

Naval Documents of The American Revolution

Volume 5

AMERICAN THEATRE: May 9, 1776–July 31, 1776

Part 7 of 8

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“DISPOSITION OF HIS MAJESTY’S SHIPS AND VESSELS UNDER THE COMMAND OF
VICE ADMIRAL JAMES YOUNG, AT BARBADOES AND THE LEEWARD ISLANDS,
&c. THE 27th JULY 1776.” ¹

Ships.	Commanders.	Where Stationed &c.
<i>Portland.</i>	Vice Admiral Young	In English Harbour Antigua, preparing for the Careen
<i>Argo.</i>	Capt. T. Dumaresq.	
	Wm Garnier.	Ordered to Sail from St Christophers with the Convoy for Great Britain and Ireland, the 1st August
<i>Seaford.</i>	Jno Colpoys.	In English Harbour Antigua Re-fitting for Sea.
<i>Hind.</i>	Henry Bryne.	Orders as P last Account.
<i>Shark</i>	Jno Chapman.	Ordered to St Vincent and Grenada with Dispatches for the Commanders in Chief of said Islands, afterwards to Cruize off the French Islands St Lucia, Martinico, and Guadalupe, 'till the 31st August.
<i>Hawke.</i>	Rob. P. Cooper	In English Harbour Antigua, re-fitting for Sea.
<i>Pomona</i>	Thos Eastwood	Orders as P last Account.
<i>Endeavour. Brig.</i>	Lieut. F. Tinsley	Fitting for Sea.
<i>Weazel.</i>	Saml Warren.	In English Harbour Antigua, Re-fitting for Sea.

Jam^s Young.

1. PRO, Admiralty 1/309.

28 July (Sunday)

CAPTAIN CHARLES DOUGLAS, R.N., TO PHILIP STEPHENS ¹

Copy/

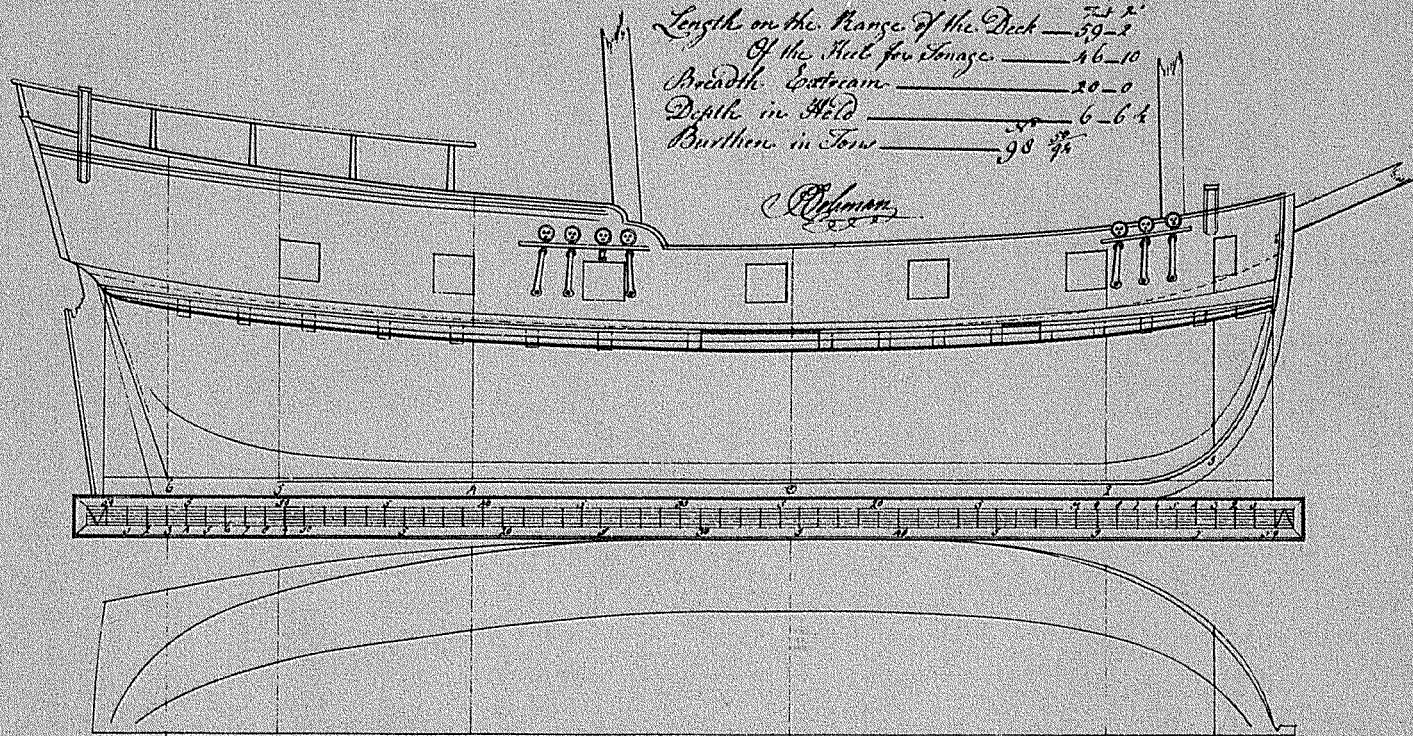
Isis Quebec 28 July 1776

Sir, In addition to the various matters wherewith I troubled their Lordships by the *Kent*, I in justice, as it does the Subscribers thereof so much honor, herewith send you by the *Ostenbotten* (a Swede) the Copy of a Declaration made by the Masters of the Transports, which are below the Rapids, at parting with their Longboats. I moreover thereby intend that their Lordships may be pleased to cause immediate Orders to be taken with their Owners for providing others for them (shou'd their further Service be wanting) previous to their arrival in England, which may be shortly looked for, as they are all to sail for Spithead (some 3 or 4 excepted) when their Men who are Navigating the said Longboats with the pieces of the Ship frame to Chambly, are returned, every one being left at full liberty, I cou'd not pre-

24 Draught of the Carleton rebuilt at St. Johns on Lake Champlain 1776

Length on the Range of the Deck — $59\frac{1}{2}$
 Of the Hull for Tonnage — $46\frac{10}{16}$
 Breadth Extreme — $20-0$
 Depth in Hold — $6-6\frac{1}{2}$
 Burthen in Tons — $98\frac{3}{4}$

(Johnson)



vail on all their Carpenters to stay at St Johns, until the reconstruction of the three Hulls shall be completed, however many of them do stay behind – I hope the Masters of the Transports at Sorel & Champlain will follow the laudable Patriotic Example set them here; And for that purpose, I send Copies of the declaration in question to be communicated to them – As also to be communicated to their Carpenters, the conditions made in their favor, which are very advantageous & one of which is, that I engage to furnish a well Conditioned Transport for their conveyance to Spithead, whensoever the Works they are, or are to be employed upon are finished, which it is hoped will be over at furthest in about 5 or 6 Weeks hence.

All those Transports above the Rapids shall also depart for England (some 4 or 5 excepted) how soon the matters are settled, with regard to their Carpenters & Longboats (become of very great consequence to His Majts Service) which will require some time. I humbly beg leave to suggest the expediency of having the wants of the Transports returning without Longboats, & Carpenters respectively attended to, on their arrival at Spithead.

The Example of Mr Brook Watson (a Gentn of London & of most extensive concerns in this Province) & of Mr Harris Hatch, Commander of the *Speke* Hospital Ship, were of singular Service on this occasion, the former having unasked Ordered the Master of His own Merchant Ship (the *Canadian*) to give up his Longboat to serve on Lake Champlain: And the latter having in a way much to his own honour stood in the foremost of those who Command the Hired Ships, now in this Bason, involuntarily making the subscribed Cession, but Mr John Elliott Master of the *Kent*, tho' as willing to part with that Ships Longboat as possible, or as any of the other Masters have been to part with theirs, having obtained as Order from me, merely as he said for forms sake to deliver her up, did without my knowledge (until he was Sailed) clandestinely enter a protest against me for detaining her, which protest was executed full three Days previous to his departure, preparatory to which, Men belonging to His Majesty's Ships were employed in helping them – Had I known it, most certainly his Longboat (every body else being at liberty) should have been forced back upon him.

This second New Vessel to be reconstructed at St Johns, is to be lengthened, whereby she will draw much less Water (to about 8 or Nine feet), than otherwise – A Keel piece ready formed is gone up for that purpose – Besides 16 Twelves, she is to carry 2-9 Pounds. I am &c

Ch^s Douglas

1. PRO, Colonial Office, 5/125, 49b.

JOHN LANGDON TO NICHOLAS BROWN ¹

[Extract]

Portsmouth 28th July 1776

Sir – I wrote you 1st of this month, that I should depend on my Guns, next to your's as my Ship has been intirely waiting ever since that day. I shall be very glad you'll inform me, by return of Captain [Supply] Clap, when you can furnish me, it would be very happy for us, if we could get

our Guns, as we have got part of our Men, and might soon compleat the rest, had we the Guns? Twenty Six double fortified Twelves, Six, Six-pounders, and Twenty Swivels all the Shot for each, shall be glad to know the Quantity you intend for your Ships? I shall be very glad if your Committee would be good Enough to spare half or some part of the Guns now, as it will take some time to get them down here, they must be hawled by Land to Boston, as you have two Ships I humbly Conceive it would be most for the Service to furnish one of your's only with Guns, and then give me mine for this Ship, as that by that means we may have two Ships to Sea soon. I mention this only, because I think it unlikely you'll get your Hands for both Ships. . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO WILLIAM WHIPPLE ¹

[Extract]

Portsmouth July 28th 1776

. . . my worthy Friend you don't know what a disappointment I've met with in not having the Guns in Time and Orders early to Ship Hands; if that had been the Case; I should have furnished the Continent with as good a Ship, as can be built in any part of the World (season'd Timber Excepted) compleatly Victuald & man'd, & ready to Sail, on a Cruize, in less than four Months, from her raising, which would have convinced, some of our worthy Southern Gentlemen, that this was a place to build more, and the best place, to have a Yard, and Careening Wharf which I intend building, if the Honourable [Marine] Committee will allow me the Extraordinary Expençe, which will not be much Its hard that a Man of my Genius, should be so cramped what think you of that, you say my Friend, that you do not take any part, of the Neglect to yourself, you are right, it was not so meant, by any means, am very Sensible no Man, could have done more, what I meant was, that I wished the Honble Committee had paid more Attention to the Navey, but when I consider the hurry of Business and that of such Importance do not wonder, as I know its with much Difficulty things are Completed –

Gives me great pleasure to find the Militia, march off with such Spirit, it bodes well, in short every thing has boded well, in my mind, but now we go by that pleasing name of Independant States, I am perfectly easey about the Consequences of the Warr, as it has always appear'd to me, that is was out of their power to hurt us, if we did not hurt ourselves by delaying every thing to the last, moment . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO JOSIAH BARTLETT ¹

[Extract]

Portsmouth 28th July 1776

. . . pray urge my commission as Agent that I might know what is my department, whither the whole Business of the Continent (as well Prizes as Navey) or any thing else, comes under my Care, as its very Necessary I .

should know immediately, want to know whether there should not be a Clerk allowed who should be sworn to the true performance of the Business, this would be salutary thro' the Colonies and prevent any Agent doing wrong or unjust things.

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Sunday 28th of July 1776

at 6 A M we heard A number of Cannon fired At Marblehead
Caught sum cod fish at noon the Brusters of boston bore WBS
About 3 Leagues distance

Small Airs wind pleasant weather at 4 P M the high land off
Plymouth bore S½E 4 Leagues distance at 6 P M the Race
point of Cape Cod bore E½S distance 4 Leagues at 8 the race
point bore SSE 4 Leagues Distance Tack ship severall times this
night.

1. John Fisk Journal, AAS.

"LIST OF STORES FOR SLOOP *Republic* JULY 28, 1776" ¹

1[0] Six pounders
14 Swivels
40 Small Armes & Cartreg Boxes
20 pair pistols
30 Cutlasses
50 Lancets
2 fire Graplens
powder flasks & hand Granards &c
a Quantity of hand Cuffs, Shot &c
Oyl & Candles
provisions of Diferent sorts
a Drum & Fife
powder

Jn^o F Williams ²

1. Mass. Arch., vol. 165, 469.

2. John Foster Williams, commander of the Massachusetts state sloop *Republic*.

FRANCIS DANA TO JOHN ADAMS ¹

[Extract]

Boston Sundy July 28th 1776.

. . . We last evening receiv'd a confirmation of the engagement at Sullivan's Island, Carolina. The Yankees fought well. I cant but observe that every days experience proves Govr [George] Johnstone's assertion respecting the certain effect of Batteries judiciously situated, against Ships—I cou'd wish all our Forts in our Harbours and Rivers were plentifully supplied with chain shott—I presume, had this been the Case at the Southward, Sir Peter's Fleet wou'd have been totally disennabled, and some of them must

have fallen into our hands – I hope soon to see another assertion of that Gent's equally well established, that respecting Fire Rafts or Ships. New York now gives us a fair opportunity for the experiment –

1. Adams Papers, MassHS.

CAPTAIN RICHARD VARICK TO CAPTAIN PETER POST ¹

Sir

Albany July 28. 1776.

Some Time the first of this Month, six Anchors & as Many Cables, were shipped on Board of Your Sloop & under Your Charge by the Quarter Master General at New York to be delivered to General Schuyler or his Order. – The General is informed that You left New York, without signing a Bill of Lading & as the Anchors or Cables are not arrived, He has directed Me, to send an Express after them. – You will be pleased to inform Me by the Bearer what is become of them. If You have them in Your Charge You are hereby ordered & directed to bring or send them to this Place, Without the least Manner of Delay. – If You have landed them at P[ou]ghkeepsie, You will procure them to be forwarded immediately by Mr [Jacobus] Van Zandt, or the Other Gentlemen there

You are not to neglect in Complying herewith at Your Peril. – I am sir [&c.]

R. V. Secry

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

STEPHEN MOYLAN TO JEREMIAH WADSWORTH, NEW HAVEN ¹

Sir

New York 28th July 1776

I hoped to have heard by last evenings post, of your Success at the eastwd our folks are idle for want fo vessels to proceed on – I beg you will purchase & Send down to me a quantity of pitch tar & turpentine, 50 bar[rel]s of each will do for the present, if any Coal for Smiths use is to be had send me as much as you can get, as we are in great want, thereof, the stoppage of the North River, Keeps board plank & scantling from us, I know Connecticut is not a place famous for these articles, you may however be able to pick up Some, send me what you Can. Whenever you stand in need of Cash draw upon me, & I will pay your bills I am Sir [&c.]

Stephen Moylan

1. Emmet Autograph Collection, NYPL.

DIARY OF ENSIGN CALEB CLAP ¹

[New York]

July 28th within Ten days three Row-galleys come down the sounds, and, one which has been built here is fited out another was Launch'd Yesterday –

1. *The Historical Magazine*, III, 249.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS ¹

Number 2

Eagle off Staten Island

Duplicate.

July the 28th 1776

Sir By the Return of the *Sandwich* Packet, I have opportunity to inform You, in Addition to my Letter of the 23d of last Month (a Duplicate of which is herewith enclosed) that I was not able, from the State of the Weather, to get to this port until the 12th Instant. Joining the Fleet off of Staten Island the same Evening, I took the Command pursuant to their Lordships Instructions.

The Returns I have transmitted from Vice Admiral Shulldham, will shew the State and Disposition of the Ships of War at that time. I have had occasion to detain the *Greyhound*, *King'sfisher*, and *Halifax*, for this part of the American Service dependent on the Motions of the Army.

The *Orpheus* arrived Yesterday from her Station off the Delaware; with sixty three Prisoners taken in several Vessels Captain [Charles] Hudson met with coming out of that River, Some of which he had prudently destroyed not to weaken his Ships Company by further Drafts for the Care of them. It has been necessary to order that Ship and the *Greyhound* to the Eastward of this Port for securing the safe passage of the Transports with the Highland and Hessian Troops daily expected. And as I do not know any other particular concerning the Ships stationed to the Southward of this port beside the single Circumstance of their Destinations respectively stated in Vice Admiral Shuldhams Return, I am apprehensive the Delaware remains totally unguarded.

The Deficiency of Means to make proper appointments for restraining the Trade and intercepting the Armed Vessels fitting by the Rebels in different Ports, subsists equally with respect to the Northern Colonies. The *Liverpool* is the only Frigate I have been able to spare at this Time, to place off of Boston. For whilst this Province continues to be the Seat of War, and until the General shall have made some further Progress in his Military Operations, I have reason to think the assistance of every Ship which can be collected in Time, will be first wanted for this principal Service.

It is related by Persons compelled to seek Refuge in the Camp, that the Ships which passed New York the 12th, have been in a great measure able to cut off the Supplies sent down the North River to that Town. But no Information has yet been received from either of the Captains.

I have added hereto a Copy of the Declaration issued by the American Congress the 4th of this Month, and a New York Paper ² containing the Constitution framed in Consequence, in the Provinces of Jersey and Virginia. Similar Establishments are said to have lately taken place in New York and Rhode Island.

A Report is circulated by the Rebels that the Squadron under Sir Peter Parker had failed in an Attempt upon Charles Town Harbor. The Action is pretended to have happened the 28th of last Month; But I have received no Account of it from Sir Peter Parker.

I am not able in the present State of Things here to submit any general plan to their Lordships Consideration, for the safe Conveyance of Supplies in the latter part of the Year for the Fleet and Army. It will always have a place amongst the first Objects of my Attention, though it must depend upon the successful Operations of the last. But their Lordships I hope will pardon the Liberty I take of suggesting, that no Expedient promises to be so advantageous for the purpose, as the Employment of Ships of great Burthen and considerable Force; whether intended for New York or Halifax. For the Protection of Convoy I conceive is not to be relied on in this precarious Navigation. I am Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

2. Printed broadside of the Declaration of Independence, and a copy of the *New-York Gazette*, July 22, 1776.

MAJOR FRANCIS HUTCHESON TO MAJOR GENERAL FREDERICK HALDIMAND¹

[Extract]

Camp at the Watering Place on

Statton Island July 28th 1776

... numbers of people come every night from the Jerseys & Long Island, who tell us that ther were great discontents at the declaration of independency, and that great numbers will Join us on our geting footing at New York, Long Island, or the Jerseys. when they can get to us without Risque of be[ing] taken in the attempt. ... the fleet with the foreign troops are not yet arrived, and but four Companys of the 42d & five Companys of the Highland Battalions have yet Joined us, the rest are on their way from Halifax, where the[y] arrived two days after we sailed, Except Six Ships that were taken, that had on board five hundred Men. We have at present a very fine healthy little Army, and I believe will not remain long inactive here, after the arrivel of the fleet, which we look for every tide, they must meet with unaccountable Cont[rar]y Winds to be so long out ...

The[y] are prepearing fire Ships & fire Rafts to endeavour to distroy our fleet, w[hi]ch we are those some days told, we may Expect every night, but they have not yet appeared, when they do, I believe his Lordship is prepeared for them & will shew their insignificancy ...

