12th March 1800

Lieut JOHN SHAW
of the *Enterprise*

SIR You will proceed with all expedition to Kingston Jamaica, touching at Cape Francois on your passage to deliver the letters to Captain Talbot, and if you can, the Grape Shot for the Schooner *Experiment*, which may be delivered to Nathan Levy Esquire the Navy Agent at Cape Francois, or to any of our Public Vessels,

If you do not find Captain Truxtun at Jamaica, you will proceed to S^t Kitts, and if he should not be there, desire whoever may be the Commanding Officer on that Station to open the letters to Captain Truxtun.

Should you meet Captain Truxtun at Jamaica, you will there take his orders for your future Government. — If you should not meet him there or at S^t Kitts, you will join the Squadron at Saint Kitts under the command of the Superior Officer —

I have the honor to be

Sir

Yr most obed Servt

B[ENJAMIN] S[TODDERT.]

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

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

[PHILADELPHIA]
Navy Department 12th March 1800

Captⁿ SILAS TALBOT
of the *Constitution*
Cape Francois

SIR I am honored with your letters down to the 9th February all of which have been laid before the President, who is well pleased with your judicious arrangements of the force under your command, & your whole conduct. The Sch^r *Swift* was released to the Owners, before the receipt of your last letter. The Law prohibiting intercourse with the French possessions was so extremely defective that it was difficult to punish the breach of it. I now inclose a New Law [*] just passed on that subject which I hope will be more effectual. You will be pleased to give copies & the necessary orders, to all the vessels under your Command — A Vessel with provisions for the Vessels on the S^t Domingo Station will be ready to sail from New York under the Convoy of the ship *Trumbull* Capt Jewitt in a few days The *Trumbull* mounts 18 — 12 pounders & is a powerfull vessel to be added to your Command — The Sch^r *Enterprize* on her way to Jamaica, thence to join Captain Truxtun, will I expect deliver this — She has 1000 ^{lb} Grape Shot for the *Experiment*, if she has an opp^y of delivering it —

I have the honor to be with great respect Sir

Yr obed Servt

[*Presumably Act of Congress approved 27 February 1800.]

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

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

[PHILADELPHIA]
Navy Department 12th March 1800

Captain DANIEL McNEILL
of the *Portsmouth*, N York

SIR Your letters of the 26th Ultimo and 5th Inst have been received. — France will be the destination of the *Portsmouth*, and you may therefore make such improvements in her accommodation as may appear to you to be necessary, keeping an eye to economy and recollecting that the Ship must sail in ten or twelve days at farthest. — If you should prefer remaining on shore, you will be pleased to inform me, and I will provide another Commander — How many men will be necessary to navigate the Ship as a Flag of Truce? I presume fifty able seamen, besides Your Officers will be sufficient. — On the subject of your Officers, since Lieutenant Rhodes has joined you, Lieutenant Godfrey Wood, and W^m Wells have been ordered to place themselves under your Command, and I have this day ordered Doctor Frost to join you. — I have before advised you of the Midshipmen for your Ship — A Purser, I will supply you — In your letter of the 5th Inst, you say, you have succeeded in procuring a Sailing Master, Boatswain, Sailmaker and Carpenter. You will be pleased to forward the names of the Gentlemen you have selected

that their Warrants may be sent them. You will also name a Gunner. — I have also ordered Doctor Jeffry Dillon Shanley to join you as Surgeon —

I have the honor to be
Sir Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]
NAVY DEPARTMENT ACCOUNTING OFFICE
12 March 1800 —

GENTLEMEN I have rec^d yours of the 8 instant together with your accounts and vouchers for the month of February, since my letter to you of the 7. inst. it has been determin'd, that in all cases of *Capture or recapture* the expense of the prize master, and men put on board, shall be on account of this department untill they arrive in port, after which, all expences including pay and subsistence, shall be paid out of the prize or salvage money: I will consult the Secretary respecting M^r Pierce and write you on the subject. —

very respectfully
I am Gentlemen
Y^r Most Ob^d

THOMAS TURNER
Acc^t

Mess^{rs} J. & E WATSON
N York. —

[NDA. LB Acct., 1798–1800.]

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

[Harbor of Table Bay.] Wind S. E. Fresh gales. At 11 A. M., went on shore, accompanied by Capt. Campbell of the British Navy. Waited on the Admiral, Sir Roger Curtis, Bart., and the Governor, Sir George Young, Bart., and was politely and friendly received, each offering me his best services. I received a visit from all the Captains of men-of-war with compliments and congratulations on my arrival. Dined with the Admiral in company with all the Captains of the Navy.

[NR&L, Nr P 922.¹⁴]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Ganges* 12 March 1800

At 5 Boca Granda bore N E. Dist about 4 leagues —

At 6 PM hoisted signals N^o 19. 12.3 neither of which the fleet payed any attention to.

At 10 lost sight of the Brig

At 3 A M the Ship and Brig in C^o

[NA.]

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

[U. S. Frigate] *Essex*, at anchor in Table Bay,
CAPE OF GOOD HOPE, 13th March, 1800.

SIR: — I have the honor to inform you I arrived here the 11th inst., with the U. S. Frigate *Essex* under my command. The manner in which I have been received by the Admiral, Sir Roger Curtis, and the Governor, Sir George Young, has been honorable to our flag, and highly flattering to me. The day after leaving Newport a snow storm came on, and we parted with the three merchant vessels under convoy, and on the 12th of January, in a heavy gale of wind, in Lat. $38^{\circ} 23' N.$, and Long. $54^{\circ} 9' W.$, I lost sight of the *Congress*, [*] not being able to carry sail to keep up with her without hazarding the loss of my masts, on account of the very bad quality of the rigging and iron work attached to them.

The 24th of Jan. in Lat. $16^{\circ} 25' N.$, Long. $28^{\circ} 30' W.$, our main-mast was discovered to be very badly sprung between decks. Every exertion was immediately made to secure it, and on the 26th that object was completed. On my passage out, much of the iron work has given way; the fore and main trestletrees, and fore and main cross-trees broken, owing to the bad quality of the wood, and their not having been properly secured at first. Nearly all the main shrouds, and all the topmast stays have been carried away. They were too small and their quality infamously bad. These disasters lengthened my passage considerably, and will detain me here at least ten days from the day of my arrival, as considerable iron and wood work is to be done to the masts, a complete gang of new shrouds to be fitted, and water to fill.

I begin to fear some accident has happened to the *Congress*, and if she does not arrive by the time I am ready for sea, I shall not wait a moment for her, but make the best of my way to the port of destination, and as the *Essex* is a remarkably fast sailer, I am in hopes to reach it in season to answer the object government had in view in sending me out.

I have not seen Mr. Elmslie, our Consul. He is in the country and expected in town to-morrow, when I shall deliver a letter which I have from the State Department for him, which was given me in charge by the navy agent at Newport.

The British have six men-of-war here, four of which are two-deckers, one frigate and a sloop-of-war, some of which have lately returned from a cruise off the Isle of France, after having chased on shore and burnt, *La Preneuse*, a French frigate, the only one which the French had remaining in the Indian Seas.

After a fair trial of my ship's company at sea, I found many impositions had been practised on the recruiting officers at the time of their engagements, and on the ninth of February I had a muster on board, for the particular purpose of rating them according to merit, and to reduce the pay of a considerable number, a list of whose names I have enclosed.

The returns which accompany this letter, I think, are perfectly agreeable to the regulations established, and I hope will be satisfactory, as every error in the returns made from Newport, which were very imperfect, is corrected in these.

The officer-like conduct and exertions of Licut. Beale, on every occasion, merit my warmest approbation, and I hope will entitle him to the notice of the President. Lieut. Phipps is a worthy man, but too infirm for the duties of his office. Lieut. Lee is a young officer of science, who promises to be an ornament to the navy. Mr. George Washington Tew, whom I appointed an Acting Lieutenant, is a young officer of merit, and has given me great satisfaction. Dr. Orr, my surgeon, is ever attentive to the health of the ship's company; they are now in perfect health, except one man sick with a cold. I shall be better able to speak of my other officers on my return.

The *Essex* is much admired for the beauty of her construction, by the officers of the British navy. The day after my arrival, one of the Captains of the men-of-war waited on me on board the *Essex*, with their compliments and congratulations, and I was invited to dine with the Admiral. On the day following I received the same attention from the Governor. They both appeared to be disposed to render me every service in their power, and to make my stay here as pleasant as possible. I have this day been presented with a paper from Bombay, which contains the order of the Governor of the Isle of France for the confiscation of *all* American property, which I enclose you. I am told here the French have several privateers about the Straits of Sunda, and I am in hopes the superior sailing of the *Essex* will enable me to pick up some of them; every exertion shall be made use of for that purpose.

I shall write you again by the next opportunity, which will be in a few days. I have the honor to be, with great respect, Sir,

Your most obedient, humble servant,

EDWARD PREBLE.

P. S. Mr. Elmslie has arrived, and has received the letter I brought for him.

E. P.

Hon. SEC'Y of the NAVY.

(The foregoing was delivered,*** to Capt. Coats, of the *Ariel*, bound for Philadelphia.)

[*See report concerning the dismasting of U. S. Frigate *Congress*, under date of 11 January 1800.]

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

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

U. S. Frigate *Insurgente*
PETAPSACO RIVER March 13th 1800

BENJⁿ STODDERT^r Esq^r

SIR The inclosed is a Copy of my respects to you [dated 27 February 1800] off Cuba & now have the honor to inform you of my arrival at [space] after one of the most blustering passages I ever had which has made us almost a wreck but the present subject shall be on the purpose of my late instructions.

The letters which I have now the honor to enclose, will inform you of my having brought \$120,000 from Jamaica on account of A Baring & C^o & \$14,000 for others.

As those Gentlemen will no doubt be disappointed in not receiving a larger sum, there are some explanatory circumstances necessary on my part

When I arrived in Jamaica which was in a week after I received your orders, I found the above specified sum all ready & should not have been detained there more than three days, but Mess^{rs} Atkinson & C^o inform'd me that they were in hopes of being able to make up a much larger sum as they had been obliged to make use of what had been collected on their acc^t for Government purposes, Viz: the purchasing of the suspicious Negroes belonging to French Emigrants to be sent off the Island, but failing in their expectations and no money to be procured at Kingston, it occur'd to them that some respectable Houses concern'd in Havannah transactions might accommodate them there; the Scheme was proposed to me to know if I would call there, after some consideration (altho' I had no orders to justify me) it appear'd to me to be an object of magnitude, the transportation of so large a sum as they conjectured might be procured there Vizt \$300,000, that I gave my consent, but upon the Proviso, that I was not to be detain'd there more than three days, & was very precise in my inquiries to know upon what foundation this business stood & found it a matter of uncertainty altogether, in the first place, it depended upon those Gentlemen the letters were directed to, whether they had the money by them, in the next place it depended upon their inclination to comply with their engagements however advantageous it might appear & finally the risk & difficulty in getting it on board, as I could not think of running any risk, on the part of the Ship, I say taking all these considerations in a collateral view the matter was couch'd in uncertainty tho' it was my firm intention to make the tryal, but from the most untoward events I found the thing at least impracticable, for in the evening after I had written you the inclosed letter we had a fine favorable Western Wind & we kept on our course for the Moro Castle but the weather being very Hazy we over-run our distance a few leagues which we thought of no consequence, counting upon the Usual trade Wind to run us down in an hour or two, but the spell it seems was not out, the Western Wind freshen'd up to a hard gale & a rapid current setting to the Eastward we the next day found ourselves almost up with the old Streights of Bahama & drifting upon a dangerous shore, Wrecking & tearing our sails & rigging to pieces, in our effort to hold our own that I at last determin'd to stand through the Gulf Homewards, & there appear'd to be no hopes of a change of Wind, & must have created the delay of a fortnight at least, again I consider'd, as this might be a Mercantile transaction that so long a delay to their expectations might create an inconvenience & that it was better to hand them the present sum than to risk the uncertainty

Thus Sir have I given you a fair & candid detail of the business wishing to acquit myself with propriety to every individual, as well as in my public function, & herewith send you the three letters with the transactions respecting the negotiation which be so kind as to hand to M^r Baring who will of course inform their friends in Jamaica of the disappointment

I wish much to have your permission to see my family & to let me know as soon as possible if I am to order the necessary outfit for the

Ship, such as Masts Bowsprit & coppering her bottom with other matters which I shall give you an estimate of & tell me what I am to do with the Crew in the interval of her equipment, whether to discharge them & take our chance for their staying by us as we are almost a Wreck, since the late hard gales of wind we have had off] Cape Hatteras it will be a work of time to do all that is required,

I have brought \$5109¼ for Robinson & Hartshorne of New York, which I shall keep & beg you will pay that sum to those Gentlemen, & charge my Acc^t with it as we shall want Money for the Ships use —

With great respect

Yours &c

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

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

[PHILADELPHIA]

Navy Department 13th March 1800

Captⁿ ALEX^t MURRAY
of the *Insurgente*, Norfolk

SIR Your last letter which I have received, induced an expectation that you would come to New York instead of Norfolk as before contemplated and I hope this may be the case; if however this letter should find you at Norfolk previous to your discharging any thing except money which you must leave there, I request that you will as soon as may be come round to New York or *rather to this place*.

I have the honor to be

Sir Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department, 13th March 1800

WILLIAM PENNOCK Esq^r
Norfolk — Virginia

SIR I am honored with your letters of the 28th Ult^o & 4th Inst. — I do not consider it necessary to take any steps at present respecting coppering the *Insurgente* at Norfolk — I expect she will come into New York — If however she should have come to Norfolk previous to your receiving this and has not discharged except money which is to be left at Norfolk, I request that she may instantly come to New York or to this place in preference, to which purpose I have written to Captain Murray —

I have the honor to be

Sir

Yr most obed Servt

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

To Lieutenant John Shaw, U. S. Navy, or the Commanding Officer of U. S. Schooner
Enterprise, from Jo Parrott, for Secretary of the Navy

[PHILADELPHIA]

Navy Department 13 March 1800

Lieut JOHN SHAW or the
Comm^r Officer of the *Enterprise*

SIR M^r Wanderly represents to me that two apprentice Boys are on board the *Enterprise* — If this be the case, the Secretary requests that you will not hesitate a moment to give them up, nor by any means suffer them to proceed to sea —

I am Sir

Yr obed Servt

JO PARROTT

By order of the Secry

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 13th March 1800

JAMES & EBENEZER WATSON
New York —

GENTLEMEN The Frigate *Philad^a* is waiting only for the articles from N York & some seamen also from that place, the former ought to be here before the latter, that there may be no delay when the men arrive — I pray that you send the articles at once without standing for a trifle in the freight —

I have the honor to be

Gentlemen

Yr most obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To Hon. Uriah Tracey, United States Senator, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13th March 1800

Hon^{ble}

URIAH TRACEY Esq^r
in Senate —

SIR M^r Yellots muskets are shorter and lighter than those used in the Navy or Army, but their greatest defect is that they have not a sufficient caliber to receive an ounce ball. — His swords are inferior to those made in the United States. I have bought of the same kind for the Navy, but it has been under circumstances of urgencies & when better could not be obtained, a case not likely to happen again — Muskets and Swords are now made with facility & in great perfection in the United States, so that should the Militia want them there would be little difficulty in furnishing them of a better quality

than those of M^r Yellots — I can therefore see no good reason for denying M^r Yellot the privilage of exporting his arms —

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*,
Thursday, 13 March 1800

Moderate Breezes & pleasant weather. at 2 P M made the Double head shot keys bearing South about 4 Leagues distance.

the wind being Northerly Tacked and Stood to the Westward as per Column.

at 5 A M the Brig *Mary* of Portland asked permission to leave the convoy and stand on her Own course — Being in my opinion out of the tract or cruizing ground of French Privateers I granted his request, and at Noon made the Signal for all the fleet to make the best of their way. —

Find the Gulph to have helped us to the Northward, since yesterday at Noon, at the Rate of one mile per hour.

a few Minutes after Noon of this Day, made Cape Florida to the N W B W [?] from the mast head about 6 Leagues Distance.

Longitude Account 80°.25' W.

Latitude Observed 25°.32' N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 13 March 1800

Moderate breezes and Rainy weather, employd scrapeing the Quarter deck, at 3 saw the Cape

At 4 parted company with the U S Schooner *Experiment*

At 6 calm and rainy Saw the Cape S ½ W 8 or 9 leagues ½ past 6 a breeze sprung up from E N E furld Top Gallant sails In 2^d reef the top sails and came to the Wind to the Westw^d under the Top sails

At 9 Very Squally with Rain Reefd the Fore Sail

At [12] a fresh breeze Wore to the E^l

AM at 3 Wore to W N W wind at North bore up W by S Sent dⁿ T G^t Yards, at 7 the chace Stood [to] the Westw^d under a press of Sail hauld our Wind to the Westw^d and Northw^d under our topsails to let her come up, ½ past 10 Made the private Signal and was Answerd by the Strange Sail, found her to be a British 74 Gun Ship beating up to Windward

At 11 Saw Tortudas bore up under the Topsails and ran down along the land Bent the Cables and cleard Ship for Going In to port — At 12 the E end of Tortudas S by W 2 leagues

[NDA photostat.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Thursday, 13 March 1800

[Harbor of Table Bay.] Strong S. E. gales. Ordered the ship completely stripped of its rigging in order to give it a thorough repair, and fit new main trestle-trees, &c. &c. Commenced watering. Dined with Capt. Linzee of the *L'Oiseau*.

[NR&L, Nr P 922¹⁴.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges*, 13 March 1800

At 2 Carthagena bore E $\frac{1}{2}$ N dist about 4 leagues —

At 3 Spoke the *Harry* when M^r Harper. (Super) informed us it would be more for the interest of the concern to leave the brig than to retain both vessels —

At 4 Spoke the Brig when M^r Carson (Super) also thought it best to leave him. Made sail —

At 6 A M Saw the *Harry* on our weather bow; standing to the North^d & East^d from the nearness of her situation must have seen us but paid no attention to our wearing but continued on her course untill we lost sight of her.

[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, Thursday, 13 March 1800

Pleasant Land Breezes the fore part[.] got under way at the Sun Rising Set all sail got out beyond the Reefs took the Wind from the Eastward Beat out at 12 Meridian Cleared the Capes of the Bay of Matansa Hoisted in the Cutter

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

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 14th Mar. 1800

SIR I send herewith copies of my Letters of the 9th 20th & 27 Ult^o —

By the Brig *Jane Maria* who is to sail for N. York in a few days I will send my account of Monies disbursed on account of the United States and my current A[ccount] in the mean time I have further drawn on you

The 11th Mar: favour A. A. Beutner. 1500} Two thousand

14. Mar favour David Maffet 1000} five hundred Dollars, & both at 30 Days after sight

The *Delaware* is not yet returned to Port The *Scammel* I am informed is gone from Porto Cavello for S^t Kitts. —

I have the Honour to remain

Sir

Your Mo^t Ob^t Serv^t

15th I have had more time than I expected & have now the pleasure to send you the account mentioned in my letter of yesterday.

O P^t Sch^t *Virago* — C^r Per *Jane Maria*

[SDA. French Spol. CA, Curacao, 1797-1801.]

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

Light winds all these 24 hours and the water remarkably Smooth.
at 10 P M the Brig *Eliza* of New York, Ran on board the *Conquest*
[of *Italy*] and carried away her Bowsprit.

at 11 Ditto hoisted out my boat, & sent a carpenter with tools,
Nails &c on board her and supplied a spar cordage &c &c &c to Lieu^t
Watson the commander. —

at Noon forwarded a letter to the Sec^y of the Navy by the Brig
James of Philadelphia Captain Williams. —

Longitude Account 80°.16' W.

Latitude Observed 26°.54' N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Friday, 14 March 1800

Fresh breezes and Cloudy, Employd as nessasary

At 4 Up T G Y^{as} and Set the Sails then came to the Wind to the
Northward the head of Cape Nichola Mole then bearing S ½ W 2
leagues — At 1 Tackd to the S^d At daylight Saw a Strange Sail
bearing N E wore to the Northward

At 6 wore and came to the wind In chace fir'd a Gun to bring too
the chace

At 8 brought her too and boarded her an American Brig from
Savanna bound to Jamaica,

Made Sail for the Mole

At 11 a pilot came on board to Carry the Ship in to the Mole

At 12 Came too and Moord Ship In Cape Nichola Mole

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 15th March 1800

Captain Alex^t MURRAY

Of the *Insurgente* Baltimore

D^r SIR I have Just received your letter of the 13th & have only
time to say that the *Insurgente* must be repaired in Baltimore, that
I will write you more fully by Mondays post, & that M^r Arch^d Camp-
bell is the Navy Agent at Baltimore, to whom you will apply, & put
every thing in train to go on with the repairs — I believe the men
must be discharged. — No doubt you can see your family but on this
subject I will write you on Monday mean time you can be making
the usefull arrangements —

There are masts at Havre de Grace

I have the honor to be

D^r Sir

Yr obed Servt

M^{rs} Murray is well —

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

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]
Navy Department 15th March 1800

ARCH^d CAMPBELL Esqr
Baltimore

D^r SIR Captain Murray is arrived at Baltimore, and will apply to you as Agent, — His Ship will require to be repaired — I will write you fully on Monday —

I have the honor to be

D^r Sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]
Navy Department 15th March 1800

ARCH^d CAMPBELL Esqr^{re}
Baltimore —

SIR In answer to M^r Yusers letter inclosed in yours of the 10th Inst, be pleased to inform that Gentleman that M^r Clarkson of Saint Kitts acts as Agent for the Navy in the Windward Islands — He has been so acting ever since our Vessels first cruised about those Islands, and tho I have no doubt of M^r Yusers qualifications & fitness in all respects, yet there being no complaint against M^r Clarkson, it would be improper to appoint another Agent — Our Vessels rendezvous at Saint Kitts —

The notes of Thompson & Dickey received for the *Montezuma*, you will please to retain and receive payment for on Account of the Public when due — At your liesure I wish you would send a Statement of the sale, that the entries may be made by the Accountant of the Navy — I wish you would also send an account of whatever stores are in your hands received out of the *Montezuma* or otherwise. It would be best to hire a convenient Ware house capacious enough to receive these and other articles for the Navy which may [be] had at Balt^o

M^r John Dorsey has made some anchors for the Public & is to make more, — I have advanced him some money, but shall turn him over to you for future payments when they hereafter become due & shall always take care to keep you in money for any thing required for the Navy in Baltimore

I am D^r sir

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To William Savage, U. S. Agent for Protection of American Seamen, Kingston, Jamaica, from Secretary of State

DEPARTMENT OF STATE
Philad^a March 15th 1800

WILLIAM SAVAGE Esqr

SIR, By the *Hind* British ship of War, I now send you an official seal, as the Agent of the United States. — M^r Liston addresses a letter

to Sir Hyde Parker by the same ship, inclosing documents relative to impressed American seamen, viz Cumpston Howe, Ludowic Slater, Dudley Emerson, John Peters Jun^r Hezekiah Hale Jun^r and Adonijah Rose. — The original of the same letter, committed to me by M^r Liston, I sent to Baltimore, to be forwarded to you, together with another letter from M^r Liston to Admiral Parker, respecting John Reddesmoser, son of Michael Reddesmoser who will forward both to you

I am Sir &c &c

TIMOTHY PICKERING

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

To Samuel G. Adams of Botetourt County, Virginia from Secretary of the Navy

[PHILADELPHIA]

Navy Department, 15th March 1800

SAMUEL G ADAMS Esqre
Botetourt County Virginia

SIR The foregoing [enclosure] are the terms upon which I have contracted for cannon. If you should determine & let me know by the 26th April that you will furnish the 74 Cannon on these terms, to be delivered at Norfolk by the 1st June 1801, I will enter into a Contract with you for the same — and will then furnish the model and weights of the Cannon — To enable you however to calculate the weights, you may conclude, that the cannon will weigh about 200^{lb} for each pound weight of ball they will discharge —

I am Sir

Yr obed Servt

[Enclosure]

Estimate of Guns for a Ship of War of 74 Guns —

28 — 32 pounds	} To be delivered at Norfolk, at the cost & Expence of the Contractor by the first of June next, to be of such model & such weight as shall be designated by the Secretary of the Navy
28 — 18 d ^o	
18 — 9 d ^o	

To be cast in the solid, & bored truly, so that Diametre of the Bore, shall correspond exactly to each given caliber, be perfectly streight and in the center of the piece from the muzzle to the breech The cannon shall be proved in the same manner as is fixed in a Contract entered into between Sam^l Hughes with the Secretary of War, under the direction of such person or persons, as may be appointed by the Secr^y of the Navy. The Secretary of the Navy shall allow & cause to be paid to the said [space] for every ton weight of cannon so cast & delivered the sum of 100 Dollars imm^y on the delivery of the same —

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

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

Light and moderate Breezes.

Dispatched the *Conquest [of Italy]* at 10 A M for Norfolk, with a letter, from the Secr^y of the Navy, and Several for Merchants of that place.

Several of the Convoy still in Sight — Unbent the cables, Set up Rigging &c &c &c. —

Saw a Ship to Windward which I take to be one of our Ships of War or one of the British: perhaps the [*George*] *Washington* or *Patapsco*.

Made the Signal to Speak the *Conquest* [*of Italy*] which is only a small distance from us, in order to Send her to Windward, and make our private Signals, to the strange Sail; ascertain who it is & inform me. —

Longitude Account 79°.26' W.

Latitude Observed 28°.57' 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, Saturday, 15 March 1800

The first part Moderate Breezes & pleasant
 at 1 P M Fell in Company with the *Norfolk*
 Shortened sail and Lay by Saw a sail Runing Down
 at 5 P M Made sail and Gave Chase
 at 6 spoke the schooner *Success* from Kenebeck Bound to the
 Havana 25 Days out Thomas Jones Master about 8 Leagues to the
 Eastward of Havana

at 7 bore away at 8 Reefd the Top Sails
 at Midnight Lay by Head to the North^w
 Middle part Moderate & pleasant
 at 7 A M sent the Jolly Boat into Havana
 at 8 the More bore S E 2 Miles Dist
 Stood of from the Land
 at Meridian the More bore South 3 Leagues Dist
 Latter part Moderate & pleasant
 a Strong Current to the Eastward Cut the Cable off 32 feet from
 the End it being Gawled on bottom & unfit for service Larboard
 Bower

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

To Edward Stevens, U. S. Consul General at Santo Domingo from Toussaint
 L'Ouverture, General-in-Chief of the Army of Santo Domingo

[Translation]

JACMEL, THE 25 VENTOSE YEAR 8 [16 MARCH 1800] OF THE FRENCH
 REPUBLIC INDIVISIBLE

TOUSSAINT L'OUVERTURE, *General in chief of the Army of Santo
 Domingo.*

TO MR. EDWARD STEVENS, *Consul General of the United States of
 America at Santo Domingo.*

MR. CONSUL GENERAL, I have been honored by your letter of the 9th March last in reply to mine of the 8th Ventose. It was accompanied by a copy of the one which Commodore Silas Talbot wrote you, under date of 6th March, in response to the one which you addressed to him on the 4th of the same month (of March) of this year.

I have read with great satisfaction your letter and his, and there was no need of your giving me greater proof of the interest which you take in me, in this circumstance than to assure me of it yourself, and you need not even assure me of it, since you have plainly demonstrated it to me by deeds. I could not be more grateful to you than I am for all the trouble to which you have gone with regard to Commodore Silas Talbot, in order to persuade him to give me succor with ships, in the waters around Jacmel. It affords me renewed pleasure in offering you my thanks, to tell you how glad I am and how I appreciate the signal and important services which the Commander of the United States frigate *General Green*, Mr. Christopher Raymond Perry, has rendered me; my praises and my appreciation to this officer; nothing could equal his kindness, his activity, his watchfulness and his zeal in protecting me, in unhappy circumstances, for this part of the colony. He has contributed not a little to the success by his cruise, every effort being made by him to aid me in the taking of Jacmel, as also in seeing order restored in this colony.

Please, Mr. Consul General, I pray you to convey to Commodore Silas Talbot my heartfelt gratitude for the service which he has done me by sending me the frigate *General Green*, for which I shall never cease to be grateful. Have the kindness to express to him my sentiments to that effect, and also to thank him for being pleased to send me other vessels, at your solicitation. I assure you, Mr. Consul General, that it is not without satisfaction and the most intense joy that I receive from you, Commodore Talbot, and all the other officers and citizens of the United States the evidence of your ardent desire and their ardent desire to cooperate in reestablishing order, prosperity and happiness in this colony so long unfortunate.

I have the honor to be with the highest esteem and the most cordial consideration,

Mr. Consul General,

Your very humble and obedient servant

Signed: TOUSSAINT L'OUVERTURE.

[SDA. CL. Cape Haytien, 1797-1799.]

[16 March 1800]

To Secretary of State from John Elmslie, U. S. Consul, Cape Town, South Africa

To TIMOTHY PICKERING Esq^r

Secretary of State of the United States of America

SIR, Since my last of 7th of Dec^r respecting the proceedings of the Vice Admiralty Court in the Case of the Ship *Pacific* — I have had the Honour to receive *Duplicate* of your favour of 18th Dec^r — 99 — per the United States Frigate *Essex*, Cap^t Preble who arrived here 10th Ins^t I am sorry to inform you that neither the Original nor Duplicates of my Commission of Consul have yet come to hand — But his Excellency the Governor on the strength of your Letter of the aforesaid date, politely ordered the Secretary of Government, to write me an Official Letter acknowledging me Consul for the United States of America, copy of which I now transmit you; Yesterday morning I waited on the Admiral Sir Roger Curtis, and exhibited the Documents

respecting the nativity of Rich^d Butler, which fully satisfied the Admiral of Rich^d Butler being a native of the United States, and assured me that he would give orders for his immediate discharge. The Letter for M^r Butler I sent on board the *Tremendous* yesterday but the weather has been so blowing ever since that I have not yet had an opportunity to hear from him — It was extremely pleasing to hear from Cap^t Preble that he was received by the Governor & the Admiral with every mark of polite attention, it gives me pleasure also to inform you that the French Frigate *Preneuse* which so annoyed the American Trade to the Eastward is destroyed by the *Tremendous* in a late cruise off the Mauritius, & the officers are now prisoners in the Cape —

With the highest Respect

I have the Honour to be

Sir

Your Ob^t Servant

JOHN ELMSLIB

CAPE TOWN GOOD HOPE
16th March 1800

[SDA. Cape Town, Vol. 1, 1800-1853.]

To Secretary of State from Edward Stevens, United States Consul General at St. Domingo

(Duplicate)

(Private)

CAP FRANCOIS March 16th 1800.

DEAR SIR In a Letter which I lately had the Honor of writing you, I mentioned the unwarrantable Conduct of Cap^t Thickenesse, Commander of his Brittanic Majesty's armed Brig *Pelican*, & referred you for the Particulars of this Transaction to M^r Ritchie, Consul of the U. States at Port au Prince. Not being in Possession of the Protest made by the Officers of the Schooner *Buckskin*, at that Time, I could not transmit it to you. M^r Ritchie indeed promised to send it to me immediately, but by some unaccountable Delay, I did not receive it until Yesterday. In his Letter of the 3rd Ins^t, which accompanied it, he informs me that the french Schooner which was captured by the *Pelican*, proved to be the *Adelaide*, Cap^t Pitre, bound to Port au Prince & furnished with a regular Passport. He adds that the Owner of the Schooner "had preferred a Complaint to Gen^l Toussaint against "the Schooner *Buckskin*, for the Aid & Assistance given in capturing "the *Adelaide*, praying that Process might commence against the "Captain of the *Buckskin* for an Indemnification of the Value of his "Vessel;" — that Gen^l Toussaint had written him on the Subject, & that he had given such an Explanation in Return as he hoped would prevent any disagreeable Consequences from taking Place. —

As soon as I received M^r Ritchie's Letter I wrote Gen^l Toussaint on the Subject, & do not imagine there will be the slightest Difficulty in arranging this Business as it ought to be. — I now have the Honor of enclosing you the Declaration made by the Master & Mate of the *Buckskin* before M^r Ritchie. —

Since my last Dispatches I have had the Pleasure of receiving your several Favors of Dec^r 27th & 31st & Jan^r 18. —

The first relates to the Schooner *Polly* of Marblehead, Knot Pedrick, Master. To this important Business I shall pay all the Attention it merits, & shall acquaint you with the Steps that may be taken to recover the Property which has been captured. M^r Joseph La Grange the Gentleman you have recommended in the second, shall have every possible Attention paid to his Claims, & as soon as M^r Duracinè [?] shall make Application to the Government in his Behalf, I shall give him all the Assistance that lays in my Power. —

With respect to your last Letter I deem it of so much Importance, that I cannot avoid giving it a full & separate Answer, which I shall have the Honor of transmitting you, together with all the necessary Documents, by the armed Brig *Mary*, Cap^t Tarvis [?] which, will sail in 4 or 5 Days. —

Every Thing continues tranquil in this Quarter, notwithstanding strong Symptoms of the Crisis I announced to you have taken Place. Within these few Days all the Adherents of the Agent have been seized, imprisoned, & the Seals put on their Effects & Papers. Among these are the Ordonnateur in Chief Dumaine Blanchard the receiver of the Revenues of the Colony & & & The Agent & his Secretary are kept close Prisoners to the Government House. The Seals are also put on the Papers of the latter. No Persons are permitted either to enter or leave the House: nor are Papers, Money or any Kind of Effects suffer'd to be carried out. All this is by order of general Toussaint. He sent general Age here to carry the Agent to Port au Prince, but he refused to go. He immediately gave orders to take the Steps I have mentioned. I expect him here in 3 or 4 Days when I suppose the Business will be settled as I have long foreseen. He will not send away the Agent because he is afraid he may intrigue against him in France. He will I beleive keep him a close prisoner & take all power, civil & military into his own Hands. In other Respects Things are as usual. The Citizens of the U. States are respected & their Property secure. A due Degree of Harmony continues to subsist between our naval Commanders & the Chiefs of the Colony. The *General Green* is on the South Side near Jackmel, — the *Boston* & the *Richmond* in the Bite, & the *Experiment* & *Augusta* gone to join Cap^t Perry. The *Constitution* is, I fancy, at the Mole as she has not been off this Harbor for 2 Days I write in great Haste, for which I must beg you excuse.

I remain

Wth great Respect & Consideration

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

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

Delightful weather — with a charming little Breeze and Smooth water, throughout the whole of these 24 hours.

Spoke the *Conquest* [of Italy], and directed her to proceed, and Exchange Signals with the Strange Sail, mentioned in the transactions of the preceding day: but finding at about 3 P M, she could not come up with the said Sail, without Running a long distance out of her way, and having every reason to believe the Sail in question, to be a

friend — I made the Signal, for the *Conquest* [of Italy] to give over the chase.

at 2 A M Brought to, a Sloop from New Providence, bound to Charleston South Carolina — in balast. — It is well to remark that the Gulph Stream runs close to the Edge of Soundings all along this Coast and is very narrow off Cape Cannavarel [Canaveral] and widens as it runs to the Northward.

I do not suppose that off Cape Cannavarel the Stream is above five or six Leagues wide and off Hatteras not more than fifteen Leagues — & so its width encreases as it Runs to the Northward and Eastward. —

Longitude Account 78°.2' W.

Latitude Observed 30°.10' N.

[HS of Pa. NDA photostat.]

Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. S. *Ganges*, 16 March 1800

At ½ Past 2 point Samba bore. S b E dist 5 or 6 Lea.

Discovered that the head of the Main mast to be sprung.

[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, Sunday, 16 March 1800

Moderate Breeses & pleasant the first part Lay off and at the Moro Waiting for the Boat

at 5 P M the Jolly Boat came on board

at 6 stood off to the Northward under single Reefd Top sail

at Midnight Wore ship to the Southward

at ½ past 1 A M Wore ship to the Northw[ar]d at 2½ Tack to the South^w

at 8 A M the pan of Matansa bore S E b E 11 Leagues Dist the Moro bore W b S 4 Leagues

at 9 Made sail with the *Norfolk* to try the goodness of the *Warren* & *Norfolk* we beat her on a Wind She bore away We beat her Spared her flying Jibb T G Sails M^r Top Mast Middle & M^w T G Stay Sails and she could not Range A Head of us

Stood in for the Land saw it 9 Leagues Dist South from us

Latter part Fresh Breezes and Cloudy

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

To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17th March 1800

SECRETARY OF THE TREASURY

SIR I have the honor to enclose you a letter from Captain John Rodgers of the *Maryland* dated off Brame [?] point 7th January 1800 by which it appears that he on the 4th January fell in with the Schooner

Clarissa of Boston owned by a M^r Blake of Boston, which vessel had on board Eighty one slaves, bound from Sierra Leona to Surinam

You have also inclosed a Copy of the *Clarissas* Register & of the instructions of the owner M^r Blake to Captain Cook dated August 5th 1799 in which he is directed to trade in slaves from the Coast of Africa to Surinam —

I have the honor to be with

Great respect

Sir

Yr obed Servt

[NDA. Req. on US T, 1798—1803.]

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

[PHILADELPHIA]

Navy Department 17th March 1800

Captain DANIEL M^rNIELL
of the *Portsmouth*, NYork

SIR I have received yours of the 14th Inst You will indent for six months provisions and as much Spirits as will last you to France — which the Mess^{rs} Watsons will supply upon your requisition —

Enclosed you have warrants for Levi Bardon Sailing Master & John Thompson Boatswain & blank oaths which you will require these Gentlemen to take, previously to delivering their Warrants —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT.]

P. S.— You are to engage your men for 12 months from the Ships first weighing anchor on a Cruise —

[NDA. OSW, Vol. 3, 1799—1800.]

To Archibald Campbell, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 17th March 1800

ARCH^d CAMPBELL Esq^r
Baltimore

D^r SIR Enclosed is the copy of my letter to Captain Murray. I hope you can find time to devote the necessary attention to this Ship. If you make good arrangements at first, you will have but little trouble afterwards — I think you had better engage able Master Carpenters of reputation to conduct the repairs — Buy the best Hemp for rigging & put it into the hands of the best Rope makers — Masts, I suppose will be sent from Norfolk — of this Captain Murray can inform you — There are a number of large ones belonging to the Public at Havre de Grace — Be very particular in taking vouchers for every thing you pay, and supply every thing required by Captain Murray. — Cases will occur, not foreseen, requiring the exercise of Judgement & discretion. — You must in such cases exercise your

own Judgement, without waiting to hear from me. — It will be proper to ascertain from Captain Murray whether the Copper in the hands of General Swann, will do for the *Insurgente*. — Knees will be wanted — perhaps larger than can be had in Baltimore — General Lloyd tells me he has at his place on the Eastern shore many hundreds of the best kind ready cut — If necessary you can send a proper Carpenter to purchase at once the number wanted — I have directed a remittance of 20,000 D^r to be made you — the greater part will be wanted by the Purser of the *Insurgente* to pay off the men — He will receive from you in 2000, or 3000 D^r at a time — For money advanced thus to pay the men, you must charge only one half per Cent Commission — this being the practice every where — for all other expenditures 2 per Cent — I will send more money as you want —
I am with Great Esteem D^r Sir

Yr obed Servt

Dispatch, Economy & regularity must be attended to in refitting this vessel —

M^r Philip Taylor on Farley Creek, Kent County, has knees, & other crooked timber — to him you will please apply, for what you may want for the *Insurgente* —

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

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

[PHILADELPHIA]

Navy Department 17th March 1800

Captain ALEX^r MURRAY
of the *Insurgente*

Baltimore —

DEAR SIR I wrote you a few lines on Saturday. The *Insurgente* must now be put into compleat repair before she leaves Baltimore. I observe that she wants masts, sails, — I presume rigging, caulking & coppering. — I wish you to ascertain at once every thing necessary to be done to her — to give M^r Arch^d Campbell an account thereof in writing & another to me—Advise with M^r Campbell on the best most frugal & most expeditious manner of having the whole business done, — let every thing be begun before you leave Baltimore — and then leaving the Command of the Ship to that Lieutenant you think best qualified, with as many officers and men as you think will be necessary & usefull on board, furloughing all the other Officers & discharging all the other men — you may repair as soon as you please to Philad^a — By the time the Ship would be ready for sea, the men would not have above two or three months to serve—if so long — it is best therefore to discharge at once all who cannot be usefully employed about the Ship. — The Purser should have his Acts [accounts] against the men prepared for settlement without the least delay — I hope indeed he is already prepared —. If any powers of Attorney have been given by them for half their pay in their absence particular attention should be paid to that circumstance — I shall this day remit M^r Campbell 20,000 D^r which I suppose will be sufficient to pay off the men who are to be discharged — The Major of Marines will give orders about the Marines pay —

I cannot be more particular nor is it necessary that I should be — You know every thing to be done, & how it is best to be done and you will give all the advice & information in your power to M^r Campbell who tho a very good man may not be very well acquainted with a business in some measure new to him —

I have the honor to be with Great Esteem D^r Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT]

PS — Are you sure of the Masts from Norfolk? There are Masts at Havre de Grace 90 feet long & it is said very tough —

[NDA. OSW, Vol. 3, 1799–1800.]