Some of the Provinces which the[y] now call States have settled their form of Government, and appointed their Governors ... they have Settled a Committee of War which is to reside at Philadelphia to direct all Military operations, & have ordered a Number of Ships of War from 20 to 60 Guns to be immedeatly built. A New frigate of 32 Guns was the other day lanchd at Newbury Port and called the *Hancock* – We long for the arrival of the foraigners that we may begin the business of the Campaign, which is the most important Britain was ever engaged in, it will in a great measure determine the fate of the British Empire. for my part I realy beleive we will carry all before us, as soon as we get among them. their Army have many thousands who act thro' fear & compulsion, and woud be glad of an oppertunity of coming to us –

1. Haldimand Papers, BM.

JOURNAL OF H.M.S. *Fowey*, CAPTAIN GEORGE MONTAGU ¹

- July 1776 At Single Anchor in Potomack River Middle of St George's Island WSW Off Shore $\frac{1}{2}$ a Mile
- Saturday 27 A M Sent a Flag of Truce to the Rebels At Noon the Boat returned
at 5 P M Saw a Sloop standing up the River Judged her to be an Enemy ran the stream Anchor out with three Hawasers on End and Warpt to the So ward. at the same Time the Rebels opened a Battery and fired on us; But did no harm – the Pirate Anchd about [3] Miles from us *Roebuck* in sight.
- Sunday 28 Fresh breezes and fine Wear $\frac{1}{2}$ past came to Sail as did the Enemy
at 4 P M carryed away the fore top Gallt Yard Got the Sprit-sail Yard in its stead – bent the Sail and set it at 5 spoke the *Roebuck* – at 7 she made the signal for us to bore away at 8 Anchored to Leeward of the Fleet.

1. PRO, Admiralty 51/375.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

- July 1776 Clements Island [Potomac River] NBW, $\frac{1}{2}$ W $1\frac{1}{2}$ Miles
- Sunday 28th A M, at 10 Saw a Ship & two small Vessels at Anchor off[f] Cape Look out, & was Inform'd by a Pilot Boat it was the *Defence* & her two tenders belonging to the Rebels gave Chace, [St.] George's Island ENE 2 Miles
Modt and fair, P. M at 1 the *Fowey* weigh'd and gave chace, at 2 The *Defence* & her Tenders got under way, at 3 the Chace weather'd Cape Look Out & stood to the Nowd Made the Signl to the *Fowey* to join the Fleet, & made the *Fincastle* Signl to Come within Hail $\frac{1}{2}$ pt 7 Spoke the *Fincastle* Point Lookout NEbN 4 Miles at 10 Saw 2 Sail to the No wd & gave chace, made the Private Signal for a friend at 11 Brot too & Spoke the *Otter* at 12 Made sail.

1. PRO, Admiralty 52/1965.

BARON DE COURCY TO COUNT D'ARGOUT ¹

General, [St. Pierre] 28 July 1776.

After reporting to you yesterday the arrival of the Captain of the English frigate, a vessel appeared west of the Pointes, about two leagues to leeward, and manoeuvred to come and drop anchor; the English Captain who was ashore saw the foreign ship, embarked immediately, slipped his cables and got under way to chase the other. Calm weather probably delayed his manoeuver: they rejoined about nine o'clock in the evening off the Pointe du Precheur and they began firing at each other. I was in the Government

building when word reached me; I went out and saw the whole engagement which lasted until about half past ten. The gun and rifle fire came mostly from the King's frigate.

The other ship which happened to be a frigate from New England did not shoot much and was trying, I believe, to reach the anchorage of the road. They quit at about half past ten. The King's frigate made sail toward the Precheur and chased a schooner which sought the protection of the Ste. Marthe battery. The latter had to fire two shots at the frigate in order to force her to give up the schooner according to the report which I received this morning from the guardian of the battery.

The two frigates were completely separated by eleven o'clock. Nothing could be seen and all was quiet during the rest of the night. I had been told in the evening that the vessel which had appeared was that of M. Young which had left Fort Royal to come here and pick up a few packets. Several persons, however, told that she was a frigate from New England. In either case, I sent some people to the batteries in order to oppose the first one that would violate our roads, our ports or our forts.

During the night, the American frigate manoeuvred to reach the road and dropped anchor at about five o'clock this morning. Captain Lambert Wickes, commanding the corvette *Reprisal*, came to my home to inform me that he was sent by Congress to cruise in these seas, that he had seen the King of England's frigate in our road, but that nevertheless he had always manoeuvred in an attempt to come and drop anchor also. You will see, General, in his own statement what his actions were.

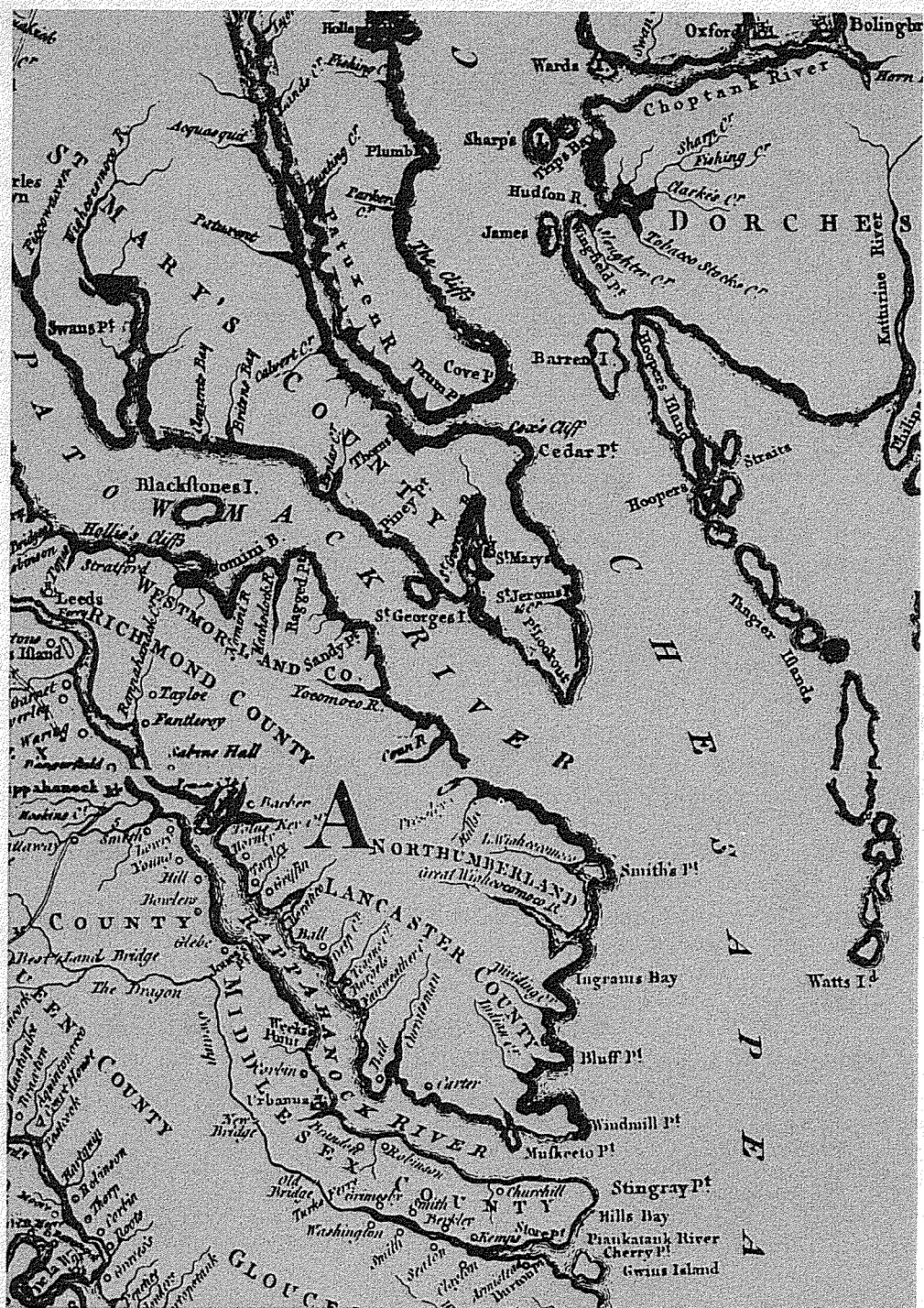
Now, General, the Captain of the King's frigate has just come to see me and gave me a request in the form of a complaint which I am sending you with the translation and an officer, M. Coquille, who will bring back your answer which this Captain seems to await impatiently but quietly in the Road since I gave orders to him as well as the American Captain, otherwise I would fire on them. I am &c.²

1. AN, Marine B7, 458, 40-44, LC Photocopy. Baron de Courcy commanded at St. Pierre.

2. Governor d'Argout warned Captain John Chapman, H. M. Sloop *Shark* "not to engage in combat in our roadstead, nor beneath our forts. . . . I intend in no sense to give any help or protection to any American ship outside of our roadstead and forts, . . . my aim will be to oppose all infringements . . ." PRO, Admiralty 1/309.

"COPY OF THE STATEMENT MADE BY CAPTAIN LAMBERT WICKES,
COMMANDING OFFICER OF THE SHIP *Reprisal*"¹

On Saturday 27 July 1776, at 5 o'clock in the afternoon, I was in sight of the road of St. Pierre where I found an English warship laying at anchor. A short time later, I saw that she set sail in order to come towards us: at 9 o'clock, she was coming straight at us as much as we could judge. We must have been about two leagues from St. Pierre then. At half past nine, they spoke to us in French asking where we came from. From Fort Royal, we answered in the same language; then, they spoke to us in English and we heard them tell us to lower our boat: in reply we said to them to come and do it themselves. At 10 o'clock, they fired one shot, then



Mouth of the Potomac River.

three more; we replied four times as well until they set sail to withdraw. This engagement lasted from 30 to 40 minutes. After they braced aback, we sailed for some time in the roadstead and we dropped anchor in the southern part four hours after midnight.

[St. Pierre] 28 July 1776

Signed: Lambert Wickes
Captain of the ship *Reprisal*.

1. AN, Marine, B7, 458, LC Photocopy.

29 July

MASTER'S LOG OF H.M. ARMED VESSEL *Canceaux* ¹

Remarks &ca – Quebec July 1776. –

- Sunday 21 A M Empd Cleaning between decks, The Carpenter went to inspect into the frame of a Ship on the Stocks.
Cloudy Latter fresh winds, Sail'd by the *Tartar* Frigate
- [Monday 22] Empd Var[iousl]y, the Carpenter on shore marking the Timbers, on purpose to be taken to pices and sent to St Johns, Lake Champlain –
- Tuesday 23 Fresh breezes and fair, AM dark and Cloudy Empd Vary. . . . Carpenter as before
- Thursday 24 First and Midd. parts Modte breezes and Clear, Latter Light [sic] breezes with rain, Carpenters Empd taking the frames to Wednesday] pices. Came in the *Pearl* Frigate.
- Friday 25 Modte and fair
- [Thursday] Empd as before –
- Saturday 26 Fresh Winds and fair, Empd as P-day past, Came on board a [Friday] Pilot, unmoor'd and moor'd a fresh at the Entrance of Chas River, in order to load Long boats with the above frame.
Light winds Empd towing off different parts of the frame and Loading Longboats with do
- Sunday 27 AM Empd as before sent some of the Loaded boats on their [Saturday] way up the river.
Do Wr Do Empd
- Sunday 28 ² AM loading Batteaux with plank and treenails. – Light winds and Variable, Latter part Rain Empd as before.
- Monday 29 Sent the Batteaux's up the river, Do sent up the rigging in the Batteaux's ³

1. PRO, Admiralty 52/1638.

2. The master, William Hogg, finally caught up with his daily error.

3. This completed the *Canceaux's* part in sending for reconstruction at St. John's, the ship *Inflexible* to be used on Lake Champlain.

JOURNAL OF H.M.S. *Blonde*, CAPTAIN PHILEMON POWNOLL ¹

- July [1776] Moor'd off Point Champlain.
- Monday 29 AM Employ'd making points, work'd the Ventilator.
Fresh Breezes and Cloudy PM Employ'd working up Junk,

pas'd us several Long boats with the frame of a Ship going up to Lake Champlain, sent 12 Men in One of those Long boats to carry her up.

1. PRO, Admiralty 51/118.

ELIAS HASKET DERBY TO THE MASSACHUSETTS COUNCIL ¹

May [it] Please your Honors

The Subscriber would beg leave to inform the Honorable Board that Capt Archibald Duthie in a large Ship from Jamaica of which he was Master bound for London, laden with Sugar and Rum, was taken about three Weeks since by the private Schooner of War, *Sturdy Beggar*, owned by the Subscriber; and before she could be got into any Harbour, she was retaken by the *Viper* Ship of War,² and in all probability carried to Halifax: and as the said Master (who is also part Owner) is apprehensive that the Interest will suffer greatly by plundering &c if he is not on the spot to secure and take care of it, he is very earnest to obtain liberty to go to Halifax, and as his behavior since he was taken has been very decent and modest, both while he was on board the Privateer, and since he has been in this Town, and as the sd Ship and Cargo is now entirely lost to the first Captors, and the detention of the said Master here not answering any useful purpose, the subscriber would beg leave to request of the Honorable Board, that the said Capt Duthie may be permitted to go to Halifax or some other Port in Nova Scotia, that so he may be enabled to secure and take care of his Interest as aforesaid, if it should be thought, in the Judgment of the Honorable Board, to be consistant with the general Interest and good of the united States of America.³

Elias Hasket Derby

Salem July 29th 1776

1. Mass. Arch., vol. 165, 172-73.

2. The Jamaican was the ship *Princess Royal*. She was recaptured by H.M.S. *Milford*, not the *Viper*, Vice Admiralty Register, vol. 5, 1769-1777, N. S. Arch.

3. On August 6, 1776 the Council granted Captain Duthie permission "to take Passage on Board Cap Harding bound from Salem to Cape Nichola Mole." Mass. Arch., vol. 165, 32.

Boston Gazette, MONDAY, JULY 29, 1776

Watertown, July 29.

The ship from Ireland, also then mentioned, proves to be the transport ship *Queen of England*, Capt. [James] Arnard,¹ which came into Nantasket Road, when she was soon made a prize of. She sailed from Cork last September, bound to Boston, but by reason of contrary winds and bad weather, put into Lisbon to refit; from thence came upon this coast last fall, and meeting with bad weather again, losing her rudder, &c. she was obliged to put away for Jamacia; from thence she sailed the 10th of May, and was upon her last cask of water when she arrived. Her cargo consists of about 1760 barrels of pork, 550 casks butter, 100 casks oatmeal, and a quantity of oats.

1. The name is also spelled Arnout.

MAJOR GENERAL ARTEMAS WARD TO GEORGE WASHINGTON ¹

[Extract]

Boston 29 July 1776

Sir – Yesterday the armed Schooners *Franklin* and *Hancock*, commanded by Captains [John] Skimmer and [Samuel] Tucker, sent into Marblehead a Ship from Hallifax bound to New York with refugee Tories and Tory Goods on board. The Invoices which Mr [Jonathan] Glover the Agent sent me, I have inclosed. The same day Captain [William] Burk[e] in the armed Schooner *Lee* [*sic* *Warren*] came into Marblehead to refit, having a few days since engaged a Ship and a Schooner (supposed to be Transports) and was likely to have taken them both, but by some unhappy accident a quantity of powder took fire and blew up part of his Quarter Deck, killed two Men and wounded several more, by which accident he was obliged to leave the Vessels he had engaged and come into port to refit.

[Enclosure]

Invoice of Sundry Shipt on board the Ship *Peggy* James Kenedy Ma[s-
te]r for New York, or Head quarters of the Royal Army in America, by
Patrick Reid, on Accot & risk of James Wilson Junr & Co Merchts in Kelma-
mark North Britain Hallifax Nova Scotia 28 June 1776

Inventory of Merchandize, Household Stuff & Sundry Stores the Prop-
erty of Benjamin Davis shipt by him on board the *Peggy* Cap Kenedy.

[N.B.] I had also £ 500 St[erlin]g in Gold in my Trunk when taken,
wch Cash was also the property of said [John] Lucas & [Eph] May, but when
taken my Trunk was broken open & the whole of the said Cash taken out;
but by the Vigilance of the two Commanders of the two Armed Scooners
£243..6..9 Stg was found part in the same Bag & part loose in the hold of
the Ship – which Cash is now in the hands of the Captains of said Armed
Schooners –

1. Washington Papers, LC.

LIBEL OF CAPTAINS SAMUEL TUCKER AND JOHN SKIMMER AGAINST THE
PRIZE SHIP *Peggy* ¹

State of the Massachusetts Bay }
Middle District ss – }

To the honble Timothy Pickering junr Esquire Judge of the maritime court
for the said Middle District.

Be it remembered, That on the twenty ninth day of July in the year of our
Lord One thousand seven hundred and seventy six, Jonathan Glover of
Marblehead in the County of Essex merchant comes into court, and in be-
half of Samuel Tucker commander of the armed schooner called the *Han-
cock*, and his company of marines and mariners, and John Skimmer com-
mander of the armed Schooner named the *Franklin*, and his company of
marines and mariners, and the owners of the said schooners, to all whom the
said Glover is agent, libels, propounds, and gives the said Court to under-
stand and be informed, that on the twenty second day of July current, the
said Tucker and Skimmer, in the schooners aforesaid, with their said respec-

tive companies attacked and took on the high Seas the ship named the *Peggy*, about two hundred and thirty tons burthen armed with five carriage guns and commanded by one James Kennedy and laden with the goods mentioned in the schedule annexed;² which ship was then on a Voyage from Halifax to New York, and improved in supplying the fleet and army then and ever since employed against the United Colonies or States of America, and the master of said ship than had designs of carrying said Supplies to said fleet and army, and infested the sea coast and navigation of America, contrary to Law & the acts of this Colony or State in such case provided, and the said Tucker & Skimmer and their respective companies afterwards on the twenty eighth day of July current brought the said ship and her cargo into Marblehead aforesaid within said Middle District. By means of all which the said ship, her cargo and appurtenances are forfeited, and to be distributed as by law and said Acts is directed. Wherefore as this is a matter within the jurisdiction of this honble court, the said Glover prays the advisement of the court thereon, and that by a due course of law and proceedings the said ship and her cargo and appurtenances may be decreed to be and remain forfeit, and be applied to the uses aforesaid –

Jonathan Glover Agent –³

1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA. Condemned September 7.
2. The cargo, consisting of hose, oznabrigs, salted beef, porter, rum, claret, port, sherry, beer, flour and some miscellaneous items, was valued, according to the schedule, at £1509..1..9.
3. Glover, whose appointment by Washington had been superceded by the appointment of John Bradford as Continental Agent, had contended that until he saw Bradford's commission, he would continue to act. As Bradford filed a libel on July 30, in behalf of the same captains for the *Peggy*, the missing commission must have arrived from Congress. It was published by Bradford in the *New-England Chronicle*, August 15, 1776. Henry Kepple, owner of the *Peggy*, contested the capture on August 20.

DAVID COBB TO ROBERT TREAT PAINE, PHILADELPHIA¹

[Extract]

Boston July 29th 1776

In the course of the week past we have had a number of our Eastern Wood Vessells taken by a Frigate & some Arm'd Vessells that are Cru[is]ing on the Eastern Shore & in this Bay; the Frigate that took three of 'em, put all the Crews aboard one of the Vessells & sent 'em off, after saying that they must not blame them for taking their Vessells as they were absolutely oblig'd to do it by their Orders & damn'd very heartily both Men & Measures that oblig'd 'em to commit such Pyracies on the Americans. – We suffer amazingly for want of some heavy Ships to Guard our Coasts. . . .