To Lieutenant Jeremiah Barton, U. S. Navy, from Captain Alexander Murray,
U. S. Navy

U: S: Frigate *Insurgente*
Baltimore March 17th 1800

SIR Feeling something at a loss how to govern myself with respect to some recent Occurrences as well as Anterior ones in which delicacy is requisite to come to a full eclaireissement I find no other method than this.

I have fond[ly] hoped to end my Cruise in perfect peace, harmony & mutual satisfaction with each other, which the first part of our route encouraged me to hope would have been the case, & sorry am I that I have been disappointed in my expectations, being under the strongest convictions that I have done every thing in my power to cement a friendly intercourse.

I candidly declare to you that till latterly you have ever had my confidence & esteem as an Officer in the U: S. Service, I acknowledge your good sense & experience as an Officer; but there is one insurmountable misfortune that I have but lately discover'd (& which I forbear to mention) that is quite incompatible to the dignity and value of an officer.

Far be it from me to prefer a complaint upon any trivial matter & I would wish the present one to rest in Oblivion, your own reflection will be your own Monitor

You have hinted to me that you should quit the service, I wish it for your own sake, but at the same time to save appearances, could wish you to continue in your station a while longer; & be assured that I have no personal Antipathy against you as a Gentleman, but I am bound to the Public, to serve with fidelity, & honor, & to controul every unfortunate propensity in those who have placed themselves under my command; & altho' the hint I have given you at present may appear of a trivial complexion yet I think it of too important a nature for me to overlook, & which costs me a very Poignant feeling in thus communicating it to you, in all other respects accept of my assurance of regard

I am

Your most Obed^t —

Lieu^t JER^m BARTON.

[NDA. A. Murray's LB 1799–1805.]

To Purser Samuel J. Cox, U. S. Navy, from Accountant of the Navy

[PHILADELPHIA]

NAVY DEPARTMENT ACCOUNTANT'S OFFICE

17 March 1800.

SIR Previous to paying off such of the Crew of the *Insurgent* as may be discharg'd by Captain Murray, you will take care to ascertain all charges against them, you I presume know whether any of them have authoris'd Attornies to draw any part of their pay & you must be responsible for charging it against their wages — \$150 has been paid at this Office to the Attorney of Edw^d D. Burke, chaplain, Your pay rolls must contain columns for the names and stations of the ships company, also for the commencement and expiration of service, and others for the rates and amount of pay for that time, & such other columns as are necessary to exhibit the charges of money, slops, payments to Attornies &c as circumstances may require, and one for the balances due & 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 must have columns for the names, stations and balances, 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 commissioned 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^{rs} or administr^{rs} of dead men, upon producing & leaving with you for your Voucher, the letters of Administration legally authenticated may be paid, such as do not apply while you are paying off may hereafter be paid at this office, for which purpose it will be necessary for you to make out an abstract of the balances due to dead and discharg'd men, or deserters which will be forwarded to this Office with your pay & receipt rolls. — In your Slop account, you will shew by appropriate columns, the quantities of each several kind of articles rec^d or purchas'd, & the amount and from whom, when and where, and on the contrary, you will shew the quantities disposed of, & remaining on hand, with their amounts respectively, so that your account will shew both the article and the amount. —

The regulations of the Navy, require every person belonging to a vessel of War to draw one ration p^t day, and this it will be presumed is always done, unless the contrary is shewn, therefore in your subsistence abstracts a distinction must be made between the undrawn & extra rations, which the Officers will be entitled to pay for. — The undrawn adds a ration to your provision account, which must 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 articles thereby expended — And in order to shew the statement 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 have the honor to be

Sir Y^{rs} &c^o

THOMAS TURNER. Acc^t

SAMUEL J COX

Purser of the *Insurgente*

Baltimore

To Edward Stevens, U. S. Consul General at St. Domingo from Captain Christopher R. Perry, U. S. Navy

United States Frigate *General Greene*
Off Jackmel March 17th 1800.

SIR I have the honor to acquaint you of my falling in with a French Armed schooner off Jackmel, on the 11th Instant from St Domingo. — She is not possessed with a passport from yourself, or from General Touissaint, or any other papers, by which it can be determined, to whom she belongs, but from every appearance, she was fitted out for the purpose of Cruizing against the United States, as well as all other Neutral Powers, therefore have determined to send her to Commodore Talbot. —

In compliance with a request from General Touissaint, I have been Cruizing off this place, for sometime past, for the purpose of intercepting any supplies which Rigaud might endeavor to throw into Jackmel, and as that place is now surrendered, shall proceed, on my intended Cruise —

This Privateer is Commanded by John Pelott [or Platt], who took the New Jersey Indiaman, & has I presume taken many other valuable American Ships, and will more, if this Vessel is not condemned. She has about 50 Men mostly whites. —

I have the honor to be with much respect —

Sir

Your most ob^t s^t

(Signed) CHRIS^t RAYMOND PERRY

EDWARD STEVENS Esq^t
&^t &^t &^t

A true Copy.
E. STEVENS

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

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

[PHILADELPHIA]

Navy Department 17th March 1800

Captⁿ DAVID JEWITT
of the *Trumbull* —

SIR I have received yours of the 15th Inst. — Upon your requisitions the Mess^{rs} Watsons will supply every thing in their power necessary for your compleat preparation for sea — Your indents must be made out & the supplies obtained in three days from this date, as I shall tomorrow send on your sailing orders, & I expect that the *Trumbull* will be ready to sail imm^o upon receiving them

As to an additional supply of men, you must relinquish the idea, as there will not be time to procure them. — I enclose you a Warrant for Benjamin Rumsey & an oath which you will require him to take —

I have the honor to be

Sir

Yr obed Servt

B[ENJAMIN] S[TODDERT.]

P. S — If you can procure ten able seamen without delay do so —
[NDA. OSW, Vol. 3, 1799-1800.]

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

[PHILADELPHIA]

Navy Department 17th March 1800

JAMES & EBENEZER WATSON
New York —

GENTLEMEN Having no doubt that the Store Ship for Cape Francois is in readiness to proceed on her voyage, I shall tomorrow send on Captain Jewitts orders, and expect he will be at sea on the next day, Mean time as the *Trumbull* from the Captains account, is in want of many articles to compleat her, Be pleased to supply at once whatever may be in your power, but she must not be detained —

I have the honor to be
Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 17th March 1800

Lieut^t JOHN CASSIN
of the Frigate *Philad^a*
New York —

SIR Immediatly on receipt of this you will be pleased to close your rendezvous at New York & proceed with what men you have to this place with the utmost expedition —

I am Sir
Yr obed Servt

B[ENJAMIN] S[TODDERT.]

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

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

[PHILADELPHIA]

Navy Department 17th March 1800

Major W. W. BURROWS

SIR Mild as is the sentence of the Court Martial against Lieut [S. W.] Geddes, for conduct totally unworthy of an officer, the sentence must be approved, in the hope that he will in future conduct himself with prudence & propriety, & in consideration of his very respectable connections — It is this last consideration indeed which induces me to consent to the sentence of the Court —

I have the honor to be

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

[17 March 1800]

Protest of Jonathan Holbrook, Master of the *Actiœ*, captured by French Privateer *La Troisieme Ferrailleuse*

Know all men by these presents that on the fourteenth day of April in the year of our Lord one thousand eight hundred before me

John Jeremie the younger Notary publick by royal authority duly admitted and sworn residing in the Island of Guernsey personally came and appeared Jonathan Holbrook late Master of the American Ship or Schooner called the *Active* of Castine who voluntarily declared and affirmed unto me as truth — That on or about the twenty seventh day of February last he sailed with the said ship from Liverpool loaded with sundries and bound to Boston — and was afterwards thrown on the Coast of Ireland where he suffered considerable damage as more particularly appears by the said Masters Protest made at Kingsail in Ireland aforesaid — whence after repairing his said ship the said Master with a Mate three men and two boys forming the said ship's Crew sailed the thirteenth of March and proceeded on his said intended voyage — That nothing material happened to them until the Seventeenth when being in Latitude 50° 30'' North and Longitude 20° West of London they were boarded by a French Privateer called *La Troisieme Ferrailleuse* — Lugeol Commander belonging to Bordeaux — That the Crew of the said Privateer forcibly took possession of the said Ship *Active* plundered her of part of her Stores and Cargo and carried away this Appearer together with three of his men to the said Privateer leaving in the said ship only the Mate & two Boys of her Crew — That the said Privateer putting Eight of her own men on board ordered them to proceed for the said port of Bordeaux — That, on, or about the twenty third of the said Month of March the said Privateer continuing to Cruize & six days after the said Master and his said three men had been in the said Privateer they met the ship *William* from Boston bound to Dublin — That the crew of the said Privateer having plundered the said ship *William* they put this said Appearers three men on board and left her — That on or about the Seventh Instant they fell in with the *May Flower* Private Ship of War of Guernsey commanded by James Le Bair — That both Privateers engaged and the french was taken, in consequence of which this Appearer was brought in this Island where he arrived on the twelfth Instant — That since his arrival this Appearer has been informed that his said ship *Active* has been released from the Enemy by the Dublin *Volunteer & Dispatch* two Private Ships of War belonging to this place, which have not taken possession of her but left her at sea near the Coast of Spain with the Mate and two Boys who had been left by the French when they took possession of her as aforesaid — And this Appearer desiring to Protest I the said Notary at his request do hereby solemnly Protest as well against the Winds & Seas as against the Private Ship of War *La Troisieme Ferrailleuse* aforesaid and against all and every person or persons whom it may concern for all Losses damages Costs and expences suffered or to be suffered for and on account of the premisses — In Witness whereof the said Appearer has hereunto set his hand and I the said Notary my hand and seal of office at Guernsey aforesaid where Stamps are not used the day and year first above written. —

JON HOLBROOK

In pramissorum fidem

JN^o JEREMIE jun^r

Not: Pub: Gy.

[SEAL]

I Robert Were Fox Consul of the United States of America do hereby certify that I believe the Contents of the withinmentioned Protest to be true, and that Captain Jonathan Holbrook is about to proceed to Spain, there, again to take possession of the said Schooner *Active* and her Cargo.

Given under my Consular Seal at Falmouth this tenth day of May 1800 —

[SEAL]

ROB. W. FOX

[Ct. of Cl. French Spol. Case No. 958.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 17 March 1800

[In Cape Nichola Mole] Moderate breezes and clear weather
Employd watering and clearing Ship

AM at 7 Completed our water and cleard Ship for Getting under way. At 9 Unmoord Ship and hove In to a small Scope on the Small bower

At 10 loosd Topsails Sheeted them home $\frac{1}{2}$ past 10 Weighd and came out of the bay

At 11 the Small cutter came along Side with Coffee and Sugar for the Ships company

At 12 brought too without the harbour In boats and filld away to the Northward by the Wind the Mole head bearing S E one mile

[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, Monday, 17 March 1800

The first part Fresh Gales and Cloudy Weather

at 6 P M the pan of Matansa bore S E 6 Leag Dist the *Norfolk* Boarded A Brig from S^t Thomas

at 9 Wore Ship and stood to the Northwd

Middle part Moderate & pleasant

at 2 A M Wore ship to the South^{w^d} & Eastward

at 5 Wore ship After a sail to the North^{w^d}

at 7 spoke the ship *Sterling* from Africa With Slaves belonging to *Norfolk* Boarded her Brot the Capt & Supercagoe on board for Examination, Pierce Coggshall Master Bound to the Havana

at 8 the pan of Matansa bore S B E 9 or 10 Leag

at 11 $\frac{1}{2}$ A M Made all sail After a Chase

at 12 Meridian the pan of Matansa bore S b E Dist 7 Leagues

Latter part pleasant Weather & Breeses

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

To Captain James Sever, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 18th March 1800

Captain JAMES SEVER
of the *Congress* Norfolk

SIR I am honored with your letter of the 3^d instant [See letter under date of 11 January 1800.]—

Immediately on hearing of your arrival, I directed M^r Pennock to put every thing in motion to refit the *Congress* with all possible expedition, and if necessary to delay the operations of the *Chesapeake* to accomplish this object — This course was so obviously dictated by common sense that I hope and trust, he did not wait for my instructions — The Men of the *Congress* have too long to serve to be discharged, and the expence of keeping them idle in port is not the worst consequence which will accrue — ill humour & insubordination must arise out of such a state of things —

With respect to your Officers, judge whether any of them can be spared, and how long — Such of them as you can do without may be furnished with furloughs, until you think they will be of service on board, which I hope will not be for more than 2 or 3 weeks, for surely the ship can be masted & rigged in 4 or 5 or 6 weeks at farthest from her arrival — Your first Lieutenant [J. B. Cordis] being in Commission must remain in service, be dismissed by a Court Martial or resign — I should be glad [if] he would do the latter — I presume however, he will not — If so, what can be done with him? — If he is not fit to act under a Commander who pays proper attention to the discipline of his Ship is it probable that he is calculated to act under any other? The right course is to keep him on board your Ship, & for you to make him do his duty, or to have him arrested, and tried for misconduct — Having been tried once already, it is not likely he will escape the second time so well as he did the first. I wish I could see any proper mode by which you could be gratified in his removal — If he has acted improperly, it is your duty to arrest him, & if he cannot be tried at Norfolk, he must remain on shore, until he can be tried — In the event of his detention or removal, Lieu^t Blair will of course, Succeed to his Station —

In your recruiting instructions it is observed that “you must advance to Your Recruiting Officers, who must settle their Accounts with You” — I can hardly conceive that it can be necessary for the recruiting Officer to come here merely for the Settlement of his accounts — If however you find it indispensable, I suppose he must come on, tho it will be attended with so much delay, that it is not to be expected he can return in time to join the Ship at Norfolk —

I have the honor to be

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 18th March 1800

W^m PENNOCK Esq^r

Norfolk

SIR I wrote you on hearing of the arrival of the *Congress*, that if either vessel must be retarded, it must be the *Chesapeake* — She has not her men. — It is of importance on a variety of accounts as well as economy that the *Congress* should not remain an unnecessary day

I fear from M^r Cockes a/c she may be delayed for Blocks — do not suffer this, but take those for the *Chesapeake*, and in every other instance give the *Congress* the preference in dispatch — Keep as many Carpenters about her as can work to advantage, even if every man is taken from the *Chesapeake*. — I know not when Capt Truxtun will arrive — but it will be well for you to provide at once his principal masts —

I have the honor to be

Sir

Yr obed Servt

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

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Newton Keene, U. S. Marine Corps

S^t KITTS 18th March 1800

Major BURROWS,

SIR, The Ship *Connecticut* arrived here yesterday Morning. after a Cruise of Six Weeks off Portorico without making any captures. The Convoy for America being about to Start I have just time to inform you of a Report in Circulation at this place that Captain Truxtun has had an engagement with a French Ship [*La Vengeance*] of Fifty-four Guns — it is said he certainly would have taken her had he not have lost Two of his Masts & had Sixty Men Killed it is also said that the *Constellation* has gone down to Jamaica for the purpose of Refitting. I fear the report is too true as Captain Truxtun was to have been at S^t Kitts by the first of March — The Marines under my Command are all well, I have the Honor to be

Your Obd^t Servant

NEWTON KEENE

Lt. of Marines on Board
the U. S. Ship *Connecticut*

The above action Happen'd under the Lee of Guadalupe

— N. K.

[MCA. LR, 1800.]

To Captain Thomas Baker, U. S. Navy, commanding U. S. Ship *Delaware* from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 18 Mar. 1800

THO^s BAKER Esq^r

DEAR SIR Lieutenant Jones has handed me your Letter & the tokens of your friendship for my M^{rs} P. they will be gratefully rec^d

by her & I have the satisfaction to tell you she is improving fast & anticipates with pleasure the arrival of Capⁿ Monteith. —

I have prepared 30 B^{ls} Beef & 15 B^{ls} of Pork for you the price of these articles are enormous since you left us Pork has been at 40 \$ & no price could procure Beef

The Pork I have for you is @ 30. & the Beef 48 \$

We never enjoy'd more quiet than since you were here & I am of opinion that you could spend a few days between this Island & Bonair with a propability of *some thing* & I suppose more agreeably to your off^{rs} & Ships Company than here, but I w^d recommend to you not to be absent more than 3 or 4 D^s when you can if you think proper come in or send boat for Provis^s & ca.

I have not rece^d any Letters for you or your off^{rs} but there are Vessels daily expected from N Yk & S^t Thomas & I think it probable they may bring some —

I have the Honour to be

Sir

Your Mo^t Ob^t Serv^t

[SDA. French Spol. CA Curacao, 1797—1801.]

Extract from journal of Sailing Master Rufus Low, U. S. Navy, of U. S. Frigate *Essex*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 18 March 1800

[Harbour of Table bay] Calm, with some hazy weather over the land. Sail'd this day for Philadelphia, Ship *Ariel* Captⁿ Coates. likewise for Batavia Ship *Dispatch*, Captain Benners. all hands employ'd getting Yards & topmasts aloft. repairing riging, watering the Ship &c. We have fill'd 3262 gallons water into the casks in the hold in this place.

[LC, EPP, 1799—1800.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Tuesday, 18 March 1800

Sailed, the Ship *Ariel* for Philadelphia, and the *Dispatch* for Batavia. Sent a paquet to the Navy Office by the *Ariel*. Got up topmasts and yards. Dined with General Dunlap, Commander-in-chief of the troops.

[NR&L, Nr P 922.¹⁴]

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, 18 March 1800

The First part pleasant Breezes & Weather
 at 12½ P M fired a shot at a schooner Bro't Her to the *Polly* of Baltimore Bound to Havana 13 Days out Joseph Mirick Master
 Wore ship at 4 P M to the Northward
 at 6 the Pan of Matansa bore S S E 7 Leag at 6½ Reefd the Top sails
 at 12 Midnight Wore ship to the South^w

Middle part Fresh Breezes & Cloudy
 at 4 A M Bore up to the Westwd and made sail
 at 7 the pan of Matansa bore S B E 4 Leagues
 at 10 A M spoke the U S Brig *Norfolk*
 Lay by Capt Baimbridge came on Board
 at 12 Meridian the Pan of Matansas bore E S E Dist 6 or 7 Leagues
 Dist
 Latter part Light Breezes & pleasant
 Wormed the Bower Cable where it had Received a wound
 [HS of Old Newbury, Mass. NDA photostat.]

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

GEORGE TOWN 19th March 1800

SIR I had the honor to address You the 7th instant. since which period the Wharf-builder has made some progress — as much indeed as weather and time would permit.

In that correspondence Your sanction was requested; relative to the kind of fence, you think most proper to enclose the Yard with — I submitted to your consideration also, whether this time, while very little is doing — may not be the most appropriate for me to apply toward moving my family — should I ultimately determine so to do. I am anxious on this business but cannot permit myself to leave this without your assent

I have the honor &c &c

T: T: [THOMAS TINGEY]

Hon^{bl} B STODDERT
 Sec^{ry} of the Navy
 Philad^a

It will I think be necessary to have a Guard of Marines at the Yard — or the losses may be immense.

[NDA. Tingey LB, 1798-1800.]

To Secretary of the Navy, from Captain George Little, U. S. Navy

UNITED STATES FRIGATE *Boston* at Sea
 March 19th 1800 —

SIR, On the 6th of February I received orders from Captain Talbot to cruise in the Bite of Leogan, after filling up my water in the Mole. while I lay there, I drew a bill on Nathan Levy Esquire for the sum of 400 Dollars, which was expended in provisions Wood, & other articles necessary for the ship. Since that time I have been employed in Convoying American merchantmen from the Mole to Port Republican, & from Port Republican to the Mole — after discharging my convoy at each place, I have generally cruised five or six day on the Coasts of Rigaud. On the 2^d of March I ran ashore a small boat near Jeremie, the crew making their escape I took the boat & carried her to Port au Prince, where she was sold at Public Auction by our Consul, M^r Ritchie; I inclose to you a copy of the sale. On the 4th of march fell in with a small French Merchant sloop, called the *La, Fortune* from

Abricot, near Jeremie, bound to S^t Yago de Cuba; she was Armed with Muskets, Pistols, & Cutlasses. On a strict examination 3302 20/100 [or 3382 20/100] Dollars were found in her hole in the well of the pump, it consisted of light Joes and dollars; I had it taken aboard, together with her Arms; The Vessel being of 4 tons burthen only, and of little value; severally women & children, passengers also being aboard, I permitted her to proceed.

On the 11th of March being between Gonave & the Point of S^t Mark, with a Merchant brig in tow, bound to Port au Prince; I saw 9 Barges making towards us from the Island of Gonave; having about 20 Oars each & each carrying from 30 to 40 men. Their object was the *Boston*; On discovering them I ordered my guns instantly housed to decoy them if possible, which answered the intended effect in some measure; on approaching within shot they found their mistake & turned to row away from me. The Guns were immediately run out & a fire commenced which lasted two hours, during which time I destroyed three of the barges with their crews, the rest were so fortunate as to reach the Island, but in a most shattered condition, by this time it had become dark; had day light continued three hours longer I am apt to think I should have destroyed the whole fleet. The Powder & shot expended in firing at them, I fear, was of more value than *their* destruction. I parted with the Schooner *Experiment*, Lieu^t Maley yesterday, who has gone round the south side of the Island, to join the Gen^l *Green*, Captain Talbot, supposing her force alone inadequate to the purpose of cruising successfully against those pirates. M^r Ritchie has the appearance of Gentleman & true friend to the interests of his Country; bestowing the greatest attention both on public & private property.

My Officers and men having been from home 8 Months, requested a distribution of the proportion of Cash Accruing to them, from the prize *La Fortune*; In consequence of which, I ordered a distribution according to the list accompanying this, which was made in presence of the Officers & Crew; A proportion of the light Joes mentioned above, was distributed to the Officers & crew, the remainder with the Silver I have placed to the Credit of the U. States. I laid out in Port au Prince 696 dollars for Provisions and Spirits & other necessaries for the ship. I shall be as prudent of the public property as in me lies, I shall suffer no waste of stores of any description on board the *Boston*, & I presume at the end of the cruise, you will find the disbursements for this ship less than for any other ship of her size on the station. Herewith I send you two muster Books for the months of January & February last, a List of the Distribution of the Cash taken out of the Sloop *La Fortune*, the Sloop *La Fortune's* papers, & a list of Provisions now on board with the time in which they will be expended.

I have the honor to
be Sir Your Most
Ob^t humble Serv^t

GEO. LITTLE

The hon^{bl} SEC^{ry} OF THE NAVY

[NDA. A, 8.]

[Enclosure]

[6 March 1800]

Extract from the Account of Captain George Little, U. S. Navy, with the Navy Department

Extract from the A/C of Cap^t Geo Little with the Navy departm^t

1800

March 6. By cash the U. S. half of the prize

Sloop *La Fortune* D^r 1651.10

Taken from the Accounts of Cap. Geo Little on file in the Office of the Accountant of the Navy — There is no account of sales — It appears from Cap^t Little's relation of the business that it was money he took out of a small Sloop not worth retaining & which he gave up to the passengers on board —

AB THOMAS

[NDA, XZ.]

To J. & W. Forbes, Agents for distribution of prize money, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19th March 1800

Mess^{rs} J & W. FORBES

New York—

GENTLEMEN With respect to the distribution of the prize money resulting from the capture of *Le Gourdi Le Pelicain*, between the crews of the *Boston* & *Norfolk*, the Law directs "that whenever one or more Ships of the United States are in sight at the time of any one or more other Ships as aforesaid are taking a prize or prizes, or being engaged with an enemy & they shall all be so in Sight when the enemy shall strike or surrender, they shall share equally according to the number of Guns and men on board of each in sight."

The *Boston* mounts 24 — 12 pounders and 8 nines — The *Norfolk* 18 six pounders — The number of men on board of each you will ascertain by the Muster rolls of these ships which must be forwarded you from this Office before a distribution can take place — We have not yet received them —

I have the honor to be

Yr obed Servt

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

To Captain Henry Geddes, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19th March 1800

Captain HENRY GEDDES

of the *Patapsco* New Castle

SIR I am honored with your letter of the 17th. — I presume the Ship *Patapsco* being at New Castle it will be better to have her caulked there, than to bring her to Philadelphia — I shall therefore send down a parcel of Carpenters — more I suppose can be got at New

Castle — Apply to Mess^{rs} Riddle & Bird who will aid in having the necessary repairs done without the least delay, and will furnish fresh provisions. — There must be no delay, because the services of the *Patapsco* are greatly wanted in the West Indies — The sick you must dispose of in the best manner you can, to get them well — the people must have fresh provisions —

Please to send me immediately returns of what provisions & stores you want — calculating that you are to take as much provisions as you can find room for — The Merchants who have money on board, must adopt themselves the means of getting it to Philad^a — You have a right by the regulations to charge $\frac{1}{2}$ per Cent Commⁿ for your Care of it —

I have the honor to be
Yr obed Servt

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

[19 March 1800]

—
Rigging for U. S. Frigate *Philadelphia*

Receiv^d on b^d the Frigate *Philad^a* the following Masts, Spars &
March 19th 1800

Viz^t

	f ^{ts}	Inch ^s
1 Main Mast.....	92.	6 long
Cheeks & Paunch for d ^o	57.	6 each
Hounds & Bracketts for d ^o	6.	6 each
Main Trussletrees for d ^o	16 $\frac{3}{4}$	inch ^s deep
Bolsters for d ^o	3	f ^{ts} long
Cross trees for d ^o	54.	6 long
Main Top.....	19.	6 wide
Swivel stocks in d ^o	7.	— long
Top Rail.....	18.	— long
Fixing stauncheons in Top.....	1 $\frac{1}{2}$	days Work
Main Cap.....	16 $\frac{3}{4}$	inches diameter
1 Fore Mast.....	83.	3 long
Hounds & Bracketts for d ^o	6.	6 d ^o each
Trussletrees for d ^o	15 $\frac{1}{2}$	inches deep
Bolsters for d ^o	3	f ^{ts} long
Cross trees for d ^o	51	f ^{ts} long
Fore Top.....	18	f ^{ts} wide
Swivel Stocks in d ^o	7	f ^{ts} long
Top Rail.....	17	f ^{ts} long
Fixing Stauncheons in Top.....	1 $\frac{1}{2}$	days work
Fore Cap.....	15 $\frac{1}{2}$	inch ^s diameter
1 Mizzen Mast.....	82.	3 long
Hounds & Bracketts for d ^o	4.	6 long each
Trussletrees for d ^o	12 $\frac{1}{2}$	inches deep
Bolsters for d ^o	2	f ^{ts} long
Crosstrees for d ^o	25	f ^{ts} long
Mizzen Top.....	13	f ^{ts} 6 inches wide
Top Rails.....	12	f ^{ts} long
Fixing Stauncheons in Top.....	1	days work
Mizzen Cap.....	12 $\frac{1}{2}$	inch ^s diameter
1 Main Top Mast.....	55	f ^{ts} 6 inch long
Trussletrees for d ^o		9 inch deep
3 Crosstrees.....	10	f ^{ts} long each
Bolsters.....	18	inches long
Cap.....		9 inch ^s diameter
1 Fore Top Mast.....	50	f ^{ts} long
Trussletrees.....	8 $\frac{1}{4}$	inch ^s deep

	1 ¹ / ₂ Inch ^s
3 Crosstrees.....	9 f ^t long each
Cap.....	8 ¹ / ₄ inch ^s diameter
Bolsters.....	18 inch ^s long
Mizen Top Mast.....	41 f ^t long
Trusletrees.....	6 ³ / ₄ inch ^s deep
2 Crosstrees.....	7 f ^t long each
Bolsters.....	18 inches long
Cap.....	6 ³ / ₄ inch ^s diameter
1 Main Top gall ^t Mast.....	44 f ^t long
Fid for — d ^o	7 inch ^s deep
1 Fore Top gall ^t Mast.....	40 f ^t long
Fid for d ^o	7 inch ^s deep
1 Mizzen Top gall ^t Mast.....	33 f ^t long
Fid for — d ^o	5 inches deep
1 Bowsprit.....	55 f ^t 6 inch ^s long
Bees for d ^o	7 f ^t long
Chocks under d ^o	5 f ^t long
Cap for d ^o	12 ¹ / ₂ inch ^s diameter
Saddle for d ^o	
6 Cleats for d ^o	
1 Jib-boom.....	55 f ^t 6 inch ^s long
Martingale.....	14 f ^t long
1 Fore Yard.....	72 f ^t 6 inch ^s long
Battens for d ^o	36 f ^t 3 inch ^s d ^o
2 Cleats for d ^o	
Cross Jack Yard.....	58 f ^t long
Battens for d ^o	29 f ^t d ^o
2 Cleats for d ^o	
1 Spritsail Yard.....	52 f ^t long
Battens for d ^o	13 f ^t d ^o
2 Cleats for d ^o	
1 Main Topsail Yard.....	58 f ^t long
Battens.....	29 f ^t d ^o
2 Cleats.....	
1 Fore Topsail Yard.....	52 f ^t d ^o
Battens.....	26 f ^t d ^o
2 Cleats.....	
1 Mizzen Topsail Yard.....	41 f ^t 6 inch ^s long
Battens.....	20 f ^t 9 inch ^s d ^o
2 Cleats.....	
1 Spritsail Topsail Yard.....	34 f ^t 9 inch ^s long
Battens.....	8 f ^t 6 inch ^s d ^o
2 Cleats.....	
1 Main Top gall ^t Yard.....	38 f ^t 8 inch ^s long
Battons.....	9 f ^t 6 inch ^s d ^o
2 Cleats.....	
1 Fore Top gall ^t Yard.....	34 f ^t 9 inch ^s long
Battens.....	8 f ^t 6 inch ^s d ^o
2 Cleats.....	
1 Mizzen Top gall ^t Yard.....	27 f ^t 8 inch ^s long
Battens.....	7 f ^t 6 inch ^s d ^o
2 Cleats.....	
1 Main Royal Yard.....	29 f ^t long
2 Cleats.....	
1 Fore Royal Yard.....	26 f ^t long
2 Cleats.....	
1 Mizzen Royal Yard.....	20 0 long
2 Cleats.....	
1 Spanker Boom.....	58 long
Jaws for d ^o	18 diameter
1 Hollow Cleat.....	18 diameter
1 Saddle.....	
1 Mizzen Boom.....	36 long
1 hollow Cleat.....	

330 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

	ft	Inch ^s
1 Mizin Gaff.....	36	f ^t long
1 d ^o d ^o	41	f ^t long
Jaws for d ^o	18	inch ^s diameter
1 Driver Yard.....	34	f ^t 9 inch ^s long
2 Lower Steering sail Booms.....	45	f ^t long each
2 d ^o d ^o Yards.....	26	f ^t long each
2 Main Topmast Steering sail Booms.....	43	f ^t long each
2 d ^o d ^o Yards.....	24	f ^t long each
2 Fore Topmast Steering sail Booms.....	38	f ^t d ^o each
2 d ^o d ^o Yards.....	21	f ^t 6 inch ^s d ^o each
2 Main Top gall ^t Steering sail Booms.....	29	f ^t d ^o each
2 d ^o d ^o Yards.....	16	f ^t 6 inch ^s d ^o each
2 Fore Top gall ^t Steering sail Booms.....	26	f ^t d ^o each
2 d ^o d ^o Yards.....	16	f ^t d ^o each
1 Ensign Staff.....	28	f ^t long
2 Jack Stuffs.....	14	f ^t long each
2 Fire Booms.....	30	f ^t long each
1 David.....	39	f ^t long
60 f ^t 1½ in. Oak Plank.....		
30 f ^t 1 in. d ^o		

STEPHEN DECATUR [Senior]

To be entered in Acc^t of Standing Masts, Spars, &^c 52 f^t square white pine finishing pieces.

STEPHEN DECATUR [Senior]

Boats Spars &^c

	ft	Inch ^s	Cents
Launch — 1 Mainmast.....	32	f ^t long.....	23
1 Main Topmast.....	6	f ^t d ^o	7
1 Main Gaff.....	5	f ^t long.....	6
Jaws for d ^o	6	Inches diameter.....	87
1 Main Boom.....	19	f ^t long.....	10
1 Foremast.....	30	f ^t long.....	21
1 Fore Gaff.....	6	f ^t d ^o	7
Jaws for d ^o	6	inches diameter.....	87
Barge — 1 Mainmast.....	29	6 long.....@	20
1 Foremast.....	28	6 d ^o@	20
Pinnace — 1 Foremast.....	19	f ^t long.....	10
1 Fore Yard.....	12	f ^t d ^o	7
1 Jigger Mast.....	12	f ^t d ^o	7
1 — d ^o Sprit.....	12	f ^t d ^o	6
Jolly Boat 1 Mainmast.....	12	f ^t 6 inch ^s long.....	8
1 Foremast.....	11	f ^t 6 d ^o	8
2 Sprits.....	12	f ^t 6 d ^o each.....	6
8 Boat Hook Stuffs —			

STEPHEN DECATUR

Spare Masts, Spars &^c receiv^d on board the Frigate *Philad^a*

	ft	Inch ^s
Main Trussletrees.....	16	¾ inchs deep
Main Cap.....	16	¾ inches diameter
1 Main Topmast.....	55	½ f ^t long
Trussletrees for d ^o	9	inch ^s deep
3 Cross trees.....	10	f ^t long each
Cap.....	9	inch ^s diameter
Fore Trussletrees.....	15	½ inch ^s deep
Fore Cap.....	15	½ inch ^s diameter
Fore Topmast Trussletrees.....	8	¾ inch ^s deep
3 Cross trees.....	9	f ^t long each
Cap.....	8	¾ inch ^s diameter
1 Mizin Top Mast.....	41	f ^t long
1 Main Topgall ^t Mast.....	44	f ^t long
1 Fore Topgall ^t Mast.....	40	f ^t long
1 Main Topsail Yard.....	58	f ^t long
Battens.....	29	f ^t d ^o

	ft	inch ^s
1 Fore Top Sail Yard.....	52 f ^{tt}	long
Battens.....	26 f ^{tt}	d ^o
1 Main Topgall ^t Yard.....	38 f ^{tt}	8 inch long
1 Fore Topgall ^t d ^o	34	9 — d ^o
2 Lower Steering sail Booms.....	45 f ^{tt}	long each
2 d ^o Yards.....	26	— long each
2 Main topmast Steer ^s sail Booms.....	43 f ^{tt}	d ^o
2 d ^o d ^o Yard ^s	24 f ^{tt}	d ^o
2 Fore Topmast Steer ^s sail booms.....	38 f ^{tt}	— each
2 d ^o Yards.....	21.6	d ^o
2 Main Topgall ^t Steering sail Booms.....	29	d ^o
2 d ^o Yards.....	16.6	d ^o
2 Fore Topgall ^t steer ^s sail Booms.....	26 f ^{tt}	long
2 d ^o Yards.....	16 f ^{tt}	d ^o

STEPHEN DECATUR

To be entered in the Acc^t of Spare Masts Spars &^s for Frigate
Philad^a

- 39 f^{tt} of 6 by 8 Scantling
- 1 Spare Fore Top Mast 50 f^{tt}
- 24 Rough spare spars —
- 2 Buoys — 10 inches diameter

STEPHEN DECATUR

[F. D. Roosevelt Collection.]

To Jacob Sheaffe, Navy Agent, Portsmouth, N. H., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 19th March 1800

JACOB SHEAFFE ESQ

Portsmouth N H

SIR I am honored with your letters of the 5th & 7th instant —

It is no doubt proper that the staves for the Water Casks for the 74 Gun Ship to be built at Portsmouth should be procured at an early period that they may have time to be thoroughly Seasoned — Be pleased therefore to have them procured. —

It will be proper to have some casks large enough to contain 250 to 300 Gallons each, and others of smaller capacities, for the convenience of storage, the exact numbers of the different dimensions I cannot directly ascertain — this you must do — The whole must contain 58,000 G^{ns} which, will be an ample supply for 650 men the complement of a 74 — 4 months. — The staves for the large Casks must be 5 feet 8 inches long not less than 4½ inches wide, nor less than 1¾ inches thick in the thinnest part — The heading must be 3 feet 7 inches long not less than 7 inches wide & the same thickness with the staves — from this data, you may make your calculations of the staves & heading for the lesser casks — The whole must be of the best stuff, clear of sap & worm holes, streight & clean. — I will consult Mr Langdon respecting the sale of his Island & the price — A remittance of 18,000 D^{rs} is ordered —

I have the honor to be

Sir

Yr obed Servt

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 19 March 1800

Moderate breezes and clear weather, Employd as nessasary —
At 2 calm with a smooth Sea

At $\frac{1}{2}$ past 6 cape Maize W S W 7 or 8 leagues and Cape Nichola Mole S by E $\frac{1}{2}$ E 10 or 11 leagues

$\frac{1}{2}$ past 7 a breeze sprung up from the Eastward filld to the Northward — At 8 Tackd to the S^d

At 10 fresh breezes with Sharp lightning

At 12 Midnight light winds Tackd to the Northw^d

At 4 Variable winds with Showers of Rain

At daylight Tortudas S E by E, 8 or 9 leagues and a strange sail W S W. at 7 out all reefs and Set top Gallant sails In chace — at 10 Shortnd Sail Wore ship and Spoke the *Hunter* from Gonaives bound to New York — Made sail in chace of a strange sail In towards the land

At 12 light airs from E S E the chace E by S 7 or 8 miles the Middle part of Tortudas E S E 7 leagues

[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, Wednesday, 19 March 1800

The first part Light Airs and calms

at 6 the pan of Matansa bore S S E 7 Leagues

at 9 P M bore away to the Westward

at 11 Let the flowing Reefs out
parted Company with the *Norfolk*

Middle part pleasant Weather

at 6 A M made sail for the Moro

at 11 got Close into the Mouth of Havana fired 3 Guns for a fleet to come to sea took in sail and hauld off from the Land

Latter part Moderate Breezes and pleasant

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

To the Speaker of the House of Representatives, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th March 1800 —

The Speaker of the House of Representatives

SIR In obedience to the order of the House of Representatives of the United States, of the 18th instant, the Secretary of the Navy has the honor to lay before the house a copy of Cap^t Truxtun's Letter of the 3^d of February, together with a copy of the extract from his Journal, referred to in the s^d Letter, detailing the particulars of the engagement between the Frigate *Constellation*, under his command, and a heavy french Ship mounting as he supposed 54 Guns [*La Vengeance*]. —

The Secretary has received a number of Letters, too voluminous to trouble the house with, of dates both prior and subsequent to the action, leaving no doubt on his mind, that the French Ship, so gallantly defended against the bravery and superior skill of Cap^t Truxtun, is the same that arrived at Gaudaloupe from France, in the month of Decem^r last, called *La Vengeance*, mounting 50 Guns or upwards.— In confirmation of this opinion the Secretary takes the liberty of stating the substance of Letters received from Cap^t Baker of the *Delaware* Sloop of War — from B. H. Phillips Esq American Consul at Curracoa, and from David M. Clarkson Esquire Navy Agent at S^t Kitts. — Cap^t Baker in a Letter dated Curracoa 8th February, mentions, that a French Ship called *La Vengeance* of 54 Guns, had left Guadaloupe on her return to France about the 1st of February — had a very severe action with the *Constellation* the following night, and arrived at Curracoa on the 6th in a most shattered condition — that he understood she had lost One hundred and forty Men in the action, and when she escaped from the *Constellation*, had eight feet water in the hold. — M^r Phillips in a Letter dated Curracoa the 9th of February, to the Secretary of State, announces the arrival there of the French Ship *La Vengeance* of 56 Guns bound from Gaudaloupe to France with a valuable Cargo, and a large sum of Specie, in a very distressed situation, having lost 160 Men killed & wounded, and her Masts & Rigging nearly all shot away in an engagement of five hours within pistol shot, with the Frigate *Constellation*.