1. Robert Treat Paine Papers, MassHS.

JOHN BRADFORD TO GEORGE WASHINGTON¹

May it please Your Excellency

In Compliance with your Order to General Ward to send forward all the Millitary stores taken in the Scotch Ships, I have deliver'd them to him, tho forbid doing so by the Agent for Connecticut, it gives me great pain that I could not fully comply with your Excellencys requisition having dis-

pos'd of Seventy Muskets & fifteen fuzees to the Independant Company of this Town, before I knew A vote of Congress had pass'd Ordering All the Arms taken in them vessells to be sent forward to [New] York, And not till Capt [Seth] Harding who Commanded the Connecticut Brig, who was Concern'd in taking the vessells & Claims the Greatest share of them, interested himself in the matter in Favour of disposing of them to those Gentlemen

Your Excellency will have a Return by this post from Gen. Ward of the number Recd and how disposed off, it may be Supposed that each man had a Musket, I believe they had, but I Received only two hundrd and Five. I've Reason to beleive the Rest were Embezell'd, For the Captains as well as the men are too little impressd with the honble Service they are employ'd in, and Act the Part of Privateer men, It will give me the highest pleasure at all times to Comply with Your Excellencys Order being with great truth Your Excellencys [&c.]

Jn^o Bradford
[Boston] 29th July. 1776

1. Washington Papers, LC.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Munday 29th of July 1776

tack A Long shore the wind still continues to the southward
we in sight of the Land of Cape Cod

1 [P. M.] Thick Cloudy weather and rain

N B I supposd the low land of East harbour to be in the
Longd of 68d.55m. West -

6 The Low land of East harbour bore WBS 2 Leagues distance
from which I take my Departure on a Cruze

1. John Fisk Journal, AAS.

Newport Mercury, MONDAY, JULY 29, 1776

Newport, July 29.

The Jamaica ship lately taken by the brig *Andrew Doria*,¹ Capt. Biddle, was last Friday chased ashore near Watch-hill, by the *Cerberus*, Capt. Simmons [John Symons], who had got almost within gunshot of her, but being afraid to risk his ship any nearer, was obliged to stand off again and leave her. The prize we hear, is a little bilged, but by the assistance of the *Cabot* and Connecticut brig, and a number of small craft, the cargo is likely to be nearly all saved, and 'tis thought the vessel may be got off.

Last Saturday night, as the *Cerberus* was lying about 3 miles from Block-Island, Frank Gould, a Mustee-lad, of this place, swam from the ship to the island, where he got a cedar boat with two sails, in which he came off, alone and naked, and landed at the fort on Brenton's point yesterday in the afternoon. He is one of the hands Capt. Biddle put on board one of the Scotch transport[s] some time past, and which was retaken by the *Cerberus*, and again taken by a New-York privateer.² He says, Mr. James Josiah, Capt. Biddle's former Lieutenant, who was prize-master on board the trans-

port, is treated very ill on board the *Cerberus*, as are some others, for refusing to act against their country; that there are about 40 Americans on board said ship, her whole number of men being now about 160; she has taken on this station 18 vessels, mostly small sloops and schooners, 16 of which had been burnt; and that about a week ago they spoke with 7 sail of transports, with Scotch troops on board, bound to New-York, who had been into Boston Bay.

Yesterday the privateer *Montgomery*, Capt. Buckley [Daniel Bucklin], of Providence, went in the east side of this island, and carried with him a fine large snow, Capt. Gooding [John Goodwin], from Antigua, loaded with 300 hogsheads of sugar, and 100 hogsheads of rum;³ and we hear Capt. Buckley, in company with another privateer has taken 5 other considerable prizes, viz. 3 ships, a snow, and 1 brig, which were but about one day's sail behind him, two of which with the other privateer were to make some port to the eastward.

1. The ship *Nathaniel & Elizabeth*.
2. The ship *Crawford*.
3. The brig *Harlequin*.

NATHANIEL SHAW, JR.'S ACCOUNT OF GOODS SALVAGED FROM THE
PRIZE SHIP *Nathaniel & Elizabeth*¹

Andrew Dorias Prize
1776

July 29 Goods Recd on Shore [at Watch Hill]

2 hhd Rum		p Capt [Robert] Niles
1 Cable	}	p Capt LittleField & dl in Guy Richards Store
1 Anchor		
15 hhds Rum		
1 hhd Sugar		
1 Box 1 Keg Do		
Small Riffin		
3 hatch Barrs		
13 hhd Rum		1 hhd sold [Seth] Harding
2 Anchors	}	dl p Wm Harris & dl in Jno Deshons Store
1 Copper Caboose		
1 Cannon & Carrige		
24 hhd Rum	}	del p William Elliott in Robeson Mumfords Store pd Elliott £23. .9/
7 Chairs		
33 hhd Rum	}	p Cor[neliu]s Sheffield in Mumfords Store
6 hhd Sugar		
Sails Riffin Iron Screws		
1 Anchor		
2 Large Cables		
3 hhds more Sugar that was in bulk		
3 Cannon three pounder		
1 Drum two Compass		
Small Sparr		
Sum broken doors		

1 hhd Rum 65 Gal to the *Cabot* } p the *Cabot* in my Store
 3 barl beef dl [Elisha] Hinman

Memo Cash paid

To Capt Little Field	6.18..0
To pd help to Land in N[ew] L[ondon]	1..0..0
To pd Wm Elliott	23..9..0
To pd Capt [John Peck] Rathbone & People	17..2..0
To pd Saml Bebee	10.16..0
To pd Oliver Smith	2..0..0
To pd help to Land Elliotts Cargo	0..9..0
To Empty Cask to putt Suger in	1..0..0
To pd Cor[neliu]s Sheffeild p Rect	15..0..0
To pd Capt Hinmans Bill	1.10..-
To pd Peneman Express	0.17..6
To pd the Soldiers	18..0..0
To pd Nathan Palmer	1..4..3
To pd Ed Crosby	0..6..-
To pd Ben Pendleton	0.18..0
To pd the Seamen, Mate Second & Carpenter	85.10..4
To pd Mrs Waterman boarding ditto	11..0..8
To pd Cors Hoar for what he Advanct the ab[ov]e	20..0..0

£217..0..9

pd Wm Harris	£ 12.12..0
pd Jos Babcock	2..2..-
pd Peleg Pendleton	3 -..-
pd Robeson Mulfords Bill	8.19..-
pd Guy Richards Bill	2..8..-
Storing	
pd John Deshon do	2..1..-
	31..2..0
	217..0..9
	248..2..9 ²

1. Shaw Papers, Ledger 38, YUL.

2. Libel was filed against *Nathaniel & Elizabeth* on July 30 with trial set for August 22 in New London. *Connecticut Gazette*, August 2, 1776.

CAPTAIN RICHARD VARICK TO CAPTAIN ASA BACON¹

[Extract]

Albany July 29th 1776

Sir In Obedience to General Arnolds Orders to me I do herewith deliver You a List of Articles wanted for the public Service, which I cannot procure at this Place. Copies of these Lists are sent by me to Genl Schuyler & also to Mr Jacobus Van Zandt at Poughkeepsie, But I have Reason to think that very few of the Articles wanted can be furnished from Poughkeepsie. Blocks may perhaps be sent, You will be informed by the Gentlemen having the Direction of Building the Frigates there, what Arti-

cles we are to expect from them & Govern Yourself Accordingly. General Arnold informs the Cordage & sail Cloth can be had in Connecticut. —

1. Schuyler Papers, Letters & Orders, 18 April, 1776–29 June, 1777, NYPL.

CAPTAIN BENJAMIN TRUMBULL'S JOURNAL OF THE CAMPAIGN AT
NEW YORK ¹

Monday July 29th The Latter Part of Last Week and the Beginning of this Three Row-Gallies from Connecticut, and Two from Providence arrived at New York.

This Day Two large Fire ships were ordered round into the North River. Three Gallies also put round into the Same River; and Captain [Theophilus] Stanton ² took out two Nine Pounders, and took in two eighteen Do and began to get in Readiness to move into the said River after them.

1. *Collections of the Connecticut Historical Society* (Hartford, 1899), VII, 179. Trumbull was chaplain of Colonel John Douglass's Connecticut State Regiment.
2. Commander of the Connecticut galley *Shark*.

"EXTRACT OF A LETTER FROM NEW YORK, JULY 29." ¹

Yesterday one of our gallies, mounting one 32 pounder in her bow, and the other a New-London gally, mounting two 12 pounders in her stern, and two 18 in her bow, went up the North-River to Spikendivle, or Kingsbridge-Creek — with an intent to lay there till the ships come down the river — (should that be the case) I make no doubt we shall be able to give a good account of them.

1. *Pennsylvania Ledger*, August 3, 1776.

New-York Gazette, MONDAY, JULY 29, 1776

New York, July 29.

The Whaling Sloop *Gilbert and John*, Capt. Jagger, belonging to the Company returned here last Monday from a 12 Months Voyage, but narrowly escaped being taken off Block Island by two Frigates: He is last from Guadaloupe, where he sold his Cargo of about 250 Barrels of Oyl, there took in Molasses, and has now on board 12,000 Gallons, and 30 Hogsheads in another Vessel that sailed in Company with him bound to the Eastward.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

In Council of Safety,

[Philadelphia] July 29th, 1776, A.M.

By order of the Board, Capt. Wm. Richards was directed to deliver Mr. John Coburn two New Cables & as much small riging as he may want for sinking the Piers, for fixing a Boom at Fort Island.

By order of the Board, Mr. R. Towers, Commissary of Stores, was directed to deliver to Mr. Thos. Hazlewood 200 lbs. Brimstone, for the use of the Fire Rafts.

Resolved, That Mr. [David] Rittenhouse, Mr. [Fred] Kuhl and Mr. [Owen] Biddle, be a Committee to Superintend the work at Fort Island, & to audit & settle the Accounts respecting the same.²

In Council of Safety, July 29th, 1776, P. M.

On Motion,

Resolved, That an application be made to Convention to determine the Matter respecting the Command of the Fleet of this State.

1. *Pennsylvania Colonial Records*, X, 658, 659.
2. On July 30, Captain Thomas Proctor reported to the Council of Safety his great need for gun carriages and other supplies at Fort Island. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 790-91.

ARCHIBALD BUCHANAN TO DANIEL OF ST. THOMAS JENIFER ¹

[Extract]

Sir Upon Application of Mr Sowell by the desire of Mr Cowen to him – We agreed if it was Agreeable to the Council of Safety to undertake the Building of two or three Gundaleaus to begun upon immediately with a Number of Hands and finisd as [fast] as possibly, – we have an Oppertunity of Engaging what hands we want immediately and will undertake it on the same terms as Other Carpenters and will give any Bond and security as shall be required, Coll Hull and Mr Risteau both promisd to wait upon You for a Line but I have not heard from them if tis Approvd of . . .²
[Baltimore] Monday July 29. 1776

1. Red Book, XV, Md. Arch.
2. The Maryland Council of Safety proposed that Buchanan build two row galleys “by the 15th of Novr next at furthest,” *ibid.*, Council of Safety Letter Book, No. 1. The contract was dated August 1, *ibid.*, Council of Safety Journal, 29 August 1775 to 20 March 1777.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY ¹

[Annapolis] Monday 29th July 1776.

Ordered That Captain Nathaniel Smith send to the City of Annapolis in the Ship *Defence* five 18 Pounders mounted on Carriages, and all the 18 & 9 pounders which are not mounted.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN THE CONTINENTAL CONGRESS ¹

No 87.

Gentn We have directed Captn Nicholson, who goes to Phila on business of his own, to endeavour to procure Some Salted Provisions, for the use of the Navy, should any difficulties attend the execution of his orders, we must request you'll endeavour to remove them, & at the same time to advance him Money to pay for what he May engage We are [&c.]
[Annapolis] 29th July

1. Council of Safety Letter Book, No. 1, Md. Arch.

MAJOR THOMAS PRICE TO THE MARYLAND COUNCIL OF SAFETY ¹

[Extract]

Upper Camp St. Georges July 29th 1776

Gentlemen – The day before Yesterday in the Evening the *Roebuck* and other Ships Returned down the River and came too about 5 Miles from this Place at two oClock Yesterday Morning I Recd a line from Captn Nicholson Acquainting me that he intended to Attack the fleet at Day break I immeaditly dispatched an officer with orders if Possible to speak to Captn Nicholson and let him Know the Ships had Returned down the River and where then within Nine or Ten Miles of the fleet and that I did not think it Prudent to Attack them Colo [Richard] Barnes had dispatched an officer some time before The one I sent Got over to his Camp but neither of them could Come up with Captn Nicholson I Immeaditly on recet of the Letter Ordered the Troops under Arms and Dispatched Captn [John Allen] Thomas with about forty on the Island to Alarm the Enemy in that Quarter Major [James] Eden with about the same Number on the Point with a four Pounder and I took the Remainder 25 in Number on board of two Boats and Cannoes & went down St Georges River as near the Enemy as we Could with Safety where I left them under Command of Lieut: [Daniel Jenifer] Addams with Orders [i]f there should be any Confusion in the fleet to Push up with their Boats to Cherry field Point where I would be I then went a Cross to the Point where our People from the Lower Camp had been at Work all Night and by the time the sun was rising Mounted the two Largest Cannon about an Hour after we Espied the *Defence* making up for the fleet The *Fowey* which lay at a Mile from the Battery did not see her or seemed to take no Notice of her for more than an Hour when we Noticed boats goeing a Head of her as we suppose to Carry out her Anker in Order to whey her out and in a Short time we Observed her halling out when I Immeaditly Ordered the Cannon to be fired at her we fired four times from the Nine Pounders & twice from the four one of which the Nine we think huld her the other struck a boat laying at her Stern with I Beleave Men in her I Saw them a Very little before, the *Fowey* all the time halling out By this time Observed the *Defence* Put about and stand down the River I Beleave she must have seen the *Roebuck* who was seen some time after standing down after her the *Fowey* giveing Chase a very little while before upon the whole the Enemy Appears to be a Good Deal Alarmed and I am in hopes will leave this in a Short time – Captn [John Thomas] Boucher came to Camp last Night he left two Roe Gallys about 15 Miles above this Place I furnished him with a Boat and some Hands to go Back by Water he Expects to be down with the Gally this Evening I am Collecting all the Boats and Cannoes to give him all the Assistance in my Power The remainder of the Militia here must be Discharged tomorrow Night I Expected to have had a fresh Recrute of them by this time shall be very Week not less then Twenty of the Regulars down with fever at this time There will be great Difficul[t]y in getting the Cannon back by Land should think it best to have them Carried by Water if Vessels Can be had as soon as the Enemy goes off[f]. . .

1. Red Book, XV, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Monday the 29th day of July 1776 –

This Board doth recommend Andrew Ballantine to Capt James Cocke of the *Raleigh* Cruiser as a person fitly Qualified to Act as Surgeon on Board his said Cruiser –

1. Navy Board Journal, 23, VSL.

MINUTES OF THE GOVERNOR'S COUNCIL OF WEST FLORIDA ¹

At a Council held at the Governors House in Pensacola

the 29th July 1776. –

Read the Petition of James Griest setting forth That Your Petitioner has been regularly bred to the Sea and has of late been Employed as assistant English Pilot for the Mississippi in which Quality he was Required on Board His Majesty's Ship *Diligence* and Continued Pilot of her during her Stay in that River and brought her out from thence And Your Petitioner has furthermore the honor of Captain [Thomas] Daveys Approbation of his behavior Whilst on Board his Ship a Copy of whose Certificate is hereunto Your Petitioner therefore understanding that the Pilotage of this Harbour is become vacant humbly hopes he may be thought Capable of being entrusted with that Charge and with the utmost submission begs your Excellency's Countenance and Protection to be nominated in the Room of the late Pilot and as he is already provided With a Boat fit for the purpose of that Employment he petitions for he hopes (as it shall be his Constant study) to give general satisfaction to his generous Patrons and Employers and to the Masters of all such Vessels as may fall under his care – And your Petitioner as by duty and Gratitude bound shall ever pray &c. – Advised that he be appointed a Branch Pilot in the Room of Mr [James] Mant Who has resigned. –

1. PRO, Colonial Office, 5/634, 364–65, LC Photocopy.

BARON DE COURCY TO COUNT D'ARGOUT ¹

General

St. Pierre, 29 July 1776

One hour after noon, I had the honor to receive your letter which you wrote to me this morning at 4 o'clock and which was brought to me by M. Coquille. I sent to the Captain of the English frigate² the other letter which you addressed to me. Herewith I enclose his answer translated by M. Piteau who was the interpreter in all this affair.

You will notice in his answer, General, that the Captain insists on the two shots which the battery Ste Marthe fired in order to chase him away from the coast where he seemed to come after a schooner sailing along the shore. So it was related to me by the guardian of this battery who acted on his own best judgement and made his report to me the next day.

No one could give him the order during the action since they were far at sea, and one could have never foreseen that having gone out to fight the New Englander, he would break the engagement and rally under our batter-

ies within sight of almost all the city which witnessed the whole action. The next day, I did not conceal from the Captain that I would give orders to the batteries of the road to take on the first of these two that would commit an act of hostility under our forts, which I would never tolerate being in a position to receive any vessel sailing peacefully into our ports with the respect due our flag.

It is easy to see that the Captain was vexed because he had not captured the American corvette in sight of everyone and that he was attempting to clear himself before his admiral. Indeed, after the so-called two gun shots, he could have easily taken her on at sea, fought her and captured her if the action had turned to his advantage.

Moreover, M. Piteau related to me that he was quite satisfied with all the attention I showed him and that, in accordance with your letter, he was going to set sail and report to his admiral. I doubt he will but I will keep watch and keep you informed. He claims that a frigate of 26 guns and a brigantine of 14 from New England were still to come in these waters in the belief that the King's ships would lie up on Antigua for this season, but that, to the contrary, one would see many more Royalist ships around here than had ever been seen before.

According to what Captain Wilkes [Lambert Wickes] told the interpreter, I believe he will get under way tonight. I am sending back your express who will leave immediately. I am [&c.]

Potier de Courcy.

P. S. 7 o'clock in the evening.

I have just been informed that the King's frigate actually got under way and is making sail for Fort Royal. I do not believe that this will prevent the American from getting under way also. He does not seem to fear the other, I can assure you.

[Endorsed] Certified true copy: d'Argout

1. AN, Marine B7, 458, LC Photocopy.

2. Captain John Chapman of H.M. Sloop *Shark*.

CAPTAIN JOHN CHAPMAN, R.N., TO COUNT D'ARGOUT ¹

(Copy) *Shark* at St Pierres Road Martinico 29th July 1776.

Sir I have had the Honour to receive your answer to my Remonstrance. I beg leave to express to your Excellency the Surprize I feel in being inform'd that the Battery fired in Consequence of my Chasing a schooner which was unknown, permit me to assure your Excellency that the Fact has been represented,² that instead of chacing towards the shore I was at that instant standing from the land and in pursuit of the American Rebell and I have not even the Shadow of a Doubt but that I should in a very small space of time have brought him into the Road of St Pierres as my undoubted Prize. I cannot help under these circumstances declaring to your Excellency that I consider the Shott which were fired by the Battery to be the only means by which he has escaped. It is my duty to express thus much, as well as to

promise your Excellency, that I shall with propriety be cautious not to offend the Rights of your Nation

I shall assuredly transmit to Vice Admiral Young the exact particulars relative to the past Circumstances and am happy in having an opportunity of assuring your Excellency of the Respect with which I am Your Excellency's [&c.]

J Chapman

1. PRO, Admiralty 1/309.

2. Probably "misrepresented."

CAPTAIN JOHN CHAPMAN, R.N., TO VICE ADMIRAL JAMES YOUNG ¹

[Extract]

Shark in Fort St. Pieres Bay, Martinico

(Copy)

July [29] 1776 ²

Sir I arrived here the 27th Instant between one and two o'Clock, and immediately waited upon the Governor of this place, and deliver'd your Message, which he sent to the General of the Island at Port Royal, and the same evening returning from him a little before Dark I saw a Sail in the Offing with Colours which I was unacquainted with (being red and white striped, with a Union next the Staff), I thought it my duty to Slip my Cables immediately and stand out to Sea and speak her, about half after Eight she tacked, when we wore and stood towards her, and hail'd her often in French, to which they made no answer, we afterwards hail'd her in English, She continued to make sail from Us and made no reply, we stood after her and at 9 fired a Shot ahead of her, we then hail'd her in English, and told her we were an English Man of War, which information was repeated three times; they made no answer but bore down and fired a Broadside into us, which we returned immediately and the Firing continued about $\frac{3}{4}$ of an hour. She then threw her Maintopsail to the Mast and wore. While we were preparing to tack, two Shot were fired at us from the Shore, one of which went a head of the Ship, and the Second came between the Masts, and went thro' the Maintopmast Staysail. On which considering myself within the limits of the Port, I stood off for a small time, then haul'd the wind and at 3 o'Clock in the Morning we were close in shore in the Southern part of this Bay, when we saw the Ship at Anchor. I could not get to an anchor before 10 o'Clock just a head of the Ship which We found to be an American Armed Ship mounting 18 Guns, 6 pounders and wears a Jack Ensign, and Pendant - I have since learnt her name to be the *Reprizal*, Captain Weeckes,³ that she carried 120 Men, and reported to have taken four West Indiamen. He struck us three or four times, and I have two of his Shot on-board, one of which came thro' the Quarter, and wounded a Marine with the Splinter. - I waited on the Governor of this place with the following remonstrance, which he immediately sent to the Governor at Port Royal. ⁴

I waited 'till $\frac{1}{2}$ past 2 o'Clock this day and not receiving any answer from the General which the Governor of this place led me to believe I should have by 9 o'Clock this morning; I sent the Lieutenant on shore to him to know if there was any answer. The Answer was "that he had not,

but that he expected it in an hour at farthest," at the same time produced a letter from the General in answer to the Message, which I brought from you respecting the *Argo*. – Its Contents were, "that the General was not surprised to hear of the arrival of an English Frigate, it being a Circumstance which he had expected in consequence of your letter, That he was perfectly satisfied and beg'd Monsieur De Courcy to assure you that it should be his study to preserve the good Understanding subsisting between the two Crowns, and to merit your esteem, and good opinion of him.['']

Being now 1½ past 3 o'Clock I have this moment receiv'd an Answer to my Remonstrance from the Governor of Fort Royall a Copy of which I herewith send you, as also my answer to him. I am now geting under Sail to leave this place, and shall proceed agreeable to your Orders, and beg leave to refer you for some more particulars to Lieutenant Swiney who fell in with me soon after the Action and whom I took the liberty to detain in order to transmit to you the Issue of this Affair. I am to hope my Conduct has been such as to meet your Approbation And am Sir [&c.]

J. Chapman

1. PRO, Admiralty 1/309.
2. While Chapman dated the letter only "July 1776," its contents and enclosures establish it as having been written July 29, 1776.
3. The Continental ship *Reprisal*, Captain Lambert Wickes.
4. In his remonstrance Chapman repeated his account of events as recounted herein for Admiral Young, and asked the Governor to give "redress for this Insult offered to His Britannick Majesty's Ship by permitting me to take possession of him [the *Reprisal*]."

30 July

THOMAS CUSHING TO ROBERT TREAT PAINE ¹

[Extract]

Newbury Port July. 30. 1776

I wrote you some time Ago to send me the dimensions of the Cannon you were preparing for the Ships, but have never had a line from you upon that subject; pray send me a draft of the Cannon designed for each Ship, that I may have the Carriages Compleated forthwith, let me have their dimensions very particularly & minutely – & let me know what weight of Metal you allow for the 24 Gun Frigate & what weight of Metal for the 32 Gun Ship ² – pray when will the Cannon be here? the Ships are waiting entirely for them & the Orders for Enlisting the Men – do you design the Ships shall be of any service this Summer or in the Fall, if you do, you must be more Expeditious about the Cannon, pray let me entreat you, to hurry this Matter – You wrote me long ago they would be ready as soon as the Ships, but the 24 Gun frigate has been ready for them this six weeks – The Ships are universally admired & I hope they will Meet your Approbation . . .

1. Robert Treat Paine Papers, MassHS.
2. The Continental frigates *Boston* and *Hancock*.

CAPTAIN JEREMIAH O'BRIEN TO WILLIAM BARTLETT¹

Sir

Marblehead July 30th 1776

by ord[er]s of Court I am ordrd to Cruise Six weeks in Latt 35:00 if the tryal between Mr Haz and my self: John Lambert and our two Companys Should be mentioned for tryall and we absent in the Colony Service Should take it as a favour as I Look on you to be a frind to mankind in General to Selicit the Court in our behalf for a Continuance untill we can be heard according to Commong Law and Reason Sir your Compliance herewith will much oblige your [&c.]

Jeremiah Obrien²

1. Bartlett Papers, No. 5760, BHS.

2. See Petition of Boston Committee to Massachusetts General Court, July 13.

PETITION FOR COMMISSION FOR AGREEN CRABTREE COMMANDING THE
MASSACHUSETTS PRIVATEER SCHOONER *Hannah & Molly*¹

To The Honble the Council of the State of the Massachusetts Bay –

The Petition of Agreen Crabtree Humbly Shews –

That your Petitioner fix'd out a small Schooner called the *Hannah & Molly* as a Privateer to Distress the Enemy's of the United Colonies, said Schooner Mounted Eight Swivell Gunns and carried Fourteen Men, and has since she was fix'd out, taken two Sloops Employ'd in carrying Provisions to the Enemy, both which Sloops are now Libeled at the Court appointed to Try the Captures of such Vessels, and as your Petition has Never Receiv'd any Commission, he now desires that your Honor's would take his case into your Consideration and Grant him a Captains Commission for said Schooner and your Petitioner as in duty bound will every pray –

Watertown 30 July 1776

Agreen Crabtree

[Endorsed] In Council July 31, 1776 Read & Order'd that Agreen Crabtree be com[m]issioned after giving Bond & complying with the Order of this Court in such Cases made Jn^o Avery Dpy Secy

[Second endorsement] Treasurers Office 31st July 1776 I hereby Certi[fy] that Agreen Crabtree hath Given Bond in Order to take out a Commission [for] the Schooner *Hannah & Molly*

H. Gardner

1. Mass. Arch., vol. 165, 477.

OWNERS OF THE PRIVATEER BRIG *Putnam* TO GOVERNOR NICHOLAS COOKE¹

Sir,

Providence July 30th 1776

We the Subscribers² all of Providence in the State of Rhode Island &c. Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to Christopher Whipple Commander of the Private Brigantine of War called the *Putnam*, of which we are Owners; She is burthen'd about Eighty Tons carries Ten Carriage Guns Four Pounders and Three Pounders and Fourteen Swivel Guns manned with Twenty five Men and

fitted with a Suitable Quantity of Muskets, Blunderbusses, Cutlasses, Pistols, Powder Ball and other Military Stores. She hath on board Forty five barrels Beef and Pork, Six Thousand weight of Bread, Three Tierces Rice, Eight barrels Flour with some Beans Pottatoes &c. Phineas Frazier is First Lieutenant, William Hopkins is Second Lieutenant, and Jonathan Donri-don is Master. We are with great Respect Sir [&c.]

1. Maritime Papers, Letters of Marque, R. I. Arch.
2. The subscribers did not sign the request, but their names will be found on the bond issued the same day. This application mentions a crew of 25 men and the bond records 60, *ibid.* One crew member, Benjamin Adison ". . . for the sum of Eight Dollars" sold to John Filton "one Eight part of a Single share of all prizes Effects and things taken by said Vessell. . . ." Silas Talbot Papers, 1775-1784, MHA.

CONNECTICUT COUNCIL OF SAFETY TO COLONEL JABEZ HUNTINGTON ¹

At a Meeting of the Gov'r and Council of Safety July 30th 1776
Voted the Following -

Instructions to his Hon'r Colo. Huntington from his Hon'r the
Gov'r and Com'tee of Safety.

You are directed to proceed to New London with all possible Despatch, and there in behalf and for the Use of the Colony, in conjunction with Your Son Mr. And'w Huntington, to purchase such necessary Cloathing for the Troops of this Colony, as you can procure upon the most reasonable Terms. You are also to treat with the owner of the Bermudian Sloop brot into s'd Port by the Continental Fleet, for the purchase thereof and to find out his Terms, Conditions etc. and Report make, and in the mean Time to lay an Injunction against the said Sloops leaving said Port, till farther orders from this Board be had thereon,² and you with your son are to purchase all the swivel Guns and the shot belonging to them, one third of the Cannon and Shott, and also one hundred Stand of Arms and all the lead Shot, lately brot into s'd Port by a french Sloop.

A True Copy from the Minutes

Attest

Benj. Huntington Clerk P.T.

1. *Collections of the Connecticut Historical Society*, XX, 41.
2. The sloop *Endeavour*. Congress, on July 12, 1776, had ordered the sloop restored to her owner, Charles Walker.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] July 30th, 1776.

Voted and allowed to Prosper Wetmore, Esqr, sheriff of the county of New London, the sum of £12 2 10, for his expence and trouble in supporting guarding 22 continental prisoners taken by Commodore Hopkins, and transporting them with their baggage to Windham goal, as per bill.

1. Hoadly, ed., *Connecticut Records*, XV, 490.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE PRIZES TAKEN BY
THE CONTINENTAL FLEET ¹

[New London, July 30, 1776]

1776	The Prize Vessells	.....Dr	
April	To paid for 6 pad Lock	.....0.18..0	
	To pd Bolles for Staples	.....0..2..3½	
	To 1 Gal Rum	.....0..6..—	
	To 3 pd Locks	.....0..6..0	
	To pd the Butcher for fresh Beef—	.....7..8½	
	To Warfage of the Three prizes from 14th Aprl to the July 23d is 100 Days @ 3/	.....15..0..0	
	To Warfage of the Bermuden Sloop from Aprl the 10 to July 30th is 110 Days	.....5.10..0	1/
	To pd Hands in unlading the Cannon Shott &c.	.....3..0..0	
	To Use of fall & Blocks for ditto	.....0.16..0	
	To Warfage the Cannon Shott Carriage Wheels &c	.....5..0..0	
	To Storage of the Brig <i>Boulton</i> Stores	.....3..0..0	
	To pd advertising in the News papers	.....0.10..0	
	To pd apprising the Cannon &c —	.....1..4..0	
	To pd for unlading & Cleaning out the Bermuden Sloop—	.....2.10..—	
			£38.10..

Carried to Accot Sales of the }
Brig *Boulton* &c.&c. — }

1. Shaw Papers, Ledger 39, 4, YUL.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL PHILIP
SCHUYLER ¹

[Extract]

Ticonderoga, 30 July 1776

... Your presence is Much wanted both at Skenesborough & this Place. — I wrote You from the former place the 25th inst, At which time only two Companies of Carpenters were Arrived; One from Philadelphia & the Other from Connecticut, since Which the Whole have arrived to the Number of two hundred, I left them such Directions as I thought Necessary, & Orders to begin four Row Gallies, Nearly of the Constructions of those Built in Philadelphia, to Carry four Pieces heavy, & two pieces light Cannon Each. — The two largest Schooners are at Crown Point the Sloop goes this Morning, & four Gondolas, will follow in two or three Days...

Inclosed is a Return of the Ordinance stores, Shott &ca, &ca, by Which You will Observe there is many Articles wanting to Compleat the same, As also a Great Deficiency of Shot in particular, Grape, double headed, Chain & Round — Which will be Very Service able among Ves-sels & Batteaus. More heavy Cannon will be wanted, for the Row Gal-

Engraved for Murrays History of the American War.



GENERAL ARNOLD.

Printed for T. Robson, Newcastle, upon Tyne.

lies, the four now building will Carry Eight twenty four [pounders] & Eight Eighteens, Four others will be set up soon & will require an Equal Number of Guns, to supply the Row Gallies & Lines, We have only Eleven pieces & 10 twelve Pounders, which May Answer tho Not so well as heavier Guns – If they are substituted, Eleven Pieces will still be wanting with shot &ca – which I wish May be sent up if they Can possibly be procured – With the Approbation of Genl [Horatio] Gates I sent to Connecticut for three hundred seamen. . . .

1. Washington Papers, LC.

CAPTAIN CORNELIUS WYNKOOP TO MAJOR GENERAL HORATIO GATES,
TICONDEROGA ¹

Dear General:

Skenesborough, July 30, 1776

I have sent you one gondola more down, which the carpenters have named after me. I hope you will send a good officer on board of her. I have had her made as strong as she could be made, which you will see by the work done in her. I also send you one sailor out of my regiment down. I would be glad you would order him on board immediately, or I am afraid he will run off and leave you. I will get one gondola and the row-galley finished this week, and send them down to you. As for boards, the General allows the soldiers and carpenters to use them as fast as I can possibly get them down as yet. I am, dear General [&c.]

Cornelius Wynkoop.

1. Force, comp., *American Archives*, 5th, I, 680.

“EXTRACT OF LETTER FROM INDEPENDENT POINT, JULY 30.” ¹

A Canadian, a friend of ours, and an officer in the militia, arrived yesterday from St. Francois, twelve miles below Sorel, his property being seized by Carlton. He says, that Carlton and Burgoyne have not yet ordered the Canadians to arms, but have notified them to be ready in September, to come with them over the lakes, as they intend to drive the rebels out of the country, and winter in Albany. This may be their intention, but I am certain they will find it impracticable. They will have to pass, in the first place, the gondolas; 2dly, Crown Point; and thirdly, the narrows below Independent Point and Ticonderoga. Our fortifications are much stronger than when the French had this post, when, with only three thousand French and Canadians, they made such a terrible havock of the British army, in 1758. Good living here at present, having plenty of fresh beef and excellent bread.

1. *Constitutional Gazette*, August 21, 1776.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. ¹

July 1776.

Moor'd Off Singsing.

Sunday 28th

Fresh Breezes & Cloudy Wr at P M 10 sent a Boat up the River to take off some Cattle in Company with the *Tryal* Schooner.

Monday 29th At 4 A M made the Signal for the *Tryal* to quit her Station and Join. At 7 Receiv'd onbd 5 Head of Cattle

Tuesday 30th First and latter parts Fresh Breezes & Cloudy Wear Midl Squally with Thunder Lightning and Rain. A M Clear'd Hawse.

Modt and fair Wr P M Loos'd Sails to Dry. Fir'd several shot at some Rebels on the Shore.

1. PRO, Admiralty 51/693.

CAPTAIN BENJAMIN TRUMBULL'S JOURNAL OF THE CAMPAIGN AT
NEW YORK ¹

July 30th [1776] the Two Row Gallies from Connecticut which have been Stationed about the City of New York having taken in Heavy Guns and being Supplied with all Necessaries for Action halled round into the North River and sailed up the River in the Night.

1. *Collections of the Connecticut Historical Society*, VII, 179-80.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN ¹

July 1776 Moored off Staten Island

Tue[s]day 30th The first part light airs & Cloudy inclinable to Calm, Middle & Latter Light Breezes & fair At 1 P M Sailed hence the *Merlin* Sloop At 2 Sent a Lieutenant to meet a Flag of Truce from New York ² at 11 heard the Report of Several Musquets from New York

1. NMM, Admiralty L/E/11.

2. "... Flag of Truce came from the Town with Letters. The two Persons came on board; one a Mr Tracy of Newbury Port, in Mass. Bay, and the other in a Uniform, tolerably neat & decent," Tatum, ed., *Serle's Journal*, 50.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS ¹

July 1776 Sandy Hook N33.29W 24 Lgs

Tuesday 30 Fresh breezes & Cloudy saw a sail fired a shot at her brought her too sent an officer & six Men to conduct her to New York

1. PRO, Admiralty 51/409.

BRIGADIER GENERAL HUGH MERCER TO JOHN HANCOCK ¹

Sir, Perth Amboy 30th July 1776

Within these Two days we have observed Sixteen Ships pass from Sandy Hook to the Narrows - but no new movement of the Enemy on Statin Island - some more shallops have come down the Sound from Frish Kill into Princes Bay - To give us the entire command of the Sound, as well as to prevent the Aproach of Tenders or Armed Sloops to this place - permit me to recomend to the Honourable Congress - that some row Gallies be built in Raretan River; to mount Eighteen Pounders or any heavier Metel - The

Cannon I am told may be sent from Philadelphia, and our Artesans in the Army would construct the Vessels at no great expence – I have the honour to be Sir [&c.]

Hugh Mercer

I have this moment heard from the Blazing Starr that our feild peices have oblidged one of the Shallops to return unto Firsh Kill

1. Papers CC (Letters from General Officers), 159, 157, NA.

CAPTAIN JOHN PAUL JONES TO JOHN HANCOCK ¹

Sloop *Providence*

Honoured Sir

Little Egg Harbour 30th July 1776

I sailed from Boston the 12th Curr – but, meeting with contrary winds, did not reach this port till last night – when I arrived safe with the Schooner *First Attempt* under Convoy. – I should not have put in here had not the wind been directly contrary with an appearance of Bad weather and none of us well acquainted on this dangerous Coast. – On my passage I found myself under the Necessity of sending an Officer with men on board the Schooner – the inclosed paper signed by my Officers will, I hope justify me to the Marine Committee ²

I expect to sail from hence this afternoon and on my arrival in the Delaware will lay before you the State and Condition of your Armed Sloop the *Providence*. – Inclosed you have a letter from Captain J. [John] Bradford – I am sorry indeed! that your expectation falls so much short after his detaining me at Boston Fifteen days. – I have the honour to be with much respect Sir [&c.]

Jn^o P Jones

1. Etting Autograph Collection, HSP.

2. See Report of Officers of the Continental Sloop *Providence*, July 16.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO CAPTAIN
STEPHEN CLEVELAND ¹

Capt Stephen Cleveland ²

Philadelphia July 30, 1776.

Sir, We have been regularly informed by John Bradford Esq. of his purchasing, loading & fitting the Brig *Dispatch* in consequence of our orders, and we approve of his having appointed you to the command of that Brig in the Continental service, as he gives you an extreme good character, of which we hope & expect, to find you very deserving. – The Honble Continental Congress of which we are members, authorized us as a Committee to purchase the Brig, and to order her on such voyage as would best answer certain purposes, to the States of America.