M^r Clarkson at S^t Kitts states in a Letter dated the 16th February, “We are certain Cap^t Truxtun’s gallant action was fought with *La Vengeance*, a French Man of War, of 54 Guns, and five hundred “picked Men, from Gaudaloupe, for France.” —

As to the conduct of any particular Officer or other person on board the *Constellation*, the Sec^y has no information except what is to be found in the communications from Cap^t Truxtun, by which, but still more by the result of this Heroic Action, it appears that all the Officers and Men on board the *Constellation* must have nobly performed their duty — The praise of having pursued for many hours a Ship of force so greatly superior to his own, to bring her to action, and of conducting that action with so much skill as to compensate for his great inferiority of force, belongs exclusively to the gallant Commander. It cannot be necessary for the Secretary to add the Elogium bestowed by Cap^t Truxtun, on the brave young Midshipman, James Jarvis, who gloriously preferred certain Death to an abandonment of his post —

I have the honor &c

[NDA. Con. LB, Vol. 1.]

To Edward Stevens, U. S. Consul General at St. Domingo, from Secretary of State

[PHILADELPHIA]

N^o 14.

Department of State March 20. 1800

EDWARD STEVENS Esq^r

DEAR SIR, I have to acknowledge the receipt of your letters of January 16, 27, and 29, and February 13: all of which have been laid before the President. Your proceedings are distinguished by that intelligence and attention to the interests of the United States which

were expected when you accepted your appointment. — The arrangements with General Toussaint, stated in your letter of Jan^y 16th are very satisfactory.

Your answers to M^r Levy, the naval agent, are unquestionably correct; I am only surprised that he could not discern the opinion plainly expressed in your first letter, and that he troubled you for an explanation. Altho' some prizes to our armed ships have been adjudicated before British tribunals, yet the measure is deemed improper, and I suppose will not be repeated. Indeed private armed merchant vessels of the United States were allowed by their instructions to carry French armed vessels which they should capture, into British ports — Britain and France being in a state of war — and there to deliver the prisoners, and submit the prizes to adjudication — if the officers of the place so permitted: and they were allowed also to release American recaptured vessels, and aid their passages to their destined ports: lest otherwise such captures and recaptures should essentially injure the voyages of the capturing vessels. I do not know, however, that these indulgences have ever been adopted in practice: and if I mistake not the public armed vessels are now instructed to send all their prizes to the United States. — This is especially proper and *necessary* in the cases of American vessels seized and taken for offences against our own laws. — By your letter of Feb^y 13th it appears that you have submitted the case of the schooner *Amphitheatre*, captured by Captain Maley [commanding U. S. Schooner *Experiment*] and sent to the Cape, to the opinion and decision of Captain Talbot. If these should be for her trial at the Cape, the question will be determined before this letter can reach you; and there the matter must end. But should she remain untried, it is the Presidents opinion and direction that she should be sent to the United States for adjudication. For this purpose I expect the Secretary of the Navy will forward the requisite orders. —

We have recently received the New Constitution for the French *Republic* — as it is still called — tho' the first Consul is in reality a *monarch* with immense powers. — The 91st article is worthy of particular notice. — "The regime of the French Colonies is determined by special laws." I inclose a copy as published in our new's papers.

I have the honor to be &c &c

TIMOTHY PICKERING

☛ What you intimate about Jacmel, and other ports which may successively fall under Toussaint's jurisdiction, is under consideration

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

To Naval Constructor Josiah Fox, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th March 1800

JOSIAH FOX, Esquire
Norfolk, Virginia

SIR I am surprized that there should exist any difference in opinion on a point where Public Interest & common sense so obviously decide —

The *Congress* is full of men and of course lying at great Public expence — The *Chesapeake* not a seaman on board. — You will take every man from the *Chesapeake*, that can be in any measure useful in dispatching the *Congress* & pay no attention to any other object to the prejudice of this until it is accomplished —

I have the honor to be

Sir

Yr obed Servt

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

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Thursday, 20 March 1800

Sent a spare mainyard on shore to be left in the dockyard, the Admiral having assured me that it should be taken good care of, and delivered to any of the U. S. ships that may want it. Dined with the Admiral.

[NR&L, Nr P 922.14]

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, 20 March 1800

The first part Moderate Breezes & pleasant
Lay by and Tackd ship Occasionally off the Mouth of Havana waiting for A fleet to come out to Convoy
at 6 P M got A fleet of 12 sail and give them Instructions at 7 filled away handed Top Gall Sails Hoisted a Light at M¹² Peak for a Night signal

at 8 Reef^d the Top Sails fore and Aft

Middle part Fresh Breezes & Cloudy

at 2 A M Wore ship to the Southward Shew signals for the fleet to Ware

at 6½ spoke the *Norfolk*

at 8 Wore ship to the Northward

Latter part pleasant Weather

at 12 Meridian About 12 Leagues East of Havana

Latitude Observed. 23° 25' North

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

[20 March 1800]

List of Vessels which sailed from Havana, under Convoy of the U. S. Ship *Warren*, Master Commandant Timothy Newman, U. S. Navy, commanding, bound for the United States

Ship Polly Stetson, Charleston

Brig *Bristol*, Clark, Newport, (R. I.)

Eliza, Salisbury, Baltimore

Polly, Brown, Rhode Island

Nancy, Mosher, Bristol, (R. I.)

Delight, Phillips, Charleston

Aurora, Bartlett, Plymouth, (Mass.)

Schr. *Abigail*, Chadwick, Savannah
Nancy, Townsend, Bristol, (R. I.)
Alexander, Lombard, Salem
Ruth, Gorham, Boston
Satisfaction, Trask, Boston
 Convoeyed to lat. 24, 30 in the gulph.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 12 April 1800.]

To Edward Stevens, U. S. Consul General at Santo Domingo from Toussaint L'Ouverture, General in Chief of the Army of Santo Domingo

[Translation]

Liberty

Equality

Léogane, the 30th Ventose, Year 8 [21 March 1800] of the French Republic, one and indivisible.

Toussaint L'Ouverture, General in Chief of the Army of Santo Domingo.

To Mr. Stevens, Consul General of the United States of America at Santo Domingo.

Mr. CONSUL GENERAL, My faith in you has never wavered, and I again assure you that nothing will change this sentiment; this I earnestly pray you to believe. The accord which exists between your Government and Santo Domingo will likewise suffer no change on my part; on the contrary, I shall always use all the means in my power to cement it more closely, and to assure you that under all circumstances the citizens of the United States will always find safety and protection in the territories under my command.

The United States have rendered great services to Santo Domingo. I am partly indebted to you for the same. First let me assure you of the gratitude of the inhabitants; but, Mr. Consul, since you have rendered us great services, would you not be disposed to continue them? It is with the aid of one of your frigates that Jacmel has surrendered to my authority; I shall never forget such a great favor; it is easy of execution, do not refuse it to me. This service will increase my gratitude, if that is possible.

I have just ordered General Moyses to conclude the purchase of the armed brig, which you had almost concluded; but it is necessary, Mr. Consul, that she be safely brought to her destination without fear of the English. Now that I am in possession of Jacmel, through the aid of the cruise of the frigate *General Green*, kindly provide the garrison with supplies which you can convey there without risk. The place, reduced to the most terrible famine, is in great need. The hospital lacks the barest necessities. Could you not accede to my proposal, which is that you be so kind as to permit that the brig, loaded with supplies, as well as other small vessels, also loaded, be sent, as Americans and under the American flag, to Port Republican, in order to evade the English, with orders to go by way of Santo Domingo, and from thence to proceed to Jacmel, as if they had supplies to give in passing to the American brig *Augusta* which is cruising off Jacmel, in order from there to continue their route to their destination, and then, when they are off Jacmel, they will seize

a favorable opportunity for entering that port. This means, Mr. Consul, is infallible. I beseech you to kindly adopt it. Have I no longer the right to hope for it?

I am also writing to the Commodore. I am addressing the same request to him as to you. If you adopt this course, the Commodore will not oppose it. Aided by your protection I am confident of success.

I am sending to you my Adjutant General, in order to ask this inestimable favor of you and of the Commodore. I am charging him to assure you of my inviolable attachment, and my entire devotion to the Government of the United States.

The Adjutant General D'Hébecoure [?] will give you an account of the reduction of Jacmel, of its evacuation and of the incalculable losses sustained by the enemy.

Mr. Consul General, please render me the service which I ask of your justice, and believe me with the most perfect consideration,

Mr. Consul,

Your very humble and very obedient servant

Signed: TOUSSAINT L'OUVERTURE.

[SDA, CL, Cape Haytien, 1797-1799.]

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

[PHILADELPHIA]

Navy Department 21st March 1800

Captain SILAS TALBOT
of the *Constitution*

SIR Captain Geddes of the *Patapsco* having returned to the United States without joining your Command as ordered His vessel it seems wanted caulking — The *General Greene* will be soon leaving you, her mens time being nearly out. — You will then have besides the *Constitution* only The *Boston*

Herald

Augusta

Experiment

Richmond, and

the *Trumbull* Captain Jewitt just departing from New York to join you with a provision vessel under convoy. — As soon as I can I will send other vessels to join you, and will take the necessary steps to relieve you in time to return to the United States to discharge your men according to contract, until that time it is intended that you remain & keep all the vessels with you on your Station. —

You must have acquired such knowledge of the proper places for cruising, that I will suggest nothing on the subject — It is probable I understand, that the French Ship at Curracoa was so damaged in her action with Captain Truxtun, that she will not be able to refit in the West Indies. If so, I suppose three or four hundred Frenchmen will be let loose to man Privateers — Judge for yourself and pursue the measures you think necessary —

You will receive a bundle of papers containing the news. The Congress are still in Session — We have heard nothing from our Ministers to France. — Enclosed I send a Law lately passed respect-

ing Intercourse with the French possessions — You will observe that it is different in some particulars from the old Law

Prizes should be sent in to the United States if practicable —

I have the honor to be with great Esteem

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 21st March 1800

Captⁿ DAVID JEWETT
of the *Trumbull*, New York

SIR You will imm^y proceed with the *Trumbull* under your command, & taking under your convoy the Ship *Charlotte* with provisions to Cape Francois — The provisions are for the Public vessels on that Station — such as they cannot imm^y take on board must be delivered to Nathan Levy Esq^r Navy Agent at Cape Francois — At S^t Domingo you are to place yourself under the command of Cap^t Talbott — or the Commanding Officer on that Station, and remain there until farther orders — Being well assured that the reputation of the American Flag will never suffer in Your hands, & wishing you great success & Glory

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Ganges* 21 March 1800

At 2 PM the rock bore: N N W dist 3 or 4 leagues —

At 4 Exercised the G[reat] G[uns] & S Arms

At 5 PM the Easternmost part of Jamaica bore N N W. dist about 10 leagues —

At 11 AM Saw a sail ahead standing to the North^h

[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, 21 March 1800

The first part Fresh Breezes and Cloudy Weather

at 3 P M Wore ship to the Southward & Eastward the fleet All in Company

at 4 P M made a signal for the fleet to sail in Close order

at 6 the pan of Matansa bore S S E Dist 8 Leagues at 7 took in Top Gall Sails

at 8 P M hove out A signal for the fleet to Ware Wore ship at the same time to the Northward at 10 Reefd the Mizzen T Sail

at 12 Midnight wore ship to the South^w hove out signals for the fleet to Ware

Middle part Cloudy Weather

at 6 Wore ship to the Eastward 7 of our fleet in sight 4 of them wore ship without any Signal for the same and made sail to the Northward

at 8 the pan of Matansa bore South 9 Leagues

at 9 spoke the U S Brig *Norfolk*

Latter part Light Breezes and pleasant

12 Meridian the pan of Matansa bore S B W Distance 11 Leagues

Latitude Observed. 23° 42' North

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

To William Smith, U. S. Minister to Lisbon, Portugal, from Secretary of State

DEPARTMENT OF STATE

Philad^a March 22. 1800

N^o. 18.

WILLIAM SMITH Esq^r

DEAR SIR, I have received your letters in a complete series as far as N^o 30, dated the 14th of November last, and none later.

Unless Portugal would permit a commercial intercourse with her American Colony, the Brazils, a treaty would seem to be of no great moment: and your communications clearly indicate that she will avoid any treaty whatever. — The time however will rapidly advance, when she will think the United States entitled to more respect than her conduct now supposes. — I trust the information to be derived from the Chevalier de Freire will give that court juster ideas of the importance of this country; and the statements of its own minister will be duly appreciated.

I have informed you of the sailing of a large ship (the *Hero*) with a valuable cargo for Tunis: She was detained at New York a month longer than I expected, sailing the beginning of February instead of January. — The *Sophia* departed in January with a cargo of gunpowder and merchandize for Algiers, the latter to raise a small supply of money. — The residue of the stores stipulated for Tunis are preparing to be shipped this Spring, and another vessel with goods &c. will in about a month sail for Algiers. — I wrote fully to O Brien and Eaton, explaining the causes of the delays which had taken place: and I persuade myself if the *Hero* and *Sophia* fortunately reach their destination, that all will be well. If however, O Brien shall have renewed a pressing call for money, you will have answered his draughts on the arrangements made by M^r King with the House of Baring, in London, or Mess^{rs} Bulkeley's in Lisbon, as you found one or the other most advantageous. — It will be desirable, considering the capricious characters of the Barbary Governments, that you should always exercise your discretion in judging and acting upon their demands, thro' our Consuls.

The expectation long since formed and so often repeated, of two of our frigates visiting the European seas and entering the Mediterranean, is again disappointed. — One stout frigate of 44 guns (the *Philadelphia*, Capt Decatur [Senior]) now nearly ready for sea was destined for that cruise, with another ship of the same size [U. S. frigate *Chesapeake*] fitting at Norfolk: But the *Constellation*, Truxtun, in a severe engagement of five hours with the French frigate *Vengeance* of 54 guns, lost his mainmast, and was otherwise so much damaged, as to be under the necessity (after going down to Jamaica and not finding the requisite materials) of returning home to refit: she may be daily expected. — This obliges Decatur to sail for the Station left by Truxtun, to command the cruisers in the vicinity of Guadaloupe. — And the *Congress* frigate, Captain Sever, has lately got back dismasted totally; which may require the *Chesapeake* (the frigate at Norfolk) to take her place. — The *Congress* (of the same force with the *Constellation*) was bound, with the *Essex* frigate, to the East Indies, to protect our rich commerce in those seas. — In about a week after their departure, early in January, in a gale of wind, the *Congress* lost her masts. — The *Essex* it is hoped escaped and proceeded. — But the latter is only of 32 guns, and the heaviest, 12 pounders.

The newspapers and public printed documents committed to the care of M^r Izard will give you adequate information of our internal affairs. The Judiciary Bill will particularly interest you. — It is doubtful (to say the least) whether it will be so matured this session as to become a law: But that, or something like it, appears highly expedient to ensure a full execution of the laws of the Union, and in a manner acceptable to the people, by bringing the Courts nearer to every mans residence.

I am, Dear Sir, &c &c &c.

TIMOTHY PICKERING

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

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

[PHILADELPHIA]

Navy Department 22nd March 1800

Captain SILAS TALBOT
of the *Constitution*

Cape Francois

SIR The Secretary of State has put into my hands some papers respecting a captured vessel sent into Cape Francois, about which Doctor Stevens was waiting to receive your directions

Be pleased to cause it to be observed by the vessels under your command, that prizes are to be sent into the United States with all their papers and some part of the Crew in order to be tried in our Courts — That our Laws do not authorize the capture of even French vessel unarmed, nor of neutral under any circumstances — Some of the Commanders on the S^t Domingo Station complain in their letters to me, that French Vessels carry on Trade under Danish colours — If they are certainly French Vessels & armed, they can be captured — but if not armed, we have no right to molest them

With respect to American Vessels carrying on prohibited trade, they must be dealt with as the Law "for the suspension of Intercourse" directs

I have the honor to be with great respect

Sir

Yr most obed Servt

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

[22 March 1800]

Extract from a letter to Captain Richard Morris, U. S. Navy, from Captain George Cross, U. S. Navy, concerning various captures and recaptures, by U. S. S. *John Adams*, 22 March, 23 March and 3 April 1800

U. States frigate *John Adams*,
BASSATERRE ROADS, April 16, 1800.

"On the 3d inst. the south point of Martinico bearing W. half and St. Lucie S. W. distance 9 leagues, after a chace of four hours, I captured a French privateer schooner named *La Jason*, having 50 men and 8 carriage guns, 6 of which she hove overboard during the chase. She is a new schooner and coppered to light water mark, completely fitted, &c.

"On the 22d ult. I recaptured the brig *Hannibal* from Tobago, taken the night before by a French privateer named *Le President Tout*, and on the day following we retook the brig *Atlantic*, from Demerara, prize to the same privateer, and only 20 hours in possession."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 27 May 1800.]

To John Murray and others of Committee for building the U. S. Frigate *New York*,
from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22nd March 1800

JOHN MURRAY & OTHERS

Committee for building a Frigate
New York —

GENTLEMEN I am honored with your letter of the 15th Inst. I have no objection to substituting 18 pound carronades in lieu of some of the 9 pounder Guns for the upper deck of the Frigate *New York*. — There are in the hands of Mess^{rs} James & E Watson 16 Carronades of the above size. — Be so good as to ascertain what number of these she will carry to advantage & what number of the 9 pounders — and let me know as early as convenient — The 18 pounder Guns for her main Deck, & the nines will be furnished from hence — We have not been able to procure any Lignum vitae of the size you want — I am informed there is some in the hands of Block makers, which they have for their own use — To tempt them to part with as much as you want, I have directed a double price to be offered — You shall know the result by Monday or Tuesday Mail —

I have the honor to be

Gentlemen

Yr obed Servt

P S — I presume the few nine pounders wanted, must be of great length — Captⁿ Robinson will ascertain the length

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

To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACAO 22 March 1800

SIR I beg reference to the sundry Copies of my Letters & papers sent herewith say Copies of my Letters of 9th 20th & 27th Ult^o with P. S. of the 15th Ins^t and Copies of my A/Disbursements & A/Current closed on the 15th Ins^t by a balance of 125.82/100 \$ in my favour. — The *Delaware* came off the Harbour on the 18th & Lieutenant Jones came on Shore, he informed me that the Ship had received supplies of Meat & Vegetables at Porto Cavello, & I rece^d Drafts from the Correspondent of my house for the *Delawares* account 441.21 \$ & for the *Scammel* Acc^t 132.82 \$ in consequence of Letters of Credit which they carried there, I have agreeably to the orders of Captain Baker, purchased Pork & Beef &ca. and paid several orders amt^s together about 2000 \$.

I have the Honour to advise you that on the 18 Ins^t I pass'd my Draft on you at 30 Days Sight in favour of Hector Scott, for 1000 \$ say One Thousand Dollars.

It is expected that vaulable supplies are on the way here from Guadaloup for the French Frigate [*La Vengeance*], Captⁿ Baker is gone towards Bon Air for a few Days

I have not had the Honour to receive any Letters from you. — I have the Honour to be mo^t resp^t

Sir

Your Mo^t Ob^t Serv^t

Papers refered to

A/Current

A/disbursements & the several Letters, under the particular care of M^r Richard Davis.

O per Jones, *Jane Maria*, & copies thereof per the *Virago*, Captⁿ Fuller.

[SDA. French Spol. CA Curacao, 1797–1801.]

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

[PHILADELPHIA]

Navy Department 22nd March 1800

Major BURROWS

SIR A Detachment of Marines to consist of one Captain one Lieutenant

Fifty privates — including non-commissioned officers is required for the Frigate *Philadelphia*

You will be pleased to take immediate order for supplying this detachment —

I have the honor to be

Yr obed Servt

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 3, 1799–1800.]

To Secretary of State from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22nd March 1800

SECRETARY OF STATE

D^r SIR There will be no Frigate ready to sail from this country except Decatur [U. S. Frigate *Philadelphia*] sooner than six weeks. — Decatur must go to Guadeloupe. — Whether in six weeks, when we shall be prepared to do it, it will be proper to send a Frigate to the East Indies, I cannot at this time Judge —

I am D^r Sir

Y^r obed. Serv^t

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

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, 22 March 1800

The first part Moderate Breezes & pleasant
 Saw a sail to the Southward & Eastward
 Made sail with the *Norfolk* & stood for her
 at 6 took in sail and spoke her the Sloop *Affreck* from Havana bound
 to New York 1 Day out John Warner Master
 at 12 Midnight Wore ship to the Westward
 Middle part Light Breezes and hazy
 at 6 A M saw a sail bearing W N W at 7 come [up] with her spoke
 her the Brig *Polly* from Jamaica Bound to South Carolina 10 Days
 out Joseph Barker Master
 at 8 stood to the South East
 Latter part Light Breezes & pleasant
 Judged ourselves off Matansa Bay
 Latitude Observed. 23° 48' North
 [HS of Old Newbury, Mass. NDA photostat.]

[23 March 1800]

Extract from a letter from Master Commandant Timothy Newman, U. S. Navy, commanding the U. S. S. *Warren*, to a friend in Newburyport, Mass.

[U. S. S. *Warren*] Dated at Sea, March 25, 1800.

"I boarded an American Guineaman from Africa, two days since, with a cargo of 171 slaves, which, in case the owner who is now at the Havana, goes to the U. States, will prove a very valuable prize."

[LC, "Claypoole's American Daily Advertiser", (Phila.), 28 April 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, Sunday, 23 March 1800

The first part Light Breezes and pleasant
 Saw a sail to the Southward
 at 2 P M Made sail after Her

at 4 took in sail and spoke a Denish Bark from Jamaca bound
Charleston 12 Day out Point Jacko bearing S S E Dist 5 or 6
Leagues

Middle part Light Winds & pleasant
at 6 A M Point Jacko bore S S E 6 Leag

at 7 saw several sail in sight
flogged John Hill A Marine for sleeping on his post gave him six
lashes on his Back

Latter part Very Moderate

at 12 Meridian the pan of Matansa bore S W b W 8 Leagues Distance
Latitude Observed. 23°18' North

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

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

[PHILADELPHIA]

Navy Department 24th March 1800

Wth CRAFTS Esq^{re}

Charleston —

SIR As it is probable the place of the *General Pinckney* will not be
supplied by another vessel — such of the Officers as have been acting
on board that vessel without Commissions had better be paid off —
Should they wish to continue in service, I will endeavor to find em-
ployment for them, but their pay cannot go on, until they are again
called upon — Under this class there are by Captain Heywards
return —

James Smith — 2^d Lieut

Benjⁿ Pearson — Master

Joseph Anthony Surgeon

Lewis Raynal Purser

Rich^d Hrabvinska Midshⁿ — You will let me hear from you on
this subject

I have the honor to be

Yr obed Servt

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

[24 March 1800]

Protest of Benjamin Spooner, Master, of American Merchant Schooner *Tabitha*
captured by a French Privateer Schooner commanded by Captain Joseph

By this Publick Instrument of Protest Be it known and Manifest
That on the Twentieth Day of June A D 1800 — Before Me Sam^l
Chace Esq^r Publick Notary duely admitted & sworn to said Office for
the Town & County of Providence State Rhode Island &^r Personally
cometh Capt Benjamin Spooner, late Master of the Schooner *Tabitha*
owned By M^r George Arnold Jⁿ Corey and himself. and being Duely
Engaged according to Law Doth Depose & Declare. That He saild
out as Master of said Schooner from hence Bound to the Island of
Nevis that on his passage He was Captured on the twenty fourth

day of March 1800. By a French Privateer Schooner Commanded By one Capt Joseph from Guadaloup who Took away from Him His Vessells Register and all his other Papers. and Totaly Detained them from Him past all his Efforts to Recover them —

BENJ^s SPOONER

Whereupon The said Capt Benjamin Spooner Protests and I the said Notary Do for him as Desired Hereby Publickly Protest against the said Capture by s^d French Privateer — as By that Means He has lost his Register & all other His Papers as afore mentioned — and that it was not in his Power any way to Recover or Regain them and against all Loss Cost & Damage that accrues or may happen thereon To the owners of s^d Schooner *Tabitha* or any others concernd therein on account thereof

Thus Done Sworn to and Publickly Protested under my Hand and Seal Notarial in said Providence, in said State of Rhode Island & Providence Plantations on the Day & Date here above written & Dated

SAM^l CHACE *Publick Notary*

[R.I. HS, photostat.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*,
Monday, 24 March 1800

Moderate Breezes & Clear. Continued on our different tacks — Endeavouring to gain the Chesapeake—but the current has run so strong Southerly — that our Latitude to day — is the same as yesterday.

Many vessels in sight — Died and was buried with the usual ceremony George Salter.

At noon the depth of water, was 10 & $\frac{1}{4}$ fathoms, the bottom Coarse Red & White Sand, with black specks, and a small piece of Shell was brought up with the lead: at the same time the light house on Cape Henry, Bore NWBW Six Leagues distance. —

Longitude Account 75°.46' W.

Latitude Observed 36°.47' N.

[HS of Pa. NDA photostat.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Monday, 24 March 1800

In the morning calm. This day I had company to dine on board, viz: General Vandalure of the British army, Mr. Elmslie, U. S. Consul, and all the Captains of the British men-of-war in port. In the afternoon a heavy gale of wind came on, in which our Launch was upset and lost; the crew was with difficulty saved by the *Diomed's* Barge. My company were detained on board all night in consequence of the gale.

[NR&L, Nr P 922¹⁴.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding
U. S. Ship *Ganges*, 24 March 1800

Light breezes and clear.

At 6 the Extreemes of Jamaica bore from E½S to SE½S 20 Miles —

At 7 a sail a head fired a shot at her and brought her too under the English Ensign proved to be a Spanish brig prize to the British Frigate *Amphion* — —

[NA.]

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

U. S. Frigate *Essex*,
TABLE BAY, CAPE OF GOOD HOPE,
March 25, 1800.

SIR: — Enclosed is a duplicate of a letter I wrote you on the 13th inst., by the *Ariel*, Capt. Coats, since which nothing particular has taken place.

The conduct of the Army and Navy, and of every branch of this government, has been uniformly friendly and obliging. They have treated me with distinguished attention, and have uniformly tendered their best services.

The *Essex* is now completely equipped, and as I have heard nothing of the *Congress*, I shall proceed to sea tomorrow, to carry into effect the orders of the President.

Previous to my leaving Newport, Capt. Sever wrote me a letter, advising me, should I arrive first, to wait for him; but as I have been here fourteen days, and it is uncertain when he will arrive, I do not think it prudent to wait any longer. The frequent S. E. gales of wind I have experienced in this bay since my anchoring here, have prevented my being ready before now.

It is with great pleasure I inform you that my ship's company are in perfect health, which is an *unusual* circumstance, on board *new ships built of unseasoned timber*. Every exertion on my part shall be made to keep them so, and to promote on every occasion the honor and reputation of our infant navy.

As I have four boats, I shall leave my launch here. She takes up so much room on the gun-deck, as to exclude the fresh air from passing below, and is very much in the way of the guns on the main-deck. I have likewise left a spare main yard.

The returns forwarded by the *Ariel*, were the regular monthly returns; returns of commission and warrant officers, &c., &c.

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

Your most obedient, humble servant,

EDWARD PREBLE.

HON. SECRETARY OF THE NAVY,
Philadelphia.

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

To Captain James Sever, U. S. Navy, from Captain Edward Preble, U. S. Navy

U. S. Ship *Essex*,
TABLE BAY, CAPE OF GOOD HOPE,
March 25, 1800.

DEAR SIR: — I beg leave to acquaint you that I arrived here the 11th inst., since which time my ship's company have been constantly employed in repairing the damages received at sea, and in watering.

Soon after I lost sight of your ship I carried away several lower shrouds, fore and main trestle-trees, topmast cross-trees, and sprung my mainmast, and at the time of our separation, I was expecting every moment to lose it, which made it impossible to keep up with you.

The treatment I have met with here by the Admiral, Sir Roger Curtis, Bart., and the Governor, Sir George Young, Bart., and by all the Captains and officers of the navy, as well as the officers of the army, has been honorable and extremely flattering.

At the moment of my arrival here I was not prepared to salute the Admiral's flag, or I should have done it. I hope on your arrival, that you will think proper to do it, in which case you will receive the same return that Captains of the British navy do, and if you send an officer on shore immediately on your anchoring, I think the Governor will give you assurance of an equal return, should you think proper to salute the Garrison.

I hope as I neglected doing either, you will make up for my neglect by doing both, as I know it is expected of you as the senior officer.

I leave a spare mainyard and my long boat here; either or both will be delivered to you should you want them.

My passage was much lengthened by disasters I met with at sea, and as it is now fourteen days since I arrived I have thought it advisable to proceed direct to Batavia, presuming that you have met with some damage, which perhaps may prevent your proceeding any farther than this place, should you reach here.

I flatter myself that my conduct in this particular will meet the approbation of the President, as it was expected we should both enter the Straits of Sunda by the first of May.

I beg leave to mention that it will be necessary that you send a Lieutenant immediately on your arrival on board the Admiral, and from thence on shore to the Governor, to acquaint them of your ship and the object of your touching here, and that you are cruising against the French. I mention this, as my neglecting it for an hour or two only, gave some dissatisfaction, but which was soon done away. The recollection of my treatment here by the navy and army will ever afford me pleasure.

I shall cruise in the Straits of Sunda for fifteen days, and if you do not make your appearance in that time, I shall not expect you, and shall act accordingly.

With great regard, I have the honor to be,

Your obedient, humble servant,

EDWARD PREBLE.

Capt. SEVER, U. S. Ship *Congress*.

[U. S. Frigate *Congress* was dismasted 11 January 1800.]

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

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

[PHILADELPHIA]

Navy Department 25th March 1800

STEPHEN HIGGINSON & Co.

Boston —

GENTLEMEN Two French Officers Lieutenants of the *Two Angels* [*Les Deux Anges*] sent on board of another vessel by Captain Little, were cast away on the Southern Coast & have travelled so far on their way to Boston, where they are desirous of being at the trial of the *Two Angels* — I have advanced them one hundred Dollars, which are charged to your account, expecting you can be reimbursed not only for this, but for their whole reasonable expences from the time they were cast away until their arrival at Boston, out of the sale of the prize should she be condemned — Their expences are certainly chargeable to that vessel

I have the honor to be

Yr obed Servt

At Boston these Gentlemen must be treated as other prisoners, but the same allowance made them as other officers & may be put upon parole —

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

Extract from log of H. M. S. *Calyppo* by Commander Joseph Baker, Royal Navy, Tuesday, 25 March 1800

Calm and Cloudy W^r— $\frac{1}{2}$ past 1, spoke the United States Frigate, Boston —

At 4 D^o W^r —

At 6 Light Airs & Clear, Cape Tiburon S b E $\frac{1}{2}$ E. Extremes to the East E S E. —

At 8 Calm, hoisted out the large Cutter & sent her in shore, Mann'd & Arm'd

At 12 Light Airs & Cloudy —

At 4 D^o W^r —

At 6 Extremes of the Land from, S E b E to S W b S. — Saw a strange Sail to the South^d Made all sail in chace of her — $\frac{1}{2}$ past 9 falling little Wind, hoisted out the small Cutter & sent her after the Chace, which I perceived to be a Schooner — at 10 saw the American Frigate we spoke yesterday with two other sail (a Brig & Schooner) to the West^d —

At Noon Light Var^{bl}^e Airs inclining to Calm — Extremes of the Land from S S E to E b S.

Lat^d Obs^d 18°.43' N.

[NDA original.]

Extract from Captain Thomas Truxtun's journal, U. S. Frigate *Constellation*, Tuesday, 25 March 1800

Light winds variable — intermixed with Calms, the first and Middle employ'd working into the Chesapeake — and at 3 A M. Anchored about one League above the light house. —

At daylight, got underway again, and at 10 A M. Anchored and Moored, in Hampton Road.

Dispatched Lieu^t Clinch of the Marines to Norfolk, with the Bag of Letters — wrote the Sec^y of the Navy of my arrival &c &c &c.

[HS of Pa. NDA photostat.]

Extract from Journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 25 March 1800

Moderate breezes and Cloudy In chace to the Southw^d

at 1 Shortnd sail and Gave over the chace, saw she was a small sail beating up within the reef to the E^d of Cape francois, at 2 saw a strange sail bearing N E came to the Wind to the Northward and Gave chace Tacking as often as nessasary to Work to Windward

At 3 Answerd the signal of the Schooner *Amphitheatre* which we fitted out as a Tender, at 5 Lieu^t Porter came on board, at 6 carryd away our Main Topsail Yard in the Slings, Double reefd the fore and Mizzen Topsails, hauld the Main topsail in to the Top sent down the sprung Yard and Sent up another, ½ past 7 Lieu^t Porter went on board the *Amphitheatre* and made sail for his Station, at 12 Moderate Ships head to the Northward

At daylight saw Monte a christo S S E 8 or 9 leagues

AM at 8 taken aback with a light air from the Southw^d and Westward filld to the Eastward Wind very light

At 12 Employd White washing between decks —

Latitude Observed 21° 43' North

[NDA photostat.]

To Captain Silas Talbot, U. S. Navy, from Edward Stevens, U. S. Consul General at St. Domingo

CAP FRANCOIS March 26th 1800 —

SIR I have the Honor of enclosing you two Letters to your Address, which have been sent to me to be forwarded. One of them is from Gen^l Toussaint. He has sent his Adjutant Gen^l M^r D'Hebicourt to the Cape for the express Purpose of conversing with you and me respecting some Supplies for his Army at Jacmel. He writes me that they are in Want of the Necessaries of Life, and that the Sick & wounded in the Hospital will infallibly perish unless they receive speedy Assistance. From my Conversation with M^r D'Hebicourt I find that the Gen^l places great Reliance on the Succour he has demanded from us, & he seems to hint that if he is disappointed his Operations in the South will be much retarded, or perhaps entirely frustrated. —

I confess that I feel very much embarased, and do not well know how to act. The plan he has proposed to me, and which, he says, he has also submitted to your Consideration, appears to be *impracticable*. Do me the Favor to give me your Opinion on the Subject, and if you can think up any Plan which will serve *him*, without committing *me*, I will chearfully cooperate with you in putting it into Execution. It is of immense Consequence to our Commerce with this Colony that Rigaud should not get the upper Hand in the South. The Incursions

of his Armed Barges in the Bite, have already been very injurious to our Trade in that Quarter, and should Gen^l Toussaint be unsuccessful, there is no knowing how far the Depredations of his Enemies may be carried. —

I shall be glad to hear from you at your Leisure, and if you have any Letters to send to Gen^l Toussaint and will transmit them to me I will forward them. —

&°&°&°

E. S.

S. TALBOT Esq^r
&° — &° — &°

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

To Captain Henry Geddes, U. S. Navy, from Major Commandant William W. Burrows, U. S. Marine Corps

MARCH 26 1800

Cap^t HENRY GEDDES

SIR. I do myself the Honor of writing to you to request some Information, respecting the Marines, — as I sent — L^t Middleton on Board with orders to make Returns of his Detachment on his arrival at any Port. I fear he must be dead, or he could not be guilty of Such wilful neglect. — If he is with you be p^d to order him to leave his Detachment & Come to Head Quarters with his proper Returns. The present Regu^{on} [Regulation] with respect to the payment of the Marines, is settled between the Navy officer & myself as follows. — The Marine officer, when he arrives in Port, makes out a Pay Roll, forward a Duplicate & draws on me at 3 days sight. He settles for all slops & advances with the Purser, and no acc^t must appear at the Navy office, from the Purser against the Marines. If there is no officer, the Purser follows the same mode as the officer is directed to do & Settles the acc^t with the Pay Master of the Marine Corps — The officer exclusive of the Pay Roll, draws out his acc^t curr^t against the Marine Corps — & includes in it his Pay & Rations

Every thing respecting the Marines must pass Solely under my Notice, and if I can add to their Comfort, or your Convenience I will cheerefully do it

your ob^t Ser^t

W W. B [WILLIAM WARD BURROWS]

M. C [Major Commandant]

M. C [Marine Corps]

[MCA. LS, 1800—1801.]

Certificate of Noel Ruello, Master of French Sloop *L'Heureux*, captured by the U. S. Ship *Boston*

UNITED STATES FRIGATE *Boston* at Sea

Jeremie 2 leagues distant

March 26. 1800

This will certify that I was this day captured by the U. States Frigate *Boston*, in the Sloop *L'Heureux* That the said sloop was from Cabotage in the Dominion of Rigaud, bound to S^t Yago with a Cargo

of Coffee & to return with a Cargo of Provisions. that she had seven persons on board armed with muskets, & that I acknowledge her & her Cargo to be a lawful prize.

Signed. NOEL RUELLO
Master of the Sloop

In presence of
NATH^l CLIFT *Lieutenant*
NEHE^{ab} M^cCUMBER, *S. Master*
[NDA, XZ.]

Sale Account of Schooner *Brilliant Youth* (*Brillant Jeunesse*), captured by U. S. Ship *Baltimore*
Sale of Prize Schooner *Brilliant Youth*, Captured by the United States Ship *Baltimore* William Cowper Esq^{re} Commander

date —	Purchasers	Commodity	Money		
1800 March 26...	Roger Woodburn — CHARGES	Schooner & Appen- dages.	475	4	—
	To Cash p ^d for Sundries to Subsist Men on Board & ^r	-----	15.	18.	7½
	Paid 3 Men on Board 12 days Sea.	-----	21.	12.	—
	To my Commission on £475-4/ at 7½ p ^r Cent.	-----	35	12	9
	Dt 974 64/100	Neat proceeds-----	402	—	10½
			£475	4	—

Errors Excepted.
DAVID M CLARKSON

[NDA. XZ, 1798-1800.]

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Wednesday, 26 March 1800

Unmoored and shifted the ship to an outside berth, and anchored in 10 fathoms water, sandy bottom. Cape Town S. S. W. two miles. Shipped two seamen. Dined with the Hon. Capt. C. Elphinstone of the *Diomed*.

[NR&L, Nr P922 ¹⁴.]

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, 26 March 1800

the first part Fresh Breezes & Cloudy three ships in sight to Windward 3 Leagues Dist Tackd ship Occasionally at 1 P M took in Top Gall^{nt} Sails

at 6 the pan of Matansa bore S S E Dist 6 Leagues flogged John Reed A Sailor for not giving notice of a Vessell being in sight from Mast Head before seen on Deck gave him six Lashes on his Back at Midnight haul up the Courses
 Middle part Moderate & Cloudy
 at 4 a m Set the Courses
 at 6 Let the Reefs out set T G Sails the pan of Matansa bearing S ½ E Dist 5 Leagues
 at 9 set the stay sails
 at 12 Meridian the pan of Matansa bore S b E Dist 5 Leagues
 Latter part Light Breezes and Pleasant
 Latitude Observed. 23° 24' North
 [HS of Old Newbury, Mass. NDA photostat.]