You will receive this by the hands of John Philip Merkle Esq. and are to be governed by the following instructions, during the present voyage, or until you receive others from Congress, or from this, or some other Committee of Congress. Mr Bradford will require bills of loading from you, for the entire cargo, onboard the *Dispatch*, consigned to the above mentioned

John Philip Merkle Esq. (who is to go passenger in the Brig,) at her discharging port in Europe, such bills of loading you are to sign, receive Mr Merkle onboard, assist him in providing Sea Stores, and then proceed with the utmost diligence for the coast of France, avoiding most carefully all vessels at sea, and put into the first convenient port you can make in that Kingdom; Nantes or Bourdeaux may perhaps be the safest, and you must then deliver to Mr Merkle any part of the cargo he may find it convenient to sell, or the whole if he chooses it. We enclose to Mr Bradford ³ a Packet directed to Messrs Saml & J. H. Delap Merchts in Bourdeaux. Mr Bradford will deliver that Packet to you, and we require your utmost care of it. Should you have the misfortune to be taken, you must throw it overboard, slung with a weight that will sink it, for on no account must this fall into the hands of our enemies. On the contrary, if you get safe into Bourdeaux, deliver it yourself to Messrs Sam. & J. H. Delap, Merchts there, if you go into any other port, forward it to them, by post or special messenger, as you may be advised is safest & best; you must also advise these Gentlemen, what other ports, or places Mr Merkle intends to order you for, and desire them to write you a few lines telling you how to direct letters to Silas Deane Esq., so that they will certainly fall into his hands. We expect Mr Merkle will direct you to proceed from France to Amsterdam, and you must obey his orders, delivering to him the rest of the Cargo at any port, or ports he may desire, he is not to pay any freight, but will supply you with all things necessary for the Brig and money to pay charges; for all you receive in money, stores, outfitts, &c. you'll grant him proper receipts, and when you have discharged entirely the present cargo, you are to receive from him all such goods, Wares, Merchandize, Arms & Ammunition, as he may think proper to ship, granting him bills of loading for what he puts onboard. We also give you liberty to arm the Brig in the most compleat manner, with as many four Pounder Cannon, Swivells, Blunderbusses, Musquets, Cutlasses &c. as may be proper for such a vessel. You may also ship as many good seamen as you can conveniently accomodate, obtaining them on the best terms in your power; – lay in a suitable stock of provisions, a sufficient quantity of Ammunition &c, the cost and charges of all which, Mr Merkle will defray, taking your receipts.

Whilst this business is transacting, you will write immediately after your arrival, at the port where it is to be done, to Mess. Sam. & J. H. Delap of Bourdeaux, & also to Silas Deane Esq. if you obtain from them in time, his address; tell them how to direct letters to you, and when you expect to sail, – and we expect you will receive back from them letters & packets for us, if you do, the utmost care must be taken of them, don't let them be seen by any person whatever, sling them with a weight ready for sinking, and if taken, be sure to let them go overboard in time, but we hope you will have better fortune & bring them safe.

When your Vessel is completely fitted, the cargo onboard & you have received your dispatches from Mr Merkle, you are then to put out to sea, and make the best of your way back to America. We think it best not to fix on

any particular port for you to aim at, but leave you at liberty to push into the first safe harbour you can make, in any of the United States of America, and on your arrival, apply to the Continental agent, if there be one at, or near that place, if not, to the persons in authority there, desiring their advice & assistance, to forward with the utmost expedition to us, all the letters, packets &c. you bring, – you will also write us the state and condition of your vessel, and we shall return orders for your further proceedings. We send you herewith a Commission, a book of regulations respecting captures &c, and a list of the Continental agents for your government, if you should take any prizes, but you are to remember prizes are not your object, we wish you to make an expeditious and safe voyage & for this reason desire you will make all possible dispatch both at Sea and in Port. We expect you will be careful of the Brig, her stores & materials, allow your people plenty of good Provisions, but suffer no waste, and be as frugal as is consistent with true economy in your expences & charges, these things duly observed will recommend you to the governing powers in America and in time, your utmost ambition may be gratified provided merit leads the way to promotion.

If any American Masters, or Mates of Ships, or seamen, want passages, you may accomodate them, free of any charges or expence, – probably Mr Merkle may find it proper to make your vessel a French, or Dutch bottom, and clear you out for the West Indies, in such case, you will do what is needful on your part to answer his views, and we hope you will be attentive to accomodate and please him during this Voyage. We are Sir, [&c.]

B. Franklin.

Benj^a Harrison

Rob^t Morris.

1. George Cleveland Journal, EI.

2. In preparing his journal, George Cleveland devoted some space to an account of his father, who at the time of George's birth (January 26, 1781) "was a man of considerable property, which he had acquired by privateering during the War of the Revolution, which was then raging." He continued:

My Father [Stephen Cleveland], who was a young Sailor in the War of 1756, or as it is called in this country, the Old French war, was impressed by a British press gang in Boston, and carried onboard a British ship of war; from this situation, his friends endeavoured to extricate him, but without effect, and he was carried to England, from whence he did not return, until after the peace of 1763, when the ships were paid off. He was a considerable part of the time in the fleet stationed off Brest, to blockade the French fleet . . . When peace took place, he had been promoted to the rank of midshipman, and as he was a most accomplished Seaman, both practically and Scientifically, there is no doubt that if he had remained in the British navy, he would have obtained very considerable promotion. . . .

While I am upon my Fathers naval career, I may as well give an account of his voyage to France, during the Revolution, in a vessel belonging to the United States. The voyage was undertaken for the purpose of obtaining military stores . . . The vessel employed on this occasion, was a small Brig called the *Despatch*, which sailed from Salem Sep 22. 1776, and arrived at Bourdoux, Nov. 10. the same year, in 38 days from Townsend. The vessel was loaded by John Bradford Esq of Boston, Continental agent, and the cargo consisted of Sperm. Oil, Fish, Potash &c, the proceeds of which, were to pay for the return cargo. A man by the name of John Philip Merkle, it appears, went out as an agent of the government, to whom the cargo was consigned, and who was to furnish a return cargo in France, or some other part of Europe. . . .

3. Secret Committec to John Bradford, July 30, 1776, Mason-Franklin Collection, YUL.

ROBERT MORRIS TO JOHN BRADFORD¹

[Extract]

Sir:

Philadelphia. July 30, 1776

You will receive this by the hands of John Philip Merkle Esq, whom I beg leave to introduce to your attention. This Gentleman is to take passage in the Brig *Dispatch*, Captain Cleveland, which you have bought, fitted out and loaded by my order.

You will please to take Captain Cleveland's Bills of Lading for the entire Cargo on board the *Dispatch*, Consigned to the said John Philip Merkle Esq at her discharging Port in Europe, Freight Free, one of these Bills with a regular Invoice of said Cargo you will deliver to Mr. Merkle, and immediately send off the said Brig directing the Captain to obey the instructions he will receive from a Committee of Congress, by the hands of Mr. Merkle. This Gentleman must not pay anything for his passage nor should any other passengers go in the Brig unless by your desire being such persons as you can depend on their attachment to our Cause, and whom you desire to oblige. The Captain no doubt will assist Mr. Merkle in supplying Sea Stores, and he must treat him with respect and all the attention he can. A hint from you to that effect will no doubt have its force.

If the master, mates and seamen want more money advanced them in consequence of their long detention be pleased to comply therewith in a reasonable degree. You will no doubt be enabled to pay for this vessel and Cargo out of the Continental Prize Money, but in order to keep all accounts regular you will please to transmit me an account of the Cost and Outfit of the Brig in one account, and draw one Bill on me for the exact amount. You'll send the Invoice, with the Cost and Charges of the Cargo Seperate and draw another Bill on me for that exact amount. The money for payment of both has been ready from the Moment I gave the Orders, and much Uneasiness it has given me to think that you should suffer inconvenience for the want of it. We must avoid such things in future.

1. Mason-Franklin Collection, YUL typescript.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO SAMUEL
& J. H. DELAP, BORDEAUX¹

[Copy]

Uhiladelphia. July 30, 1776

Gentn We must frequently give you the trouble to receive & forward our dispatches to Silas Deane Esqr as you will be possessed of his address & from the Nature of his business which requires him to move from place to place we cannot, you will therefore hold us excusable and he will pay any charge that arises by postage or otherways. We Send this by Capt Stephen Cleveland of the Brig *Dispatch* which will put into some Port in France if it should happen to be yours he will deliver these dispatches himself If any other he will forward them by Post or Special Messenger as may be thought best by those he Consults

A Jno Philip Merkle Esqr goes passenger and to him this Vessell & Cargo is addressed. If they call at Bourdeaux we beg to recommend Mr Merkle to your attention. We have desired Capt Cleveland to inform You either in person or [by] letter where he is to land his Cargo when he expects to sail from thence & how you can direct to him with a certainty of your letters reaching his hands, we also desired him to ask of you Mr Deanes address for as we have a good opinion of this proving a safe Conveyance. we wish to hear from You & Mr Deane by Capt Cleveland who will take particular care of the letters and you will gratify us very much by transmitting us all the Public News, News Papers, Commercial intelligence &c that you think can be any way usefull. We are Sir Yours &c

1. Papers CC (Other Reports of Committees of Congress), 37, 31, NA.

JOHN HANCOCK TO THOMAS CUSHING ¹

[Extract]

Philadelphia, 30th July, 1776

The Business of my Department increases so much that I cannot think of Continuing to Act in the Marine Committee, but before I quit it I should wish to close my Cash Accounts and to leave every thing as clear as possible, I must therefore desire you will immediately forward me your Account of the Money Receiv'd, and the Expenditure . . . You will order the two Frigates to be got ready for the Sea, I mean to be furnish'd with every necessary that is to be had with you. Cannon are Casting but when we shall have a sufficiency I know not. I have sent the Commissary General an order for the Delivery of what Provisions are necessary for the Frigates, and I shall by next Post send you the same order to Receive them of the Deputy Commissary in our Colony. I cannot furnish the Captains of the Frigates with their Commissions yet, Congress having Resolved that no Commissions issue untill the Rank of the thirteen Captains is Settled, I intend to morrow to move in Congress that Settlement, and then will forward their Commissions and every thing relative to the Ships.

No Recommendations of Officers of the Marine Companies, I will have some appointed soon, you certainly forget.²

1. *Proceedings of the Massachusetts Historical Society*, LX, 114, 115.

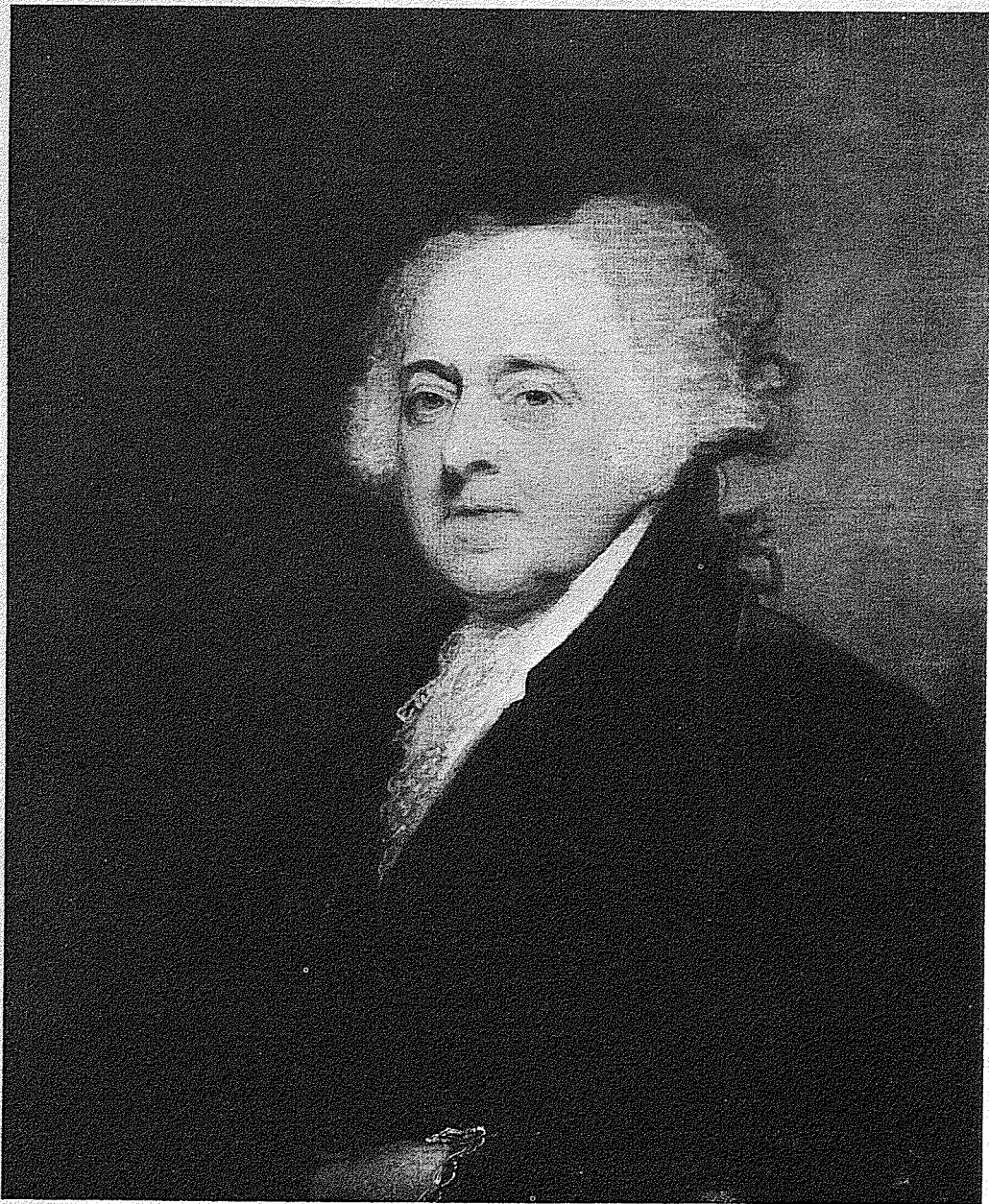
2. A rather ambiguous sentence, evidently to remind Cushing to send along recommendations without delay.

JOHN ADAMS TO ABIGAIL ADAMS ¹

[Extract]

Philadelphia July 30. 1776

. . . You say I must tell you of my Health and Situation. As to the latter, my Situation is as far removed from Danger, I suppose, as yours. I never had an Idea of Danger here, nor a single Sensation of Fear. Delaware River is so well fortified with Gallies, fixed and floating Batteries, Chevaux de Frizes, Ships of War, Fire Ships, and Fire Rafts, that I have no Suspicions of an Enemy from Sea, although vast Numbers of People have removed out of this City, into the Country, for fear of one.



John Adams.

By Land, an Enemy must march an hundred Miles, to get here, and they must pass through, Woods, Difiles, and Morasses, besides crossing Rivers, which would take them a long time to accomplish, if We had not a single Man to oppose them. But we have a powerfull Army at New York, and New Jersey, watching their Motions, who will give Us a good Account of their Motions, I presume, whenever they shall think fit to stirr. . . .

1. Butterfield, ed., *Adams Family Correspondence*, II, 70-72.

INVENTORY OF THE PENNSYLVANIA SHIP *Montgomery*¹

Ship *Montgomery*'s Inventory, July 30th, 1776.

Inventory of Cabin Stores.

2 pewter Dishes.	6 Brass Candlesticks.
1 doz. pewter Plates.	6 half pint Bowls and sawsers.
22 Knives and 22 Forks.	2 White Quart Mugs.
2 frying Pans.	2 doz. Cups and sawsers.
1 Grid Iron.	1 Peper Pot.
1 Iron Ladle.	1 doz. Soup plates.
1 pair Tormenters.	2 doz. wine Glasses.
2 Iron Tea Kettles.	1 Dutch Oven.
2 pair Snuffers.	1 Sugar Canaster and Lock.
2 Coffee Potts.	1 Drudging Box
1 doz Chairs.	1 Peper Box.
5 Tables.	6 Canvis Bottom Chairs.
3 Punch Bowls.	1 Egg Slice.
6 Yellow Dishes.	1 Nutmeg Grater.
4 Tumblers.	1 Candle Box.
24 Yellow Plates.	1 Bread Greater.
2 Salts.	1 Dripping Pan.
1 Vinegar Crewet.	3 Copper Sauspans.
2 Jugs.	1 Coffee Mill.
2 Decanters.	2 Chamber Potts.
1 Tyrene.	1 Cheese Toaster.
1 Mustard Pot.	1 Dust Pan.
1 doz Pewter Spoons.	2 Cullanders.
2 Mugs.	3 Blacks Jacks.
2 Bowls.	1 Brass Ladle.
4 White Pine Tables.	1 Copper Coffee Pott.
6 China Cups and sawsers.	2 Wash hand Basins & Bottles.

Inventory of Masters' Stores.

2 half hour glasses.	2 Speaking Trumpets.
1 half Minute glasses.	4 Hand do
1 Quarter Minute glasses.	6 Log Lines.
1 Brass Compass.	2 Log Reels.
1 Wood do.	4 hand Leads and Lines.

1 Depsey Lead and Line.	4 Anchors.
12 Sticking Candlesticks.	3 Cables.
4 horn Lanterns.	3 Towlings.
4 Tinn Lanterns.	1 Barg with 8 Oars.
12 Signal do	2 Shoulder Mitten Sales and
1 Quire Log Book Paper,	Masts with aurning.
Masts yards Stand'g &	1 Yawl with 6 do.
Running Rigon Compleat.	1 Jolley Boat 4 do.

Inventory of the Gunner's Stores.

5,337 lbs. of Gunpowder.	1 Coyl Spun yarn.
2 Skees Marlin.	30 priming Wires for 18
2 Skeens Twine.	Pounders.
60 Cartridge Boxes.	18 Bitts for 18 Pounders.
1 Log Line.	2 Swivel Bitts.
16 Small Arms.	24 Cutlashes.
6 Pistols.	14 Guns, 18 pounders, with
1 Bundle Flints.	Carrig's, rods & Coins,
10 Crons.	Takles all Compleat.
50 Stools for Grape Shot.	16 Cohorns.
19 Ramers & Spong heads.	8 Swivells.
1 Hammer.	2 lb Salt Peter.
2 Ramers for false fires.	35 Small Thimbles for
1 Gimblet.	port Ropes
5 Mallets.	4 formers for Swivells &
12 Swivel Tomkins.	Cohorns for to make
8 Cohorn do.	Cartridges with.
1 former Swivel Wads.	1 Mallet.
1 do. fo[r] 18 Pounders.	1 Box Candles, 42 lb.
2 Marlin Spikes.	5 Copper Measures.
4 Pouch Barrells.	2 Funnells.
30 fire Buckets.	23 false fires.
18 Side Laterns.	2 Jugs of Oyl.
6 hand do	14 Tomkins for 18 pounders.
15 Spunges & Ramers Wood'n	1 Hatchet.
Handl's 18 Pounders.	1 Cagg Chalk.
10 Ladles, 11 Worms for 18	2 pair Snuffers.
Pounders.	7 Weights.
19 hooks & Thimbles.	1 Beam & Scale.
8 Linch Pins Spare.	2 Hides to fill on.
13 Spunges & Ramers for	12 Spikes to take out Tomkins.
Swivels.	1 Pistle & Morter.
12 Ladles & Worms for Swivels.	9 Needles & a small Q'ty
2 Ladles & Worms for Cohorns.	Thread.
12 Spunges & Ramers for do.	200 Empty Cartridges from
12 do do. for the Tops	the fort.