To Hugh Henry, Philadelphia, Pa., from Surgeon Isaac Henry, U. S. Navy

Constellation FRIGATE HAMPTON ROADS

27th March 1800

DEAR SIR — I transmitted you few days since by Post a short Letter — M^r Vandyke's going to Philadelphia with Commodore Truxtun's Dispatches — affords me a convenient opportunity of addressing you again — 'though I have nothing new to say — I refer you for every thing to the Bearer — whom I wish you to make a point of seeing and paying attention to, as one among the Number of our truely *brave fellows* —

Tell Robert Henry Dunkin Esquire — Barrister — Counsellor — Attorney at Law; Notary Public, & & & & (if it accords with the will of his high Mightyness) that Lieu^t Samuel B. Brooke — who is a brave good young Man will thank him to remit 54 Dollars — the Ballance of his prize money — as *soon as possible* —

* * * * * He had my Duplicate Notes for 114 Dollars. which I will thank you to pay immediately to M^{rs} George taking a Receipt for the same — I suppose they were sent to her —

When I leave the Ship to Join the *President* in Newyork I shall send the Boy Tom round by Sea to Philad^a with my heavy Baggage — when it will be I am uncertain — If John Finley is with you remember me most affectionatly to him — and say that I want to see him extremely — My love to Count Dough & familey —

Should M^r Vandyke return to the Ship immediately — be pleased to send me by him — a Handsome small sword — Yellow Mounted — ; and, not too long —

I suppose you received my Letter by D^r Bullus — give him my Comp^{ts}

My love to Aunt & Nancy & Polly George — and accept the same from your Affectionate Son —

ISAAC HENRY



SURGEON ISAAC HENRY, UNITED STATES NAVY.

To Edward Garrigues, President, Board of Health, of Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th March 1800

EDWARD GARRIGUES Esq^{re}
President of the Board of Health —

SIR I am honored with your letter of the 26th Inst — I have received no information, except what your letter contained which would induce me shortly to expect the arrival of the Vessels you mention — I shall however by lodging directions at New Castle endeavor to prevent any United States vessel coming from the West Indies from proceeding to the City, until the Committee of Health shall have made the necessary examination —

I have the honor to be

Sir

Yr most obed Servt

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

To William & Charles Laight, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 27th March 1800

Mess^{rs} W^m & CHARLES LAIGHT
New York —

GENTLEMEN We have so many Frigates dismasted, that at this time there is no one to be spared for the East Indies — nor do I think any can be spared so soon as the begining of May — Should it be determined to send one sooner, or a little later than the first of May, you shall have early information —

I have the honor to be

Very respectfully

Yr obed Servt

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

[27 March 1800]

Extract from a letter from Captain George Stiles of the American Ship *Samuel Smith*, of Baltimore, concerning his encounter with the French privateer *Mars*, The *Mars*, previously captured the American Ship *Perseverance*, Captain Norman, commanding, of Baltimore

LONDON, 5th April, 1800.

“On my passage from Lisbon, on the 27th March, off Scilly, I fell in with a French privateer of 26 guns, the wind was light; she made great use of her sweeps, and came along side, where she remained 36 minutes, within musket shot, during which time with the assistance of my brave officers and men, I was enabled to convince her that a longer stay was not adviseable; she again had recourse to her sweeps, by which means she got about two miles off, when a light breeze began to freshen: I was induced to pursue her 28 hours, during which time I run 262 miles, never more than two miles and sometimes a little less off; the last 6 hours we went 11½ knots, when a dark night proved her protection. My ship suffered very much in her masts, spars, sails and rigging; my main topsail had 75 shot holes in it, my rigging all cut to pieces, but my ship’s hull received little or no damage, and not one man hurt.”

From the same, dated 12th April.

“My antagonist was taken two days after I left him; he had prior to the action with me taken the *Perseverance*, of Baltimore, captain Norman. The mate of the *Perseverance* was on board the privateer during the action, and he writes that they were much surprised to see the American ensign and pendant go up, and immediately to receive a broadside (which by the bye happened to be a raker); he likewise writes that they had the 1st lieutenant and between 30 and 40 of their men killed and wounded. Captain Norman says that the privateer was called the *Mars* of Bordeaux; that when she took him she had 24 long brass 12 pounders and two 36 pound carronades, with 220 men, but her complement appeared when she was captured to be 173 men. My force was 24 nine pounders and two 42 pound brass carronades, with 96 men.”

[LC, “Claypoole’s American Daily Advertiser”, (Phila.), 30 June 1800.]

Extract from log of H. M. S. *Calypso* by Commander Joseph Baker, Royal Navy,
Thursday, 27 March, 1800

Mod^t Breezes & fair W^t at 1 Bro^t to the Chace & Wore Ship. — She proved to be an American Schooner from Boston bound to Jamaica —

½ past 3, Saw two strange Sail to the South^d

At 5 Ans^d the Private Sign^t to the American Frigate *Boston*, who had a Sloop in Tow. —

At 6 Shorten’d Sail extremes of the Land from S W. to S E. —

At 7 Tacked Ship — at 8 Light Winds & Clear W^t —

At 12 Light Winds & Clear, Tack’d Ship. —

At 4 D^e W^t —

At Daylight. Extremes of the Land from E^t to S W. — at 7 K^d —

At 8 & 9 strong Breezes & Squally with Rain Made & shorten’d Sail occasionally — took in 2ⁿ^d Reef of T. Sails — at 10 saw a strange Sail to the West^d — out 2ⁿ^d Reefs & made all sail in Chace —

At Noon Fresh Breezes & Cloudy Cape Donna Maria S W b S. — Extremes to the East^d E^t [sic] — Chace W b S. — the *Boston* American Frigate in Sight to the North^d

Lat^d Obs^d 18°. 48’ N.

[Latitude, noon, 26 March, 1800 — 19°. 10’ N.]

[NDA original.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*,
Captain Silas Talbot, U. S. Navy, commanding, Thursday, 27 March 1800

Fresh breezes and clear weather, In chace to the Southw^d

At 1 shortnd sail and boarded the chace, an American Schoner from Plymouth bound to the cape At 2 filld and made sail in chace to the Southward to three strange sail that Appeard to be coming out fo the cape, at 4 shortnd sail wore to the Northward and boarded the chace two of which were american Schooners from the Cape, bound to Baltimore the other a Sloop bound to New York Sent two french prisoners on board the Schooner bound to Baltimore to be delivered up as prisoners, at 7 Shortn’d sail and double reefd the Topsails Monte a christo S E by S Cape francois S W by W 5 or 6 leagues

Wore and Tackd as nessasary during the Night to keep our Stations
At daylight Moderate breezes and clear weather Winds variable from
W N W to N E.

At 12 Moderate breezes from N by E Cape Francois S W by S 6 or 7
leagues Monte a christo S E 7 or 8 leagues

[NDA photostat.]

To Edward Stevens, U. S. Consul General at St. Domingo, from Captain Silas Talbot,
U. S. Navy

FRIGATE *Constitution* 28th March 1800

SIR I have this moment had the honor of your favor of the 26th
instant, covering one from the General in Chief Toussaint —

If I rightly understand the object of the Generals request, it is to
cover an armed Brig of his, with number of the Smaller Vessels,
laden with provisions for his Army in the South, under the pretence,
that they are American public property particularly for the use of the
Augusta. It appears to me, that such a disguise, would not avail
sh^d it be attempted: the quantity would be abundantly too great, to
wear the appearance of being only for the *Augusta* &^c: besides the
kinds of provisions would probably be very different, from such as
are used on board American Vessels, & consequently would be sus-
pected. — I am willing to do all in my power consistently, to serve
the General, & perhaps were I to see you, and the Adjutant General
some better plan might be devised. If you and he can make it
convenient to come onboard the *Constitution* the tender will bring
you out, and take you back into port, the same day. But lest it may
not be convenient, for you & the General to come to me, I will just
suggest for your consideration, whether it may not be better to send
out from the Cape the Brig, and the other Vessels, the General alludes
to, in his letter to me, loaded as may be wished and when they are
out at sea, I will take possession of them as prize, for want of requisite
papers. I shall of course put an Officer on board, & some Men, with
orders to continue with the *Constituion*, who will go round to Jackmel
with all such Vessels, and I will endeavor, to get them Safe, into such
port, as the General may desire. This will give me some trouble:
but I am willing to serve General Touissaint. — I hardly think, that
any British Armed Vessel will attempt to examine those Vessels, if
accompanied by the *Constitution*. —

If this plan should be thought of adviseable, the larger the Vessels, &
of course the fewer in number the more convenient will it be to me to
convoy them to the South side, in which case, I must have, one or
two pilots from the Cape, who know the land round the Island. —

I will not write to the General until something is determined on,
& until I hear from you again, or have the honor of seeing you onboard
the *Constitution*. I hope you can come out to me in the morning. —

I have the honor to be with much respect

Yr most obe^t S^t

(Signed) SILAS TALBOT

EDWARD STEVENS Esq^r
Consul General of the US:
at Cape francois —

A true Copy.

E. STEVENS

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Friday, 28 March 1800

At 2 P. M. wind N. W., weighed and sailed for Table Bay in company with his B. M. Ship *Rattlesnake*, Capt. Curtis. Saluted the Admiral's flag with 15 guns, which was returned. At 11 P. M. strong gale and heavy sea. At 4 A. M. the wind shifted to the S. W. Steered to the S. E. Saw a sail at 8 A. M. a long way to windward and one to leeward. Bore away and gave chase. At noon spoke the chase, a small English brig from St. Catharine's Bay, bound to the Cape. Latitude 35° 14' S.*

(*The Cape of Good Hope is in Lat. 54° 22' S., and Lon. 18° 29' E., therefore the *Essex* must have passed the Longitude of the Cape about 11 A. M., March 28; the first United States vessel-of-war to double the Cape and show our flag beyond it.)

[NR&L, Nr P922 14.]

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, 28 March 1800

the first part fresh Breezes & flying Clouds
at 3 P M took in sail off the Moro Castle being 1 Mile Dist Hauld to the Northw^d under short sail

Standing off and on abrest of the Moro under short sail to keep to Windward

Middle part Fresh Breezes and Cloudy

Stood off and on off the Moro the wind being off the Land

at ½ past 12 Meridian the Wind Hauling to the Eastward bore away to Run in to the Havana

at 2 P M got into Harbour came to with the Bower moored with the Stream to the Westward Handed Sails Squared Yards & Cleaned up Ship

Moderate the Latter part

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

To Purser Charles Morris, U. S. Navy, from Accountant of the Navy

[PHILADELPHIA]

Navy Department Acct^s Office 29 March 1800

SIR I have just rec^d your letter of the 18 instant, I wrote you on the 19. to which I refer you on the subject of rations. —

The practice of drawing parts of rations should be discouragd and when you have the Articles on board every person should draw one ration p^r day. —

The Property of Seamen dieing in the service of the Navy not in debt to the Ship, is considered as the property of their relatives or administrators — of course the best care should be taken of it untill an Opportunity offers to deliver it over — And when there are no relatives known to the Officer of the Ship or no application for the delivery within a reasonable time, perhaps it will be best with the

advice and consent of the Captain to sell the Property keeping a particular account [of] sales of the Articles and crediting the amount to the deceased in the Ships Books. —

respectfully
I am Sir
Y^{rs} & C

THOMAS TURNER Acc^t

CHARLES MORRIS, Purser
of Frigate *Congress*
Norfolk

[NDA. LB Acct., 1798-1800.]

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

[PHILADELPHIA]
Navy Department 29th March 1800

JAMES & EB: WATSON
New York —

GENTLEMEN The Frigate *New York* appears to be in such forwardness as to require the attention of this Department — The Committee who superintend the building inform me that they intend to rig her compleat & to furnish her with one suit of sails, that they have contracted for her Cables, but not certain whether their funds are adequate to this object together with this proceeding, I have authorized them to draw on me for the deficiency if any —

The following are among the articles which must first claim your attention. Vizt Gun Carriages, & every thing relative to the complete mounting & fixing the Cannon — Anchors, Cables, Boats, Water Casks, Pumps, Spare Sails, Sparrs, ballast, The Guns, Powder, Shot, Muskits & Bayonets Pistols, Boarding pikes, Axes & Swords I will provide —

Estimates of provisions, Military Stores Medicine, Instruments, Hospital Stores Utensils & Stationary, & Cabin furniture are enclosed also the dimensions of the Cannon by which you are to have the carriages made — I presume a considerable quantity of Spare Rigging may be wanted, as well for the *President* as the *N York* and having a considerable quantity on hand at the place more than will probably be wanting here before we may be again compelled to retire from the City on account of the Yellow Fever, I am desirous that it may be immediately made use of — Be pleased therefore to provide none but what you have already ordered for either of the Ships & let me know the deficiency that I may take order to supply it. —

It may be proper to substitute some of the 18 pounder Carronades in your possession in lieu of as many 9 pounder Guns for the *New York*. — Being on the spot you can ascertain the number, & have the carriages & equipments made accordingly.

The Estimate of Military Stores is witheld until I know the number of Carronades substituted for the 9 pounders —

I have the honor to be
Gentlemen
Yr obed Servt

B[ENJAMIN] S[TODDERT]

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

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

[PHILADELPHIA]

Navy Department 29th March 1800

Captain THOMAS TRUXTUN
of the *Constellation* —

SIR Should you arrive at Norfolk and think the *Constellation* can safely be moved to New York, I would wish you to move her — Norfolk being a bad place for repairs, & being overloaded with business of this kind — I have directed a Main mast to be prepared at New York — Should you conceive it dangerous to move to New York then the repairs must go on at Norfolk, but I will send from hence all the rigging you want & also Sails — the moment I know what you want

The *President* is now ready for your attention
I am D^r Sir with great respect
Yr obed Servt

[BENJAMIN STODDERT]

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 29th March 1800

M^r JAMES KEY
Purser of the Frigate *Philad^a*

SIR By the regulations of Congress Slops are permitted to be provided for the Sailors & M^r Gill Naval Storekeeper has instructions to procure and deliver to you the following articles with an Invoice containing the price of each, Viz^t Shirts, Frocks, Outer jacketts, under Jacketts Flannel Drawers, Overalls (Linen or Woolen) Shoes Woolen Hats, Blankets & Matrasses, — the proportion of each not to exceed the number of the Crew exclusive of the Marines — You will please receive of these articles a sufficient quantity for the Crew of the *Philadelphia* & supply the wants of the Sailors at the prices specified in the Invoice which must accompany them, being carefull not to let them be in debt, by keeping an exact account of the quantity delivered to each & comparing the same with the sums due for their pay respectively —

You will give Duplicate receipts for the Slops, one of which will be forwarded to Thos Turner Esqre Accountant of this Department who will charge you therefor & credit you for what you dispose of — the residue you will be held accountable for, & must deliver up when called upon, or pay the deficiency —

Similar Letter to Buller Cocke
Purser of the *Chesapeake* for-
warded 23 May 1800

This supply of Slops comprehends articles of necessity only — there are smaller ones which may be supplied by yourself, but it is expected that you will be contented with a moderate profit so as to give the Crew no cause of complaint.

Other Instructions relative to the duties of your Department will be transmitted by the Accountant of this Department

I am Sir

Yr obed Servt

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

Extract from Journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Saturday, 29 March 1800

Fresh breezes and cloudy, At 1 brought too with the Main topsail to the Mast, *Amphitheatre* in company

At 2 a strange sail bore N N W, at 3 filld made sail and Gave chace parted company with the *Amphitheatre* she being bound In to the cape.

At 5 Wore Ship and spoke with the chace the American Ship *Dey* bound to Curracoa; hauld on a wind and Gave chace to a strange sail running down before the wind for the cape chaced her within Gunshot of the Fort but found we could not Stop her before she Enterd the harbour Tackd Ship shortnd Sail and double reefd the topsails and Stood to the Northward till 1 AM at which time we tackd to the Southward

At daylight fresh breezes. Saw the Ship we had spoke the evening before Monte a christo S E by S 10 leagues

AM at 8 Moderate Standing in for the cape

At 10 Saw a strange sail to the Northward of the cape bore up and Gave chace

At 12 the Cape S S W 4 leagues the chace S W by W 12 or 13 miles

[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, Saturday, 29 March 1800

Commences with squally weather and heavy gales with lofty sea from contrary ways under short sail the Ship labouring much. At 11 PM saw a Sail on our larboard bow. Continues with strong gales & heavy sea. Carried away the M^r trusses, employ'd in preparing more.

Lat. Observed 36.50 S

Longitude in 23.5 E

[LC, EPP, 1799-1800.]

360 NAVAL OPERATIONS; JANUARY 1800—MAY 1800

Extract from journal of Captain Edward Preble, U. S. Navy, commanding U. S. Frigate *Essex*, Saturday, 29 March 1800

Strong N.W. by S.W. gales and a heavy sea. Saw a ship off the lee quarter. Gale so strong and sea so high, did not think proper to wear ship to speak her, supposing her English, as the French have no ships on this coast.

Lat. Observed 36.50 S.

Long. 23.5 E.

[NR&L, Nr P922¹⁴.]

Extract from journal of U. S. Schooner *Experiment*, Lieutenant William Maley, U. S. Navy, commanding, 29 March 1800

At 5 Am. happening to go on Deck I found M^r Downes who was then Officer of the Watch laying asleep; captured the spanish brig S^t *Michael* put M^r Fleming & 4 Seamen on board and ordered her for Jacquemel —

[NDA. NO, Vol. 1.]

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 30 March, 1800

Moderate breezes and cloudy, In chace to the Westward

At 2 fird two Guns to bring too the chace, $\frac{1}{2}$ past 2 shortn^d sail and boarded the chace, an American Brig from the Cape bound to Philadelphia, and an American Schooner from Charleston bound to cape francois

Punished Robert Hillman with 12 lashes for Neglect of duty from 8 In the evening till daylight Moderate breezes Ships head to the Northward

At 12 Moderate breezes and cloudy

AM at 6 Saw a strange sail bearing NE by E, made sail and Gave chace

$\frac{1}{2}$ past 9 tackd to the Southward and answerd the private Signal of the *Herald* Sloop of war Captain Russell which at 10 Joind company, saw several sail standing out of the Cape

At 12 Cape Francois SW by S 6 or 7 leagues

[NDA photostat.]

To J. & N. McVicker & Company from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31st March 1800

Mess^{rs} J & N McVICKER & Co

GENTLEMEN I am honored with your letter of the 29th Inst. —

There is at present no vessel of War which could be employed in the protection of the East India trade except the *Philadelphia*, and her services are indispensable on the Guadeloupe Station — In another month it is expected other vessels will be in readiness & should it be determined to send one to the East Indies, timely information will be given to the Merchants concerned in that trade

I have the honor to be

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 31st March 1800

W^m PENNOCK Esqre
Norfolk —

SIR I send a pilot boat to get information respecting the *Congress* & the *Constellation*. If the latter must remain at Norfolk, which I shall be sorry for, the rigging & sails must be sent from hence, and it will not be necessary for you to provide them — We have too large a stock of these articles in store at this place. I hope the return of the pilot Boat, will bring me advice that the *Congress* will be ready for sea as soon as orders can be sent to Norfolk —

I have the honor to be

Yr obed Servt

[NDA. GLB, Vol. 3, 1799–1800.]

To Thomas Terrant, Master of Pilot Boat *Industry*, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 31st March 1800

M^r THOMAS TERRANT
Master of the Pilot Boat *Industry*

SIR You will proceed from hence to Norfolk in Virginia with dispatches for Captain Thomas Truxtun, of the *Constellation*, Captain James Sever of the *Congress*, Captain Samuel Barron of the *Chesapeake* & William Pennock Esq^r Navy Agent, all which you will deliver agreeably to the direction immediately on your arrival — You have also a packet for Mess^{rs} John Cowper & C^o and a letter for Lieut Bartholemew Clinch of the Marines which you will also deliver —

If you meet the *Constellation* before you enter the Chesapeake bay, you will deliver to Captain Truxtun & Lieu^t Clinch their dispatches & imm^o return to this port — For this Service you will be allowed Eighty Dollars if you go the whole distance & reasonable demurrage if detained more than two days at Norfolk by order of either of the Officers to whom you are sent —

If you do not go the whole distance, an allowance in proportion will be made —

I am Sir

Yr obed Servt

[NDA. OSW, Vol. 3, 1799–1800.]