13 Priming Wires for swivells	2 Pair Sissors.
30 Pikes.	47 Powder horns.
6 Quire Cartridge Paper.	2 Bundles Match Stuff.
765 Swivell Shot.	27 Sheep Skins.
1 Barrel Grape Shot	28 lb BrimStone.
Cont'g 533 lb.	50 Stools for Grape Shot.
300 Empty Swivell Cartridges.	4 Iron Crows.
3 Pouch Barrells	8 Tomkins for Cohorns.
2 formers for 18 pound	7 yds Tow Cloth.
Cartridges.	1800 Musket Cartridges with
2 priming Wires for Swivells.	Balls.
30 hand Spikes.	14 lb White Lead.
3 Britchings Spare.	4 Paint Brushes.
1,394 Shot 18 Pounders.	6 Quire Cartridge Paper.
233 Landgrage Shot.	13 Priming wires for swivells.
100 Doublehead'd do.	1 Pint Bottle Spirits wine.

Inventory of the Boat'ns Stores

148 Hammocks.	4 doz Thimbles & Hooks.
2 Lanthorns.	2 Coyles 2 Inch Rope.
12 Marlin Spikes.	2 do 2½ do.
6 Fidges.	1 doz. Shovells.
10 lbs Sowing Twine.	1 doz. Painting Brushes.
8 Scrapers without handles.	6 Long Tar Brushes.
½ yd. read & green Baze.	12 Hickery Brooms.
7 doz. of Points.	½ Hundred wt. of Tallow.
3½ doz Robins 2½ Inch.	6 Caggs Lamblack
4 Love Tackles.	9 Balm Irons.
80 Spare Blocks.	18 Sail Hooks.
4 doz. Gaskets.	18 Bolt Rope Needles.
2 doz. Scrapers.	30 Sowing do.
6 Mellats.	1 Coyle Virmin
3 Coyls 3 Inch Rope.	12 Buckets.
12 Fatham of 5½ Inch Rope.	8 Mops without handles.
3 Coyles of 12 Thread Rattling.	1 Pott White Lead.
3 Coyles of 3 yarn Spunyarn.	

Inventory of the Carpenter's Stores

29 lb Spikes.	13 p hand Sheakle.
34 lb 2/ & 2/6d Nails.	2 Pump Gallises.
10 lb 10d & 20d do.	3 Set Pump Geers.
162 lb Bolts.	3 Case Bottles.
5½ doz Large & Small Steples.	1 Iron Brace with 2 Square bitts.
1 Boat Hook.	450 Willding Nails.
4000 Pump Nails.	1 doz Willding Hooks.
2500 Sprigs.	4½ doz. Ring & fore locks.

36 feet 3 Inch plank, pine.	18 do 2 do. do.
18 feet 2 Inch do.	24 Leader Bolts.
27 feet 4 Inch Oak Plank	1 Iron Pitch pot & Ladle.
10 do 2½ do. do.	2 Spare Topmasts.
	1 Lower Yard.

Inventory of the Armourer's Stores

1 pair pinchers.	3 Drill Boxes & Thongs.
2 Hammers.	5 Punches & role Chissells
3 Screw Drivers.	100 Lotch Pins & 60 Side &
¼ lb Iron wire.	Britch Pins.
2 Quarts Sweet Oyl.	2 Scouring Rods with Springs
2 Bench Vices.	& Worms.
1 Hand do.	1 Slit file, 1 Spring Hook &
1 Screw Plate.	1 Hardning Pan.
1 oz. Boraux.	1 Pair Tounges & Orest Plate
3 Files.	1 Britch Rench & 16 Forged
5 Smoth Files.	Musket Casks.
18 Rough Bastard Files Sorted.	3 Hammers & 10 Main Springs &
2½ doz. File Handles.	7 hammer Springs.
3 lb fine Emere.	10 Splair Springs & 9 Tumblers
1 Rasp.	& 16 Cock Pins, – Jarrs

Inventory of the Stewart's Stores.

1 Large Beam & Scales.	1 Funnell.
1 Pair of Small Stillyards.	1 Chopper, 1 Knife, & 1 Steel.
Weights from ½ to 14 lb.	1 Tender Box & Steel.
Measures from ½ pint to	3 Harness Tubs with Locks.
a Gallon.	

Inventory of the Cook's Stores.

2 Grid Irons.	4 Small Flesh Forks.
2 Frying Pans.	2 Large do.
2 Skimmers.	1 Midle Size Ladle.
2 Ladles.	6 Skimmers.
1 Large Copper Ladle.	1 Fire Shovell & Tongs.

*Inventory of Arms, &c., belong'g to Wm. Browns,
Esq., Comp'y of Marines.*

12 Riffells in Good order,	42 Fire Locks in good Order,
wipers, None.	worms nor Screws None.
3 Buket Molds, Bad.	42 Cartouch Boxes.
12 Pouches.	40 Baynots & Belts.
7 Powder Horns.	2 Baynots Lost at the time
1 Drum.	of the engagement.

MARYLAND COUNCIL OF SAFETY TO MAJOR THOMAS PRICE ¹

No 95.

The Cannon, that were sent down, will be wanted here – should the men of war be gone off, which we expect either is or soon will be the Case, we request you would order the Cannon to the mouth of Patuxent, & let them be brought up here by water, if the passage appear safe. – otherwise you are to order them up by land – nothing new from New-York, only that the highlanders not taken by our Cruizers are arrived. –

[Annapolis] 30th July 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

BRIGADIER GENERAL HENRY HOOPER TO DANIEL OF ST. THOMAS JENIFER ¹

[Extract]

Head Quarters at Cambridge [Maryland]

Honble Sir Since my last I have received from Majr Fallen now stationed at Hoopers Streights an account of the Guard there under his Command having taken a small Schooner belonging to the Enemy in a small Creek making out of Hollands Streights. Majr Fallen having received Intelligence of the Schooner being in the Creek sent a Detachment of thirty Men who took her & the Cargo consisting of a hogshead & a half of rum, 30 bushells of Salt, the sails & riging of a Sloop, a large quantity of old Iron a few Guns, Swords & Cartridge boxes. The schooner had four Men, three of whom were just out of the small Pox & are now sent you by the Committee of this County, to be dealt with in such manner as your Court may judge proper.²

July 30.1776.

1. Red Book, XV, Md. Arch.

2. Joseph Wheland, Jr., John Evans and Robert Howith. The Dorchester County Committee noted: "We apprehend the prisoners will not deny their being in Service of Dunmore, . . . Wheeland is the Man who the last convention (as we are told) were informd servd as Pilot to Dunmores Vessels up to Nanticoke point & he confesses to us he was with the party who took Cattle from Hopkins Island." *Ibid*.

JOSEPH W. HARRISON TO THE MARYLAND COUNCIL OF SAFETY ¹

Gentlemen –

Port Tobacco July 30th 1776

I have the happiness to inform you that the *Molly* Capt Thos Conway is once more safely arrived in great Wicomicoe Virginia, with a fine Cargoe of Arms & Ammunition The inclosed papers will inform you of Particulars – Capt Conway will remain at Port Tobacco 'till the express returns; waiting for your orders. – my Brother ² adventur'd in this Vessell to the amount of 211..7..6 Maryland Currency, he writes [to me] the Customary Freight is 10 PCt, if so the amount shall be remitt[ed] by the first safe Conveyance – The Goods Consist of 20 Bolts of Oznabrigs, 9 Barrels Powder & 7 Small Swords. – I am very respectfully Gentn [&c.]

Jo^s W: Harrison

N B. Capt Conway had a Passage of 14 days. –

1. Red Book, XV, Md. Arch.

2. Richard Harrison, a Martinique.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN MATTHEW SQUIRE,
H.M.S. *Otter* ¹

You are hereby required and directed to proceed forthwith, without loss of time in [his] Majesty's Sloop under your command, taking the *Fincastle*, your Tender, with you, and Cruize off the Capes of Virginia, taking care to place your Sloop and Tender in the Best Situation you can possibly for annoying the Enemy, in or Going out thereof until further Orders –

Given under my hand on bd His Majesty's Ship the *Roebuck*
in the River Potomack in Virginia the 30th July 1776.²

1. Hamond, Orders issued, 1776–1777, UVL.

2. *Ibid.*, Squire was also ordered "to receive from the Prison Brig of his Excellency the Earl of Dunmore all the Prisoners and bear them on a Separate Supernummary List."

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Tuesday the 30th day of July 1776. –

Ordered that a Warrant Issue to George Ball for Fourteen pounds eighteen shillings for Gun Carriages and other Necessaries furnished Capt Thomas Lilly for the use of the Brig *Liberty*. –

Ordered that Application be made to Colo Isaac Lane desiring him to procure for this Board as soon as possible the following Articles, Vizt, two hundred and fifty, twenty four Pound Ball, Fifty double headed twenty four pound Ball, Four thousand Eighteen pound Ball, four hundred double headed eighteen pound Ball, One hundred chain eighteen pound Ball, three thousand twelve pound Ball, three hundred double headed twelve pound Ball, One hundred chain twelve pound Ball, One thousand nine pound Ball, One hundred double headed nine pound Ball, Six thousand six pound Ball, one thousand double headed six pound Ball, Six thousand four pound Ball, One thousand double headed four pound Ball, One thousand three pound Ball, One hundred double headed three pound Ball, One thousand two pound Ball and eight thousand Ball from six to sixteen Ounces Weight – ²

Ordered that Mr James Hunter receive into his care whatever Quantity of Cannon Ball may be sent him from Time to Time by Isaac Lane Esqr and forward the same in equal Proportions to the several Districts of Potowmack Rappahanock York and James River as soon as possible –

Ordered that the keeper of the Public Magazine deliver unto Capt Thomas Lilly forty nine six pound, Ball and One hundred and fifty pounds of Gun Powder for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to Preeson Bowdoin for Five hundred pounds to be by him paid unto Mr Samuel Smith McCroskey Chairman of the Committee of Northampton County which Money is to be applied towards the fitting out and equipping the Vessells now Building on the Eastern Shore under the direction of the said Committee –

Ordered that the keeper of the public Store deliver unto to [sic] Capt Edward Travis five hundred twenty penny Nails for the use of the *Manley* Gallie –

Ordered that a Warrant Issue to John Hopkins for six pounds sixteen shillings and six pence for Plank furnished Capt Lilly for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to John Hopkins for five pounds seventeen shillings for Plank furnished Capt William Deane for the use of the *Revenge* Schooner –

Ordered that a Warrant Issue to Zachariah Clerk for Eleven pounds eight shillings for necessities furnished and work done for Capt Lilly for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to William Cook for Twenty four pounds four shillings & Eleven pence for sundry Articles furnished Capt Lilly for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to Messrs Adams and Park for thirty eight pounds sixteen shillings and seven pence for sundry Articles furnished Capt Lilly for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to Messrs Adams and Park for Twenty four pounds Eleven shillings and ten pence for sundry Articles furnished Capt Deane for the use of the Schooner *Revenge* –

Ordered that a Warrant Issue to Richard C. Graves for sixteen pounds seven shillings for Oars and other necessities furnished Capt William Deane for the use of the Schooner *Revenge* –

Adjourned till tomorrow morning nine of the Clock. –

Signed, Thomas Whiting

1. Navy Board Journal, 24–26, VSL.

2. Virginia Navy Board to Isaac Lane, July 30. Navy Board Letter Book, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Tuesday July 30th 1776.

Ordered that the Commissioners who have the charge of the Estate of John Goodrich, the elder do transmit, as expeditiously as maybe, an Account of the said Estate, and an appraisement thereof to this Board; in order to an allotment of a reasonable part of the same, for maintenance of the wife, and younger Children of the said Goodrich.

Ordered, That a Warrant issue to Mr Preeson Bowdoin, for the use of the Committee of Northampton County for the sum of Five hundred pounds to enable them to pay for a Vessel by them purchased by order of the Committee of Safety.

The Board being informed by Letter from Captain James Barron, that he give up all claim to the *Providence* sloop, Captain Evans, by him lately taken, from a Conviction that he had no intentions of serving the Enemy, but came to get Provisions for his Friends in Distress; Ordered therefore, that the said Sloop be delivered up to Captain Evans, and that he be permitted to Trade in this Commonwealth to the amount of the value of his Guns, or other Warlike Stores to be ascertained by the Committee of Elizabeth City County, agreeable to a Resolution of Congress.

On Application made; Ordered, that it be certified as the Opinion of this Board; that Grain, or other things allowed to be exported under the Resolution of Congress may be packed up in Casks, or Hogsheads if the Skippers desire it.

1. McIlwaine, *Journals of the Virginia Council of Safety*, I, 99, 100, 101.

VIRGINIA NAVY BOARD TO S. SMITH McCROCKY ¹

Sir

Williamsburg July 30th 1776 –

Your Letter of the 19th Instant to the Committee of Safety has been laid before our Board by the Council, the five hundred pounds your contract with Mr Gunley they will transmit you the other five hundred Pounds which you mention is immediately necessary for the building &c. [of] the Vessels under your direction, we now send you by Mr Preeson Bowden We desire you will furnish us with a Memorandum of the Cordage that will be necessary for these Vessels and such other Articles as cannot be got on your Shore, we will endeavour to procure and send you as soon as possible. You will please to direct in future your Letters respecting Na[val] affairs to [&c.]

Thos Whiting 1st Commr

To Mr S Smith McCrocky – Chairman of the
Northampton Committee by favour Mr. Preeson Bowdoin

1. Navy Board Letter Book, VSL.

PAYROLL OF THE VIRGINIA STATE BRIG *Liberty* ¹

Second Pay Roll of the Officers Seamen &c belonging to the Brig *Liberty* commencing the 18th of May with some of them – the rest as per acc[oun]t of time – unto the 30th of July 1776 –

	Thos Lilly	
	Thos Herbert	1st Lieutenant
	Geo Rodgers	2d — Do —
	Alex Masinburg	Master
	Jos[e]p[h] Wilson	Masrs Mate
June 12th	Jos[e]p[h] Godwin	Midshipman
6th	John Bingham	Do —
27th	Timothy Taylor	Act[in]g Mids[hipman]
May 18th	Dawson Cook	Actg — do
	Rob[er]t Culley	Carpenter
		Carp[ente]rs Mate –
		Boatswain —
May 16	Sam[ue]l Mercer	Boatswains M[a]te
18	John Chick	Gunner —
	Andw Baxter	Gunrs Mate
July 16th	John Laws	Sail Maker
[May 31]	Thomas Coleman	Pilot
15	Jam[e]s Douglas	Masr a arms

May 18	Mich Conner	Q[uar]ter Master
June 10th	Thos Christie	Doctr —
20	Jos[e]p[h] Harrison	Drs Mate
July 20	John Royston	Steward
	John Ronald	Cook —
		Cooper —
		Armourer —
May 18th	Wm Kellis	Seaman —
	Jams Willson	Do —
	Thos Tivy	Do —
	John Coff	Do —
	Wm McAlester	Do —
	Wm Wooten	Do
	Benja Peirce	Do
May 18th	Mulatto Frank	Seamn
	Mulatto Charles	Do
July 6th	Jerem[ia]h Melony	Do
	Thos Doyle	Do
15th	Jam[e]s Robinson	Do
May 18th	Mich[ae]l Mackner	2/3
	John Dorman	a lad
	Jesse Clarkson	Do
	Thomas Cane	Do

1. This muster, or payroll, is taken from the Naval Account Book 1775, 1776, VSL. The columns of the payroll in dollars and in pounds are omitted.

JOURNAL OF H. M. SLOOP *Nautilus*, CAPTAIN JOHN COLLINS ¹

July 1776	Moor'd off[f] Saint Georges Town Bermuda
Sunday 28th	Empd fitting our Prize as a Tender ²
Monday 29	Little wind & Sultry Wr Employd fitting a Tender, got on board some guns from the Shore
Tuesday 30	A M Sent our Acting Lieut to Command the Tender & 12 Men wt Arms & Ammunition At Noon she Sailed from hence. ³

1. PRO, Admiralty 51/629.

2. *Ibid.*, the prize was a schooner from South Carolina taken off Bermuda by boats from the *Nautilus* on July 2, 1776.

3. *Ibid.*, the tender returned empty-handed August 4, and sailed again on August 10, 1776.