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

[PHILADELPHIA]

Navy Department 31st March 1800

Captⁿ THOMAS TRUXTUN
or in his absence from the ship
& from Norfolk, the Officer
commanding the *Constellation* —

SIR Hearing by a private express from Norfolk of your arrival there the 25th Inst I send down a pilot boat, the sooner to learn the situation of the *Constellation*, & for an account of such articles as can be best

supplied from hence — The Shrouds prepared for the *Constellation* last summer are still in store as is every other kind of rigging & of the best quality none therefore should be got at Norfolk — nor sails, of which we can quickly send from hence all that you want, after knowing what you want — If however the *Constellation* can be safely removed to New York, that will be the best stip that can be taken. — Norfolk had more to do before your arrival than could be accomplished there with the requisite dispatch — At New York too, you might give the necessary attention to the *President* now nearly ready for launching, & might at the same time direct the proceedings of the *Constellation*, until a successor if you preferred the *President* as no doubt you will do, could take charge of her — Supposing you would try to reach N York, I directed some time since Masts to be prepared, which are now preparing — If however you should think it unsafe to proceed to New York, we must do as well as we can at Norfolk — In this case let me know if you please at what time (with the aid of rigging, Sails, Powder & Ball from hence) the Frigate can be prepared to go again to sea, before which time, I must send a Commander to succeed you — Until his arrival, I suppose you will find it necessary to remain yourself — I have the honor to be with Great Esteem

D^r Sir

Yr obed Servt

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

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

[PHILADELPHIA]

Navy Department 31st March 1800

Captⁿ PATRICK FLETCHER

Boston

SIR It is probable your services may be immediately wanted, to take command of the *Constellation* — You will please to hold yourself in readiness

I have the honor to be with great respect —

Sir

Yr obed Servt

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

To First Lieutenant Bartholomew Clinch, US Marine Corps, from Major Commandant William W. Burrows, U. S. Marine Corps

PHILADA March 31, 1800

Lt. B. CLINCH

I wrote you by the Schooner *Enterprise* on the 7th inst but I doubt whether you could have rec'd that letter. I congratulate you on yr safe arrival and should have been happy to have heard from you when Capt Truxtun wrote to the Secry. You will observe by the Papers what honorable mention has been made of Capt. Truxtun and his brave Crew by Congress [Approved 29 March 1800]. There were but 4 votes against the Resolution, 4 of whom were Virginians by birth

Seeing a Paper from Virga. where honorable mention was made of your name I had it republished here.

* * *

Yr ob Servt

W. W. B. [WILLIAM WARD BURROWS]

[MCA. LS, 1800—1801.]

To Secretary of the Navy from President John Adams

PHILADELPHIA, 31 March, 1800.

The President of the United States requests the Secretary of the Navy to employ some of his clerks in preparing a catalogue of books for the use of his office. It ought to consist of all the best writings in Dutch, Spanish, French, and especially in English, upon the theory and practice of naval architecture, navigation, gunnery, hydraulics, hydrostatics, and all branches of mathematics subservient to the profession of the sea. The lives of all the admirals, English, French, Dutch, or any other nation, who have distinguished themselves by the boldness and success of their navigation, or their gallantry and skill in naval combats. If there are no funds which can be legally applied by the Secretary to the purchase of such a library, application ought to be made to Congress for assistance.

[NDA. Life & Works of John Adams, Vol. IX.]

[31 March 1800]

Protest of Wilkes Barber, Master, of the American Private Armed Ship *Minerva*, captured by French Privateer *La Minerve*, and afterwards captured by a British Frigate

Consulate of the United States of America at Bordeaux.

By this public Instrument of Protest, be it known and made manifest to all whom it may Concern that on the twelfth day of April One thousand eight hundred, before me Isaac Cox Barnet, Agent of the United States of America & charged with the affairs of the Consulate for the Port and District of Bordeaux, duly authorised by the Authority & Government of the United States

Personally appeared Wilkes Barber, Master & Commander, Abraham Walton, Second Mate & Boatswain, James Gibson Gunner, & Jonathan Ellis Seaman of the Ship *Minerva* of Boston and William Tudor Jun^r Edward Sharp & Oliver C Greenleaf Passengers; and said Wilkes Barber made before me on his Solemn Oath the following Declaration to which the said Abraham Walton, James Gibson, and Jonathan Ellis, & the above named Passengers have severally certified & signed.

I Wilkes Barber, Master of the ship *Minerva* of Boston in the United States of America, armed with fourteen carriage Guns, twelve of which were four pounders & two of six pound shot, & equipped with thirty men & Boys, besides the Passengers, sailed from the Port of London on the sixteenth day of March last, bound for Boston, came to anchor

in the Downs on the Eighteenth, & on the twenty first following, sailed from thence in company with the ships *Diana* Captain Davis & *Sarah* Captain Brick of Boston, the *Belvidere* Captain Ross of Philadelphia & *Halcyon* Captain Wise of Baltimore, all bound for the different Ports of the United States, under a verbal agreement to keep company with each other untill clear of the English Channel, that on the twenty second day of March at night being off Beachy Head & thick weather, the ship *Belvedere* parted Company. — On the twenty third following at about five o'clock P. M. was brought to by his Britannic Majesty's ship *Babet*, went aboard with Captain Wise of the *Halcyon* & were detained about two hours from pursuing our Voyage.

On the twenty fourth March spoke the other ships, Captain Davis of the *Diana* came on board the *Minerva* & left a letter for Boston, saying that he was going to Portsmouth, for that having engaged by his insurance to sail *with ships*, one of which had already left him, he feared the rest would do the same; that agreeing still with the Captains of the other ships to keep Company, all stood on together untill night, when at about twelve o'clock and thick Fogg, Capt. Davis of the *Diana* hailed and said the *Minerva* would be aboard him, upon which I ordered sail to be shortened to let him shoot a Head & continued making signals through the night, which were not answered — and the next morning twenty fifth of March, the *Diana* was out of sight; the *Halcyon* & *Sarah* being still in company at about five o'clock P. M. saw the land which I supposed to be Portland, from which I took my departure, continued on our Course together untill about midnight — then being off of the Start, parted company from the *Sarah*. On the twenty seventh of March at Ten P. M. being very squally & a heavy sea, carried away the Main Top Mast — cleared the rigging & on the following morning got up another and was all compleat at Meridian.

On the twenty ninth of March at twelve o'clock P. M. lost sight of the *Halcyon*, in consequence of the heavy Gales from the Northward & the very high sea running, being then in lon. 13 W. & lat. 48 some odd miles N. stood on our Course untill March thirty first being in the lat. 47.50 — lon. 14 & odd by account with the wind from N. N. W. to N. W. very squally and a heavy sea, being under short sail, every thing in good order & standing on my Course as near as possible. About four o'clock in the Morning saw sail in the N. E. which tacked & wore ship several times; about ten o'clock A. M. the ship made sail & gave chace to the *Minerva* upon observing which, I made all the sail the Weather would permit by letting out the reefs from the Topsails & kept on the same Course to the S. W. and W. S. W. and immediately got all clear for Action, determined if possible to save my ship from Capture if the ship in chace should prove to be a Privateer, and in which resolution I was fully seconded by my Officers and Crew who shewed the greatest alacrity and good order — The sail in sight gained very fast on us by her Superior Sailing and at half past ten A. M. fired a Gun being distant about one and half Miles to Leeward & hoisted french Colours and appeared to be a Privateer ship of eighteen Guns. — I then ordered a Gun fired to Leeward and hoisted the American Colours & made ready for defence with all hands to their quarters; shortly after which the french ship hailed in

English & ordered me to send my Boat on board, I answered that "if he wanted anything of me to send his own Boat on board and examine me", he then hailed a second time and said "*Damn you send your Boat on board or I will fire into you*", to which I answered "*fire & be damned*" he then fired a Gun, the shot of which cut away the *Minerva's* starboard Main, Clue Garnet, I then ordered a Gun fired with shot at the Privateer, which was returned by a Broadside and wounded one Man very badly, named Daniel Coffin; the *Minerva* then within Pistole shot fired her Larboard Broad-side twice, whilst the Privateer kept up a Continual fire from her Battery, Musketry & large blunderbusses fixed on the Tops, during the Action a Musket Ball killed the Man at Helm by name of Andrew Nannicks, a Dane by Birth & naturalized Citizen of the United States — finding very soon the great inferiority in Men & force of the *Minerva* & that a longer Contest would only be a Certain loss of all my men and ineffectual resistance, I struck my Colours after which the Men from the Privateer, continued to fire their Musketry to the number, I believe, of sixty or seventy rounds, contrary to the laws of nations, the well known rules of War and humanity & after they had ceased firing, I was ordered from the Privateer to lower my Boat, I then ordered it lowered down, & during the execution of my orders, I was threatened several times to be fired at; I then went on board the Privateer with my papers accompanied by M^r Tudor Jun^r one of the Passengers; on going on board the Privateer, the Linguest talked to me in a very abused manner, calling me "*a Damn'd Englishman Damned Liar*" but M^r Tudor speaking the french Language answered to the French Captain's Questions "that the Ship was the *Minerva* of Boston, bound from London to Boston & loaden with Bail & Dry Goods, belonging to American Merchants &C &C." The Captain of the Privateer took my papers, eighteen in number, among which were an attested list of my Crew or *Role d'Equipage*, Register, Mediterranean Pass, Commission of Letter of Marque, Sea letter &C &C., the papers were then sealed up and delivered to a prize Master who was sent on board the *Minerva* with a Mate & twenty men; — & twenty two of the *Minerva's* Crew were brought on board the Privateer with two of the Passengers, M^r Edward Sharp & M^r Oliver C. Greenleaf who were forced into the Boat & from the great Sea & swell were in danger of their lives, they were moreover shamefully abused on their passage from the *Minerva* to the Privateer by an American Negroeman, one of her Crew.

I mentioned several times to the Captain of the Privateer the dangerous situation of the wounded man left on board the *Minerva*, & requested a Surgeon being sent on board, which was not attended to, it was objected that the sea was too rough, but the Captain of the Privateer told me a few days after that his non Compliance arose from the fear of meeting with English Cruizers — otherwise he would have sent on board to look after the Wounded man & bring off M^r Tudor's & my Cloaths, there were left on board the *Minerva* my chief Mate, John Norwood, Robert Cleland Passenger and acting as Officer, three Seamen & four men, two women and two Children passengers

After being a short time on board the Privateer, I learned that she was called *La Minerve* of Bordeaux commanded by Langlois, armed

with eighteen carriage Guns of twelve & nine pounders & one hundred & fifty five men.

On the third day of April following, the wind being from the Westward and thick Weather, the *Minerva* close then in Company & close a board — at about nine o'clock in the Morning, a sail was discovered standing towards us, we were immediately ordered below with my Passengers, & the *Minerva's* Crew confined in the hold under double guards — The Vessel in chace coming up fast, in about a hour after we were ordered below, I saw her fire a Gun at the *Minerva* & from the Cabbin windows of the Privateer, I could distinguish this ship to be an English Frigate, and soon understood that she had boarded & taken possession of the *Minerva*. — the *Minerva* then hawled away to the N. E. & the Frigate gave chace to the Privateer. — In order to lighten which & help her sailing, part of the Guns, spare spars, some shot & other heavy Articles were thrown overboard, and several Casks of water, stove & pumped out, the stanchions between Decks knaked away & stays slacked; in about an hour afterwards the Frigate gave over chace and the Privateer proceeded on for the Port of Bordeaux — On the fifth day of April arrived in the Gironde River & on the ninth following anchored off Bordeaux. I was kept on board the said Privateer during all the day of the tenth, with my Crew & the Passengers, and not allowed the liberty to communicate with the shore, and on the eleventh of this present month at about Ten o'clock in the morning three French men came on board the said Privateer, one of which having a tricoloured Riband about his neck with a silver Badge to it, I took to be a Civil Officer or Magistrate, I was requested to attend in the Cabbin — where I was questioned in English by one of the above mentioned three French-Men, on many points relative to my ship *Minerva*, her Cargo & my Capture, all which questions with my answers, were committed to paper & to which by their desire I subscribed my name after hearing them read to me in English & finding nothing stated contrary to the answers I had previously given — My examination took up about three hours & an half, and about half past one P. M. & as it was finished, Isaac Cox Barnet Esquire Agent of the United States & charged with the affairs of the Consulate, came on board & told me he had obtained liberty to me to go on shore, & upon his invitation I accordingly accompanied him, leaving my Passengers & men to be examined, who were thereafter & upon the said Isaac Cox Barnet Esquire's Interference set at liberty in the Course of the Afternoon of the same day and this Morning the twelfth of April.

And I the said Wilkes Barber do by these presents solemnly protest & do request the said Isaac Cox Barnet to receive this, my declaration and to protest against the said Privateer ship *La Minerve* Cap. Langlois, her Officers & Crew, Owners & all interested therein for the capture of my said ship *Minerva* & for all Damages, Costs, Interests, Salvages, Detriments, Injury, loss & Consequences whatever which have arisen or may arise therefrom to the prejudice of the said ship *Minerva*, her Tackle, furniture, Apparel & Cargo, and all Interested therein

In Consequence whereof I the said Isaac Cox Barnet at the request afore said have protested & do by these presents solemnly protest against the said Privateer *La Minerve*, her Captain, Officers, Crew &

Owners & all Interested or Concerned in the same for all acts of hostility commenced on their part & for all Damages accrued by the Capture & recapture of the said ship *Minerva*, her Tackle, Apparel & Cargo &c. &c. and generally against all Damages whatsoever that may or can arise by reason thereof, signed on the Book of Records Wilkes Barber, Abraham Walton, James Gibson, Jonathan Ellis, William Tudor Jun^r, Edward Sharp & Oliver C. Greenleaf

Done at Bordeaux the day, Month & year afore mentioned in presence of the said Wilkes Barber Captain, Abraham Walton Second Mate & Boatswain, James Gibson Gunner & Jonathan Ellis Sailor, & William Tudor Junior, Edward Sharp & Oliver C. Greenleaf Passengers, who have each & severally made solemn Oath to the truth of the aforesaid Declaration & protest by them suscribed, In testimony whereof I have hereunto set my hand and affixed the seal of office of the United States signed I Cox Barnet

Recorded at the request of said Captain Wilkes Barber at the office of the Agent & charged of the affairs of the Consulate of the United States of America in Book A fol^o 58, — 59 — 60 & 61 by me, signed Jn^o P. Lahautiere Secretary to the Agent & Charged of the Affairs of the Consulate of the United States of America

I, Isaac Cox Barnet Agent of the United States of America and charged with the affairs of the Consulate for the Port & District of Bordeaux do hereby Certify that the foregoing Instrument of writing is a true Copy taken from the Original Record duly signed in my Books of Records entitled A, and that the same has been carefully collationed by me

In Witness whereof I have hereunto set my hand & affixed my Seal of office. Done at the City of Bordeaux, this fifteenth day of April in the year One thousand Eight hundred and of the Independence of the United States of America the twenty fourth.

[SEAL]

I. COX BARNET

[Ct. of Cl. French Spol. Case No. 970.]

Extract from a letter from a Captain of one of the U. S. Ships of War

OFF PORTO RICO,
March 31st. [1800]

“Privateering seems nearly at an end; I am informed by good authority that there have not been as many captures by the French lately, as will enable the owners of privateers to fit them out for a second expedition.

“A few days since I fell in with the U. S. brig *Augusta*, and I think her one of the finest brigs in the service, remarkably stiff, and sails uncommonly fast — with a very stiff breeze, and with single-reef’d topsails and top-gallant sails over them, going by the wind, her lee ports were two feet clear of the water.”

(This is the same brig *Augusta* that *some folks* wanted condemned as unfit for service. Our friends to the East might not have intended any attack upon the reputation of southern Ship-building, but there was something very much like it.)

[LC, “The Herald”, Norfolk, Va., 26 April 1800.]

To Isaac Cox Barnet, U. S. Commercial Agent, Bourdeaux, France, from Secretary of State

DEPARTMENT OF STATE
Philadelphia, 31 March 1800

ISAAC COX BARNET Esqr

SIR, I have received your several letters of 16th July, 14th August, 3, 12, 15th Septer and 3rd Oct^r last. —

With respect to your advances on account of American captured vessels, I shall write to M^r Murray, authorizing him to examine and settle them, and for that purpose will supply him with funds. But you will in all cases, wherein it is practicable, obtain reimbursement from the individuals, and never pledge yourself to pay except in cases wherein from the utter want of funds or credit of the master or other person representing the claimants of a vessel or property captured you are constrained to do so. — In future you will never incur any charge on behalf of the public in a case the circumstances of which bring it within the rule of a condemnation pronounced by the Court in the last resort, unless a change in the principles and conduct of the rulers of France towards the United States, or other encouraging circumstance should warrant it. — This last direction is however given without a knowledge of what may have happened in consequence of our mission to France. — If it should have terminated favourably you will doubtless have had such information from M^r Murray or the other envoys as will serve to regulate your conduct in this business, and you will follow the advice of M^r Murray in the further prosecution of it.

The charge of two per cent, made by your correspondents on the amount of vessels and cargoes claimed, appears enormous. It is better to authorize some trustworthy Advocate to manage the claim in co-operation with the person representing the claimant, in each case, and to make him compensation accordingly. Whenever it is absolutely necessary to employ an Agent distinctly from the Advocate you should agree for a per centage on his disbursements, and if in special cases that may not be found a sufficient compensation, allow in addition to it a gross sum, which with the commissions may be equal to the services rendered. — The per centage on the entire amount of the property in litigation is unreasonable and inequitable, because, it has no relation to the services rendered, and I suppose generally far exceeds a just retribution for them. — You will state this idea to those who entertain the expectation of receiving this arbitrary compensation, and use your endeavours to have it reduced.

You should be very cautious of giving certificates to vessels purchased of the belligerent powers, for such purchases are often very suspicious, and when they are fair they tend to embarrass the purchaser. — In this you will be guided by a prudent discretion. — Where the vessel has been a prize you should always require the exhibition of a condemnation in a legal tribunal, and a bill of sale or what is equivalent to it. — If the vessel is purchased by an Agent, he should produce to you the authority he has from his principal to make such a purchase on his behalf: — and the operation of your certificate to any such vessel should be limited to her voyage to the United States, where she may get regular papers. — Much incon-

venience has arisen from the indefinite terms of Consular certificates to such condemned vessels.

I have noticed your suggestions on the defects of the Consular system. One of them admits of a remedy under the existing laws: it is that which relates to masters of vessels refusing to exhibit their shipping articles on the hearing of disputes between them and their seamen about wages. — By the 6th section of the "Act for the government and regulation of seamen in the merchants service," it is provided, that, "it shall be incumbent on the master or commander to produce the contract and log-book if required, to ascertain any matters in dispute; otherwise it shall be permitted to the complainants to state the contents thereof and the proof of the contrary shall lie on the master or commander." This regulation is prescribed for cases depending in the District Courts; but supposing our Consuls in Foreign countries to have the right to settle disputes about seamen's wages, which is I believe the general practice, the same regulation may well be taken for a guide by them.

You inform me that you attended the *fête of the 18th Fructidor*, by invitation, with the other foreign agents. — We take no interest in the celebrations decreed by the French government in remembrance of the victory of one faction over another: and in particular we consider that of the 18th fructidor as being commemorative of a breach not only of the French Constitution, but also of the laws of natural justice in condemning to banishment citizens who were never permitted to be heard in their own defence. —

I have received and paid the bill drawn by you in favor of M^{rs} Elizabeth Barnet for 650 dollars. —

I am, Sir, very respectfully &c &c

TIMOTHY PICKERING

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

Extract from journal of Lieutenant Isaac Hull, U. S. Navy, of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 31 March 1800

Moderate breezes and clear weather, At 1 brought too and Joind company with the *Amphitheatre*, Sent our Boat on board and Received M^r Stephens and M^r Darsey from Cape francois *Herald* In company Boarded three American Vessels from the cape bound to America, At 3 bore up and made all sail for the cape In order to be close in toward evening, At 6 fresh breezes and Squally from the Northward, Shortnd sail and brought too Ships head to the E^d, $\frac{1}{2}$ past 6 In 2^d reef in the Topsails and filld to the N N E the Monte bearing E by S 4 or 5 leagues, at 9 Squally with lightning close reefd the Mizzen topsail. AM at 1 the wind vore round to the Southward hauld on a wind to the Westw^d towards the cape

At daylight Saw 2 strange sails Made sail and Gave chace to the Eastward. at 10 boarded the chace an American brig from New York bound to Cape francois which bore S W by W 6 or 7 leagues, Sent M^r Stephens on board to take a passage In to the Cape — filld to the Northward under an easy sail, *Herald* and *Amphitheatre* In company, at 12 fresh breezes and Squally the cape S W by S 6 leagues

[NDA photostat.]