31 July

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Wednesday July 31st 1776 —

Ordered that a Warrant be drawn on the Treasury for Ninety Pounds in favour of Capt John Lambert, Commander of the Armed Schooner call'd the *Diligent*, being for One Months Advance Wages to his Men, to enable him

immediately to proceed with the St Johns & Micmack Indians now here, to their several Tribes, he to be Accountable for the same —

Letter from Nicholas Cook[e] of Providence requesting that John Grannis Commandr of a Company of Sea Coast Men be released, from the Service of the State of the Massachusets Bay as he is appointed to the Command of a Company of Marines, on board the Continentl Ship. — Read and Ordered that the Secretary be directed to write Mr Cook & Acquaint him that as the Assembly are not now Setting, the Board acting as a Comittee of Council, are not Authorized to Comply with his request —

1. Mass. Arch., vol. 19, 139–41.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK ¹

Remks on Wednesday 31st of July 1776

- 1 [A. M.] sounded had 19 fathom water on Georgies bank
- 4 sounded had 9 fathom SW part of the bank
- 9 Saw a sail to the southward gave Chaise
- 11 Gibd
- 12 in Chaise of A Ship
- Lattd in 40d.55m Longd. in 66d.48m
- 1 [P. M.] Came up fast with the ship she shortend sail
- 2 for us found she was a man of war tack ship
- 3 she gave us chaise and fird a gun to the
- 4 Leward and signals for us but we out saild
- 7 him a got away safe
- 11 Pleasant weather

1. John Fisk Journal, AAS.

“A JOURNAL OF A VOIG KEPT BY JABEZ WHIPPLE CAPTN OF THE ARMED
SLOOP THE *Independent* BOUN ON A CRUSE WITH GODS PRIMISHON
THIS 24 DAY OF JULY 1776 —” ¹

Wensday th 24 of July 1776 —

to Day weid ancor at providence at 3 P M and Seluted my oners with A Gun at 4 pased the *Alford* and *Clumbus* ling off[f] patuxet and Gave them thre Chers and put ower pilot a Boord John Browns Bot and then prosided for Newport at 12 that night ancred off[f] south End of prudence all hands employd giting all things Enredenness so Ends this 24 hours —

Thursday July th 25 1776 —

At foure this morning waid Ancor and prosided for Newport Arivd at Newport at Eight all hands Employ'd fixing riging and Guns I went on Shore and purcha[s]ed sundry things for the Sloop that was omited at providence And Got All hands on Boord and sailed for Bristor ferry at nine OCloke Small winds and Calm at 12 Ancored off[f] costers harbar so Ends this 24 ours

Fryday July th 26 1776 —

At 5 this morning weid Ancor and prosided for Bristo ferry Ancred at Bristo fery at 2 P M and went on Shore and purchased sum plank for the

Carpender and Resevd one Baril of powder of Mr Lefall and put on Shore Jeorg Brown Sick and made sail a Metetly for fogland ferry wind And tide Coming a Gainst me anchored a mile Below Comansence point All hands Employd giting Redy for sea so Ends this 24 owers

Saterday July th 27 1776.-

At four this morning waid ancor at Comonsence point now Calm Got out Owers and Rod to howlands fery their Ancored and filed 2 Cask of water the Carpenter went on shor and Ground his tools at 11 the wind Bresed up Maid saile for fogland Ancred at fogland a Bout fore wind and tide a Ganst me all hands Employd Giting redy for See the next morning as I thought proper to Be in sum Redness as you Enformed me their was a menesterel Sloop of ten guns on the Cost so Ends this 24 howers -

Sunday Morning July th 28 1776

At four this morning Called all hands sent a man to Mast hed to Look out he Cry out 2 Sail a Ship and a Sloop the Ship was sum Distence Off[] the Sloop stood in with In a Bout two Gunshot off[] and put a Boat and stood off[] the Ship standing in a While the Sloop put About and Stood in a Gain I Cald all hands to Qrters Loded all fore and Aft wad Ancor and Stood out and spook with him It proved to be Captn Buckling and his prise² put on boord won hand sick proseded on our Voig - Beet out as far as sunking Rok wind and tide a Gainst me saw one Of the frigats standing in for Gay heed I thought propper to Com In And Ancor at siche west that night I saw two Brigs Standing In I Sent my Boot on Boord It proved to Be Captn Chases prise³ and Captn warners prize so Ends this 24 howers

Munday July th 29 1776

At four this morning waid Ancor and proseded for the Vinyard Arived At homses hole that Night A Bout Six the tid and wind Against Me So Ends this 24 howrs

Tusday July th 30 1776

The first part of this 24 howers Calm we filed up our water Took on Boord a prise master and 2 hands more the Latter part of this 24 owers a Very hevvy Swell off[] and Thunder and Lightning so Ends this 24 owers -

Wensday July th 31 1776

At six this morn waid Ancor at homses hole and proseded one our Cruse At twelve sandy point Bore south small wind and Tid a Gainst me we saw a scuner Coming over the Showls As she came near we shoed our Cullars She haled her wind We out oars the peopel Left her and took to their Boot we Went on Boord she had sum houshold Goods on Boord To Nantucket We cared her in under sandy poynt and Brought her to Ancor And Delivered her up to the master Being Calm Curant a Gainst us Lay their All night so Ends this 24 owers -

1. RIHS. The journal is accompanied by a log kept in a different hand. It contains largely the same information as the journal, but with one or two bits of additional material. For July 29, upon arrival at Holmes' Hole, the log records: "Came to found the Massichusett Brigg there." For July 31, it reads: "this Morning Got three People from the

Shore Come to Sail Bound Out at 4 P M. Come in Sight of a Schooner which we haild he Gave us no answer we fird a Shot at hir and the People all left her Took Possession of her & Carry hir into to Anchor Sent there Boat to the back of Nantucket to Overhaul 2 Brigs One bound to Surnam the Other to Havano from Bedford."

2. Captain Daniel Bucklin of the Rhode Island privateer *Montgomery*, and his prize, the brigantine *Harlequin*.
3. The brigantine *Mary*, taken by the Rhode Island privateer *Diamond*.

OWNERS OF THE RHODE ISLAND SLOOP *Mermaid* TO GOVERNOR
NICHOLAS COOKE ¹

Sir,

Providence July 31st 1776

We the Subscribers both of Providence in the State of Rhode Island Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to Lemuel Biship Commander of the Sloop *Mermaid* of which we are Owners, She is burthened about Eighty Tons carried Three Swivel Guns, manned with Ten Men and fitted with a suitable Quantity of Musketts, Cutlasses, Pistols, Powder Ball and other Military Stores; She hath on board Seven barrels Beef and Pork and Five Hundred Weight of Bread, We are with great Respect [&c.]

Clark & Nightingale ²

1. Maritime Papers, Letters of Marque, R. I. Arch.

2. *Ibid.*, Bonds, Masters of Vessels. A Continental bond, \$5,000, was made this date. A State bond, £300, was taken out the same day for the *Mermaid* to proceed to Hispaniola. The sloop had been armed for defense; not for privateering.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY ¹

[Lebanon] July 31st, 1776.

Samuel Champlain junr of New London is appointed Third Lieutenant on board the Colony ship under Capt. Coit.

Azariah Whittlesay of Saybrook is appointed Master of the Colony ship under command of Capt. Coit.

Voted to draw an order on the Pay-Table for two hundred and fifty pounds in favor of Capt. Wm. Coit, to enable him to enlist his men and advance their first month's pay. And that said Capt. Coit lodge a bond with surety with the Pay-Table in common form for his faithful performance of the trust of pay-master. Order drawn July 31st, and delivered to Capt. Wm. Coit.

Voted, That Mr. [Richard] Law is desired to compile a Code of Laws for the Naval Service of this Colony, as much in conformity to the laws of the naval service of the United Colonies as may consist with the service of this Colony, and lay the same before this Committee at their next meeting for their consideration.

Voted, That Capt. Coit be ordered to bring the Colony ship round to N. London as soon as possible.

Voted, That Mr. Nathl Shaw junr is desired to provide supplies of provisions, arms, hammocks, cabouses, rigging and every other needful article to furnish the Colony ship fit for the seas as soon as possible.

Copper Hoops	910 a /10d }	
Copper Plate	28 a /10d }	39..1..8
ditto Ladles for the Guns	131 a 2/6 ps	16..7..6
old Copper	55 a /10d	2..5.10
Old Iron	1.. 3.. 3.. 5 a £ 20	23.16..-
1159 Empty Cartrages a ½d ps		2..4..1
30 Ramers & Spunges }	a 4/ ps	8.12..0
13 Wormers }		
28 Leaden Aprons	a /4d	9..4
Lawful Money		<u>£4765..4.10</u>

Guy Richards
John Deshon
Ebenz Ledyard
Samuel Belden

} Apprizers

New London County Ss

New London July 31st 1776

Personally appeared the above Apprizers and made Solemn Oath of the Truth of the above apprisment of the above thirty four Cannon and the other Articles as p Schedule annexed amount in the whole to Four thousand Seven hundred and Sixty five pounds four shillings & ten pence

Certified P Wint Saltonstall Just Peace

[Page 2]

Sum Brot. over		£4765..4.10
59 Shells de[livered] p Capt Hacker to the ordnance Store in New York as p Rec[eip]t		
175 Shells	} found on Board the Bomb Briggs & now in Store att N Londn.	
16 do. fill'd		
Ton ct Qr lb		
250 Contg 1 5 0 0 at £18 p Ton		22.10..0
2 Brass hoists de[livered] att N York to Ezekiel Chever with the Car- riages		80..0..0
Lawfull money -		<u>£4867.14.10</u>

1. Shaw Papers, NLCHS; a copy is in the Hopkins Papers, RIHS.

NATHANIEL SHAW, JR. TO ROBERT MORRIS¹

New London July 31 1776

To Robt Morris Esqr Chairman -
of the Secret Committee in Phila
Gentlemen,

I Received yours of the 8th Ins. and agreeable to your Request I ap-
ply'd to Gov. Trumbull to know the Quantity of Powder Supply'd his Excel-
lency Gen. Washington, but as yet they have not furnished me with the
Accot. Since that I have had thirteen thousand five hundred wt more ar-
rived from Port Au Prince and all Safe landed in this Town² which makes a
ballance as by the Inclosed Accot in my hands after paying the Colony for
the powder you Recd of theirs in Phila from Messr Whartons 7950 lb which
will keep in Store to be delivered to your order, and hope soon to have some
more arive Yrs &c.

1. Shaw Papers, Letter Book, YUL.

2. "A few days since Capt. [Joseph] Packwood arrived at New London in nine days, from Cape
François, and has brought fourteen tons of powder, some blankets, arms &c. on account of
the states." *Connecticut Journal*, July 31, 1776.

COLONEL ANTHONY WAYNE TO BENJAMIN FRANKLIN ¹

[Extract]

Ticonderoga July 31st 1776

We are indefatigable in preparing to meet the Enemy by Water – the Superiority in a Naval force on this Lake is an object of the first moment – it has been hitherto shamefully neglected, but now in a fair way of becoming formidable as we have at present three Schooners & one Sloop well appointed & mann'd with people drafted from the several Regiments; they carry from 8 to 16 Guns, each which together with four Gondolas already built will be no contemptible fleet in the Sea – 150 Carpenters from Philada & Connecticut are arriv'd at Skeinsborough and are now at work in building more Arm'd Boats – The Enemy on the other hand are industriously employ'd in building Vessels of force, Batteaus & ca at St Johns they brought with them a considerable Number of Boats with a brass four Pounder in the bow of each – I saw and engag'd several of these boats near three Rivers they are between a Ships long boat & Batteau & carry about 50 or 60 Men . . .

Ant^e Wayne

A Mr Traverse, who was a Capt in our Service, & has the Appearance of an Honest Intelligent man, has just Arrived from St John's – he Informs us that 8'000 Regulars are now there together with 4'000 Canadians, well Appointed Amountg in the whole to 12'000 men; that they have 150 batteaus ready & three Armed vessels, and that we may expect them in a little time

1. Franklin Papers, IV, 98, APS.

ORDERLY BOOK OF BRIGADE MAJOR PETER SCULL ¹

[General Orders]

Head Quarters [Ticonderoga] July 31. 1776

Fishing in Batteaus being prejudicial to the Mens Health, to the Service & the Batteaus, it is positively prohibited – The Batteau Master will order those Batteaus which are not wanted for immediate Service to be drawn up and put in proper repair. – Two Batteaus are to be delivered to the order of the commanding officer of each Regt for the use of the Regimts – He is to be answerable for them.

The rest of the Batteaus are to be immediately collected and placed under the Care of the Batteau Guard, and the Batteau Master is positively forbid to part with any Batteaus from the Landing, without a sign'd order from Head Quarters.

1. MNHP.

MAJOR GENERAL PHILIP SCHUYLER TO CAPTAIN RICHARD VARICK¹

[Extract]

German Flatts July 31. 1776

I should have thought that on such an Emergency as this is & when rigging cannot be had, that Every Person would readily lend a helping hand, If You cannot succeed in procuring the Articles mentioned, from the

Proprietors of Sloops at Albany, And that the Committee upon a written Application in my Name, specifying the Articles, will not Oblige them to furnish Us, You must dispatch two Batteaus to Poughkeepsie with an Active Officer to bring them from thence. –

Write to the Commanding Officer at Fort George to send all the Junk & Oakhum from there, I believe some will be found, As also all the Pitch, Except one Barrel, together with the Steel & Iron to General Gates & to let You know Exactly what he forwards; If Anchors cannot Otherwise be got, they must be had from some Forge, the [illegible] to Albany they can be procured. –

Send all the Powder Except one Ton, to General Gates under the Care of an Officer & party as Also the Ball & Buckshot & Let me again repeat, to leave Nothing at Albany, that is already or may arrive there, and that ought to go to the Army. –

General Arnold informs Me that Sail Cloth may be had of Mr Thomas Mumford of New London & Cordage of Mr Mortimer of Middletown, If these Articles cannot be procured nearer, You must get a Credit from Mr Trumbull & dispatch a proper person to purchase & bring them without Delay to Albany, to be thence dispatched to Ty[co]nderoga. I am &c.

Ph: Schuyler

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

JACOBUS VAN ZANDT TO CAPTAIN RICHARD VARICK ¹

Sir

Poughkeepsie July 31, 1776

Your Letter of the 26th Inst came duly to hand by Express. Answer to which, I wish It was in my Power to supply General Schuyler with Every Article agreeable to his Orders, But as the principle Part of our Riggins for the Ships is already Cut & fixed for their proper Uses, in Course, we Cannot supply You with such Sizes of Riggins as You Want, & We being the same Time short twelve Tuns of the Quantity we Want – Owing to our Rope maker disappointing Us the Very Day the Frigates pass by New York.

As to sail Cloth, our Sailmakers has almost to work the whole up in Sails, So that None of that Article can be spared, the Anchors, Cables, Pistols, Cutlasses, Sheet Lead, quick Match, Port Fires, Cod Lines, sheet Copper & swivel Guns We have no such Articles in our Yard, Except one large Cable, Nor do We Want much of Any of those Articles to ships, But sir if General Schuyler will write up to Salsbury Iron Works to Judge Porter who is the Manager of said Works by order of Governor Trumbull, I dont in least Doubt but he May be supply'd with Swivel Guns as they have Number of them cast at that forge for Government Use, the Anchors & Cables I think You Cannot be at a Loss for, as Numbers of Sloops that are now laying up in the North River which have one or two of Each sort as well with Jibb & Main Sails to Each of them, from these You may be supplied with Anchors & Cables as well as with Sails, which latter can be alter'd for any Use, the Genl is mind for (in the Sail way). This may be done by sending down

Active Person to examine & to Value the same, which will save immense expence as well as Time. – The Blocks you Orderd, Our Block makers will have ready in 14 Days when delivered will forward them to You – We can send You as many Slow Matches as You will want, as to [illegible] You can have the Quantity You order'd, which You can Order up, when You please from the Superintendent here, I find by Note on Back of Your Letter to Mr Green that the Articles are Got to Hand, Mr Hughes had shipt – Upon the whole of You[r] wants, the Rest of Articles the Quarter Master at New York can furnish You with them & send them up by Water, as far where the Kings Ships lay, then he will be under the Necessity to Cart them few miles & then by Water again, – this Method I propose to take with such Articles we Want for Ships Immediate Use. – the Fire Craft & other Vessels we have been fixing here has Consumed largely of our Stores already I am Glad to hear that the Articles are kept to Hand that Mr Hughes has sent up & if You are in Want of Small Cordage, the sloops in the River have More or less on Board, which is judged [illegible] which I think will Answer Your End for the present till you can be better supplied. I am [&c.]

Jacobus Van Zandt

1. Schuyler Papers, vol. 16, NYPL.

GEORGE WASHINGTON TO MAJOR GENERAL PHILIP SCHUYLER ¹

[Extract]

New York, July 31, 1776.

All the Eastward Accounts say, three or four Captures have been made lately, among them a Provision Vessel from Ireland which of herself came into Boston Harbour.²

In the Southern Department, we have been still more lucky. Sir Peter Parker and his Fleet got a severe Drubbing in an Attack made against our Works on Sullivan's Island, just by Charles-Town, South Carolina. A Part of their Troops, at the same Time attempting to land, were repulsed.

1. Fitzpatrick, ed., *Writings of Washington*, V, 357–60.

2. *Ship Queen of England*.

CAPTAIN EPHRAIM ANDERSON TO JOHN HANCOCK ¹

[Extract]

New York July 31th 1776

Sir I beg leave just to inform you that I have been for sometime past very assiduous in the preparation of Fire Ships: Two is already compleat & haled off in the Stream. Two more will be off to Morrow, and the Residue in a very short Time. – In my next I hope to give you a particular account of a general Conflagration, as every thing in my power shall be exerted in the demolition of the Enemies Fleet. – I expect to take an Active part & be an instrument for this purpose. – I am determind (Godwilling) to make a conspicuous figure among 'em, by being a "Burning & Shining light" And thereby serve my Country & have the Honor of Meriting the Approbation of Congress . . .

1. Papers CC (Letters addressed to Congress), 78, I, 19, NA.

NARRATIVE OF MAJOR GENERAL HENRY CLINTON ¹

[June 29–July 31, 1776]

The Purpose that carried us to the Southward having thus proved abortive I requested Sir Peter Parker that he would lose no Time in conveying the Troops under my Command to Sir William Howe. But contrary Winds and various other Impediments prevented our Sailing from South Carolina before the 21st of July, and it was the 31st before we arrived at Sandy Hook. Here we found the Commander in Chief and army arrived from Halifax, and immediately joined them on Staten Island, where they were waiting for the Hessians & Guards, whose appearance was hourly expected.

1. Manuscript history of the Revolution by Sir Henry Clinton, CL.

PENNSYLVANIA COUNCIL OF SAFETY TO COMMODORE SAMUEL DAVISON ¹

In Council of Safety.

Philad. July 31, 1776.

Sir,

The Convention of the State of Pennsylvania, intend to Visit the Fortifications and means of defence in our River, on Saturday next, You are therefore to attend opposite Market Street on Saturday morning next at five o'clock, with the two Shallops & two Barges to conduct them and the Council of safety down the River as far as Billings-Port The Council depend on your prudence in conducting this expedition to the satisfaction of the Convention.

Directed, To Comr Davidson.²

1. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, IV, 791.

2. *Ibid.*, Captain Henry Dougherty was ordered "to attend . . . with six of the Gallies to parade before the Shallops & boats which will be provided by Com Davidson."

Pennsylvania Gazette, WEDNESDAY, JULY 31, 1776

[Philadelphia, July 31, 1776]

We hear that one of the Continental Frigates lately launched in this city is called the *Delaware*, and the other the *Randolph*, in honour of the late illustrious senator of that name.

MARYLAND COUNCIL OF SAFETY TO MAJOR THOMAS PRICE ¹

[Extract]

No. 99

The officers dispatched by you to give Captn Nicholson notice not being able to overtake him had very near occasioned a loss of the *Defence*, she was becalmed & obliged to come to an anchor, tide ag[ains]t her; – the english Fleet had a wind, which brought them down Potowmack within three miles of her, where she lay becalmed, when fortunately a Breese sprung up, which enabled her to escape; – they heard no firing at your camp. –

P.S. We have some Powder and small arms arrived at Wiccomico on Virga, as you will see by the inclosed receipt, & should be glad of y[ou]r Opinion how we could contrive it across in the safest manner to the Maryland Side of Potowmack

[Annapolis] 31st July 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO THOMAS JONES ¹

No 100

Thos Jones Esqr Chairman of Commee of Obsn for North[umberlan]d County [Virginia]

Sir We thank your Committee for the care they have, and intend to take of the *Molly's* cargo, belonging to our Province. We are not yet certain whether we shall order waggons from Alexandria or send a vessel to the mouth of Potowmack for it – this will depend upon the information we may receive from Major Price, who has the command of our troops stationed on St Mary's river – should he think that it may be transported across the River without risque either above, or below St Mary's; – it's probable we shall adopt what he may recommend.

[Annapolis] 31st July 1776 ²

1. Council of Safety Letter Book, No. 1, Md. Arch.

2. *Ibid.*, this date the Council also wrote to Captain Thomas Conway: "Our Council will be very glad to see you immediately at Annapolis, to consult you about another voyage for the *Molly*, and also to be informed of the particulars that have happened relative to her last."

A CREW LIST OF THE MARYLAND SHIP *Defence* ¹

Captain James Nicholson	Boatswain Anthony Hyndson
Leut John Nicholson	do Mate Benj: Simpson
do Aquila Johns	do do Francis Hurbert
do Auchenleck	Qu[illegible] Yeoman James Hawkins
do John Slaymaker	Cockswain John Barr
Master John Burnel	James Hustie Quarter Master
Purser James R: Morris	John Cookson Sail maker
Capt C: George Turnbull	John Addison Smith Gunner
1 Mate Stephen Hall	John Berryman do Mate
2d do James Cordray	James Arne Quarter do
3d do John Hale	George Rowen Master at Arms
Midshipman	Jacob Tregasher Armourer
Peter Sharp	Lyttleton Tyler Carpenter
James Monro	William Beachum do Mate
Richard Dorsey	Joseph Dunbar Cooper
John Hanson	Joseph Burge Steward
Robert Lux	James Gaggen Cook
Nathaniel Bond	

Seamen

John Wright Quarter Master
 John Driskill
 Charles Chamberlane
 Henry Rentford
 Alexander Nicholson
 Levin Langrall

John Brown

George Thomson
 William Porters
 William Hurbert
 Joseph Walpole
 Christopher Short
 David Primrose

ordinary Seamen

James Hogan
 William Gaggen
 James Arne
 James Gilford
 Henry Gilby
 Thomas Gilby
 Abel Mason
 Ezekial Disney Senr
 Tim Rily
 Thomas Moor
 James Bradford
 William King
 William Juges
 Daniel Neven
 Robert Hope
 William Trot
 Thomas Broomfield
 Robert McDonald
 George High

Marines Officers

Captain Garret Brown
 Leut Thomas Walker
 Leut Joseph Smith
 Leut William Morris

Serjeants

John Crapper
 Charles Hambleton
 William Flemming
 Vachel Yates
 William Radford
 Issac Mount Gordon
 John Flemming

Corporals

William Mathews
 William Purcy
 John Wilson

John Davis

Marines
 Thomas Roberts
 Ezekiel Disney Junr
 Alexander Cummings
 James Berry
 William Bishop
 Bartholemew Delosy
 William Askins
 Green Jennett
 James Cody
 James Armstrong
 Moses Grant
 William Sohan
 Oliver Haly
 John Ward
 Charles McNealis
 William Grantham
 John Wright
 Nathan Ross
 John Grant
 John Garvy
 Joseph Jones
 William Adair
 Richard Cockey
 Robert Conner
 James Greer
 John Power
 Henry Carr
 John Loyal
 William Porter
 Patrick Cole
 John Lemmon
 William Davis
 Watterly Masters
 Nicholas Peters
 John Seen
 James Smith

Edward Gibbons

Robert Tosset
 Benjamin Suttin
 John Knight
 Thomas Costillo
 Morgan Murphy
 Thomas Crow
 William Huggard
 William Howard
 James Colins
 Simon Trainer
 James Henry
 Abram Strong
 Michael Kiley
 James McGill
 Charles Blunt
 Mathew Murray
 Samuel Murphy
 William Prince
 John Donavin
 Dennis Toolor
 Thomas Buckly
 Francis Jackelen
 Moses Scott
 John Squib
 John Kenderdine
 Captain Christ:
 Birmingham
 Archibald Douglas
 Michael Craig Serjeant
 Alexander Stanton
 Corporal
 John Vaun Marine
 Richard Sutton do
 Jacob Sutton do
 John Thomson do
 Dennis Larken Seamen
 John Johnson do

The above men are station'd in the Ships Tender

Upon a Calculation The Council of Safety is indebted to the Ships Company better than two months pay which amounts to £1028 The Pursers wages not included

[Endorsed] *Defence's* Compy Jno Proctor

[July 31, 1776] ²

1. Revolutionary Papers, Box 12, Md. Arch.

2. The date of this return is approximated. John Thomas Boucher was the original first lieutenant of the *Defence*. He resigned on March 28, 1776. Hence the crew list must have been prepared after that date. As James Nicholson, who had been appointed to the frigate *Virginia* in the Continental Navy, left the *Defence* upon her return from the Potomac at the end of July, it is probable that the list, showing "better than two months pay due," was prepared at that time.

LORD DUNMORE TO LORD GEORGE GERMAIN ¹

(No 4)

My Lord

Ship *Dunmore* in Potowmack River

Virginia 31st July 1776

Since Writing your Lordship of the 26th of June at Gwins Island, we have again been obliged to Shift our quarters, the Enemy brought down Ten pieces of Ordnance, and on the 9th Instant began to play on my Ship from two Batteries; She was laid very near the Shore in order to prevent the Rebels from Landing on the Island, We were so near one of their Batteries (which consisted of an Eighteen and a Twenty four Pounder) that they Struck the Ship every Shott, I got our raw and weak Crew to fire a few Shott at them, but I soon perseived that our Six Pounders made no impression on their Batteries, our Boatswain being killed and several of the People Wounded, I found it impracticable to make them stand any longer to their Guns, we were therefore obliged to cut our Cable, tho' there was not a breath of Air Stirring, but the little Tide there was drifted us from the Shore; when the Rebels found their Guns had no further effect on us, they next day turned them on two small Tenders, that we found it requisite to place in the Haven between the Island and the Main, which soon obliged our People to quit them, and get on the Island, one of them was Set on fire; Mr Thomas Midshipman of the *Fowey*, who Commanded the other, was obliged to Abandon her before he could effect it, being almost surrounded by the Boats of the Enemy, in making his escape he received two Slight Wounds, so near had they got to him, They made only one Boy a Prisoner; On the Eleventh we left the Island, and on the Night of that day, came to an Anchor in the Bay, at the Mouth of the River Potowmack, there Sprung up a Fresh of Wind, which parted the Cabels of many of the small Craft of our ill provided Fleet, some few of which were lost, but the People of all were Saved, except of one Sloop, which drifted on Shore and fell into the Hands of the Rebels. We next Morning put into the River Potowmack, where we are Wooding and Watering on an Island.

I have taken the opportunity of Advising all those who have put themselves under the protection of His Majesty's Ships, to proceed to such place of Safety, as they shall think proper; some go immediately to Great Britain,

others to the West Indias, and others to St Augustine, by which means we shall be disencumbered of every thing but the Transports, which I hope will enable us to harrass and distress those inveterate foes to the best of Sovereigns, and a Most indulgent Parent State.

Not finding Water in that abundance we could wish, on St Georges Island, I ordered all the empty Water Casks of the Fleet to be put on board two of the Transports, with which Captn Hamond in the *Roebuck*, and this Ship went up the River, about a Hundred Miles, into fresh Water, w[h]ere we soon filled all our Casks: during our Stay here about three hundred of the Rebels assembled themselves at the House of a Mr Brent, (who is one of their Colonels) We were with the assistance of the *Roebucks* Mariners, Volunteers, Blacks and Whites, able to muster one hundred and Eight Men, with these we landed, under Cover of two small Tenders, and a small Row Galley, which I had fitted up at Gwins Island, in which Captn Hamond had put a Six Pounder, and occasionally an Officer and Twenty Men, She is proof against Musquet Shott, and draws but eighteen Inches of Water; We were no sooner landed, than the Rebels fled on all quarters from the House and Offices, all of which we burnt, and having done all the Mischief in our power, we reembarked without the loss of a Man killed and only four or five Wounded, of which Number is Lieut Wallace of the 14th Regiment, it is only a flesh wound which I am satisfied will be well in a few days, every praise is due to the Spirit of this Young Gentleman; We found only three of the Bodies of the Rebels, but we flatter ourselves there were several more, that the rest had carried off; in Mr Brents house we found the inclosed News Paper (No 1) by which your Lordship will see that the Virginians have altered their Constitution into a Strange Motley, which they call a Commonwealth, they therein to set forth their reasons for so doing.²

I have also the honor to transmit to your Lordship five letters which were intercepted by Captn Hamond, I need not comment upon them to your Lordship whose Judgement will much better direct you what is proper to be done with them and their Authors than I can possibly do; sorry I am however to find that the letters of Mr. Lee which I transmitted home in No 34, was not found Sufficient to secure him from giving further information to his Countrymen here; ³ The letters No 2 & 3, were from the Whartons who seem to me to have good intelligence, and very willing to communicate it to their friends here, I wish I was able to inform your Lordship where they had it from, I hope your Lordship will make them discover it. ⁴ I am really sorry to inform your Lordship that Cox, the bearer of these Letters, together with Mr Jennings His Majesty's Attorney General for Maryland, and the Master of the Sloop, in which they came from the West Indias, made their escape from the Sloop, on the Night before they were to have been delivered over to me, had I been so fortunate as to have got them into my possession I should most certainly have sent them home to your Lordship, as I must believe they are both freighted with every information their friends in London could communicate to them; It is by the West Indias that the Rebels receive all their information, it is first sent to the British West India

Islands and from thence conveyed to St Eustatia with which place the Rebels have a constant intercourse, and are supplied, by the Dutch with Powder and Ammunition of every kind, as well as all sorts of dry Goods, Rum and Sugar; I had certain information a few days ago of the safe Arrival of a Brig from that Port with Thirty Ton of Powder, besides small Arms and Ammunition of all sorts to one of our out Ports; in short it is impossible for Captn Hamond (who does all in his power) without more assistance, to prevent them from running small Craft, and sometimes larger into the Numerous Ports of these two Colonies; They are now become so formidable, even by Water in this Bay, that they have actually drove all our Tenders up to the Fleet, and Captn Hamond does not think it safe to trust one of His Majesty's Sloops alone in the Bay, Nay they had the impudence a few days ago, with one of their Ships of Eighteen Guns and two of her Tenders to run up within a few Miles of the Fleet, We were then just turning down the River from Watering, the *Roebuck*, and *Fowey*, both gave them chase, but they were so far to Windward, that they could not come up with them. At the same time the Rebels on Shore opened a Battery on the *Fowey* whilst she was getting under way.

We are now Anchored in the River and I hope to Morrow will clear us of every thing but the Ships of War and Transports; but where we are to go, or what we can do next to render Service to His Majesty I own I am puzzled to know, and as I find there is now not even a Chance of our receiving any assistance, I really am at a loss what to determine on, for next Month it will become very unsafe for the Ships to keep the Bay, and I do declare I know not where we can go with our present force to make a Harbour of any tollerable safety, for we no sooner appear off the Land, than Signals are made from it, when the Coast is covered with Men, and if we come to an Anchor within Cannon Shott of either Shore, Guns are immediately brought to bear upon us, which it is not in the power of the Ships to dislodge, as the Sholes will not permit them to get near enough.

Inclosed is another paper (No 4) that was found whilst we were last on Shore but I hope most sincerely that Matters may be greatly exaggerated in it, We have had no other Account of the matter either by Land or Water, but what I enclose your Lordship.⁵ Least your Lordship should not have seen the Resolutions of the Congress relative to Independency, I have sent it to your Lordship Marked No 5.

1. PRO, Colonial Office, 5/1353. Letter continued August 4.

2. A Supplement to Purdie's *Virginia Gazette*, dated Friday, July 5, 1776, containing the Virginia Constitution adopted at Williamsburg in May 1776.

3. Letters from Arthur Lee in London.

4. Joseph and Samuel Wharton.

5. A Supplement to Purdie's *Virginia Gazette*, dated Friday, July 12, 1776, containing an account of the British repulse at Charleston, S.C.

LORD DUNMORE TO GOVERNOR PATRICK TONYN¹

"Extract of a Letter from the Rt Honble The Earl of Dunmore, dated Virginia 31st July 1776. On board the Ship, *Dunmore*, Potomack River."

I have also sent You a Number of prisoners onboard the *Otter*, that have fallen into my Hands from Time to Time which I find absolutely impossible to keep any longer here, I have therefore to request, You will put them in some place of Security, 'till an Exchange shall be made, which I have frequently offered, but the Rebels have ever evaded it, inclosed is a List of the prisoners Names Twenty Eight in Number

(Signed) Dunmore.
Certified Pat. Tonym

[Endorsed] In Mr Chief Justice Drayton's of 30th Jan'y 1777.

[Enclosure]

List of prisoners Sent to St Augustine in His Majesty's Sloop *Otter* –
Anthony Lawson – A Colonel (discharg'd by Govr Tonym)

William Hunter – Lieut	David James	Matthew Stubbs
William Harowood – Ensn	William Johnston	John Mason
Charles Decay	James Sharwood	William Kimblen
William Westcoat	Antony Boyle	George Wishurt
Zebediah Shepherson	Jack Morro	George Demy
John McCranchan	Finlay Irwin	David Parsons
Isaac Wickershand	John Feever	Charles Lee
John Freeman	Thomas Watkins	David Cranley
Samuel Cardeale	William Hill	James Murphy.

(Signed) Dunmore
Certified Pat. Tonym

1. PRO, Colonial Office, 5/557, 135, 136.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN MATTHEW SQUIRE,
H.M.S. *Otter*¹

By Andrew Snape Hamond Esqr

The great number of familys inhabiting Vessels, ill provided with all Sorts of materials, that have ever since the destroying of the Town of Norfolk put themselves under the protection of His Majesty's Ships, have been found to be so great an inconvenience to his Majesty's Service that it is become absolutely necessary that they should be sent to a place of Security. You are therefore hereby required and directed to take all Such Vessels under your care and protection, giving them the Necessary Sailing instructions and proceed with them to the Port of St Augustine, using your best endeavors to prevent any of them from falling into the hands of the Enemy, when after having Seen them safe over the Bar, you are to return without loss of time to your Station and Cruize between the Capes of Virginia to annoy the Enemy by every means in your power.

Given under my hand on board his majesty's Ship the
Roebuck in Potomac River Virginia the 31st July 1776.

A S Hamond

1. Hamond, Orders issued, 1776–1777, UVL.

"A LETTER FROM A GENTLEMAN ON BOARD THE SHIP *Logan*, POTOMACK RIVER, DATED JULY 31." ¹

As great Inconveniency attends his Majesty's Interest, by protecting his loyal Subjects, and their Property in Virginia, and as they have suffered considerably in their Effects, and likely to suffer much more by a further Detention, Capt. A. S. Hammond, Commander in Chief of his Majesty's Ships on this Station, and Lord Dunmore, have took into Government Service every Vessel in the Fleet that is Sea-worthy, for the Purpose of transporting the People and their Properties to any Port or Place of Safety, for which they grant Certificates and Clearances, setting forth their distressed Situation. I, with many others, took our Passage in this Ship for Glasgow; other Vessels are bound to St. Augustine, Bermuda, Antigua, London and Whitehaven. Adieu, as Signals are hove out for sailing.

1. *Public Advertiser*, London, September 20, 1776.

JOURNAL OF H.M.S. *Fowey*, CAPTAIN GEORGE MONTAGU ¹

July 1776 At Single Anchor in [Potomac River] Middle of
St George's Isld WNW Distance 4 Miles
Wednesday 31 Light breezes & fine Wear P M Employed setting fire to
the Condemned Vessels

1. PRO, Admiralty 51/375.

MASTER'S LOG OF H.M.S. *Roebuck* ¹

July 1776 Smith Point S½East 7 Miles
Monday 29th [A. M.] ½ pt. 9. bore away for the Potowmack, at 12
George's Island NW½N 3 Miles
First Part fresh gales & Cloudy. Latter Modt & fair.
P. M. at 11 Anchor'd in 4½ fath George's Island
NW½N 2 Miles set up the Maintop mast Shrouds, Recd
two men from the Eastern shore & Supply'd Several Vessels with Water.
Tuesday 30th A M two Negroes Came on Board, Carpenters repairing
the Cutter People Working up J[u]nk.
First & Latter Parts Modt & fair Mid. Squally, P. M.
Supply'd the *Adonis* Brig with 5 Tons of Water Do
departed this Life George Porter Seaman,
Wednesday 31st A M. at 5 sent the Galley & *Ranger* to Cover the Land-
ing of some Troops on George's Island Alex Forbes
Boatswains Mate was sent Acting Boatsn of the *Fowey*
Do got a Brig along side & begun to Cut up for Fire wood.
Light Airs & fair, P M Employ'd in Cutting up the Brig
& Supplying the Fleet with Water.

1. PRO, Admiralty 52/1965.

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Wednesday the 31st July 1776. –

Ordered that Capt William Deane do immediately proceed to Norfolk and have his Vessel ² properly prepared and fitted for making a Cruise –

1. Navy Board Journal, 27, VSL.

2. The schooner *Revenge*.VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS ¹*Portland* in English Harbour Antigua the 31st. July 1776.

Sir

Please to acquaint their Lordships, I have just receiv'd the inclos'd account from Captain [John] Chapman of His Majesty's Sloop *Shark*; with the Governor of Martinico's Answer to his Letter.² The *Hawke* being ready to Sail, I have dispatch'd her to the *Seaford*, who only Sail'd yesterday for to Wood and Water at Dominica, with directions to Captain [John] Colpoys to use his utmost endeavours to intercept her on her Passage back to America – as I believe they come Arm'd here to prevent our small Craft from taking and not to be Cruizers tho' they take every thing they meet in their way. I am Sir [&c.]

Jam^s Young.[Endorsed] Reced by the *Argo* Answd 3d Octor

1. PRO, Admiralty 1/309.

2. See Chapman to Young, July 29.

COUNT D'ARGOUT TO GABRIEL DE SARTINE ¹

No 119

Martinique 31 July 1776

Mylord,

On the 27th Instant, during the afternoon, the frigate *Shark* of the King of England commanded by Captain [John] Chapman, dropped anchor in the Road of St. Pierre. This Captain said he had been sent by Admiral [James] Young in order to find out if I was satisfied by his letter relative to what had happened off the Dominique between our frigate *Serin* and the English frigate *Argo*; I had the honor to report this affair to you in my dispatch No. 36.

Some time later, having seen a vessel coming from the westward,² this frigate slipped her cables, got under way, chased and joined with the said vessel off the Pointe du Precheur where they engaged in battle with guns and muskets for a period of about three quarters of an hour.

Once the action was over, the *Shark* rallied with a schooner which was her advice boat and was within range of a battery whose guardian, mistaking her for another vessel, and believing that she was being chased, fired two shots in error on the British frigate.

Meanwhile, the vessel which the *Shark* had engaged anchored in St. Pierre Road and made itself known as an American frigate dispatched by Congress to cruise in these Seas.

A few hours later, the Royalist ship came back also and anchored in the Road. The American said that he did not even have a single wounded man, the other remained silent on this subject.

Captain Chapman complained about the shots fired upon him by the Battery and asked permission to seize the American frigate.

I learned about all this on the next day. During the night, the King's frigate, *Aigrette*, arrived. Her Captain, M. [Thomas] Dorves, gave me your letter, Mylord, with which you honoured me on the 31st of May last, and he showed me his instructions.

Following these, I replied to Captain Chapman's complaint 1) that the two gunshots were a fair consequence of his chasing a vessel under the protection of a Battery (because I only had then the report from the guardian and I learned about his error only after I had written this letter), 2) the moreover, I forbade him to fight under our forts, our batteries and in our roads.

The envoy from the Secret Committee on board the American Corvette³ came to see me and gave me the letter and probative documents which this assembly had entrusted to him.

Until I received precise orders from you, Mylord, I adopted as a rule to determine my line of conduct in similar circumstances the most absolute neutrality so that I would permit myself to put forth only such an obscure attitude that no inference whatever could be drawn from it either against one of the two belligerent parties or towards one or the other.

After communication of your instructions, I told this envoy that I would favor the interest of the Insurgents as much as it would be within my power to do so, that I could not supply myself, lest I run short, the Powder and Arms which the Committee was requesting, but that following the terms in the letter, I permitted him with pleasure to look for one thousand to twelve hundred rifles and Powder in the trade.

I have the honor, Mylord, to send you the copy of the Letters from M. de Courcy, the two Englishmen and the Committee concerning what I have just reported to you.

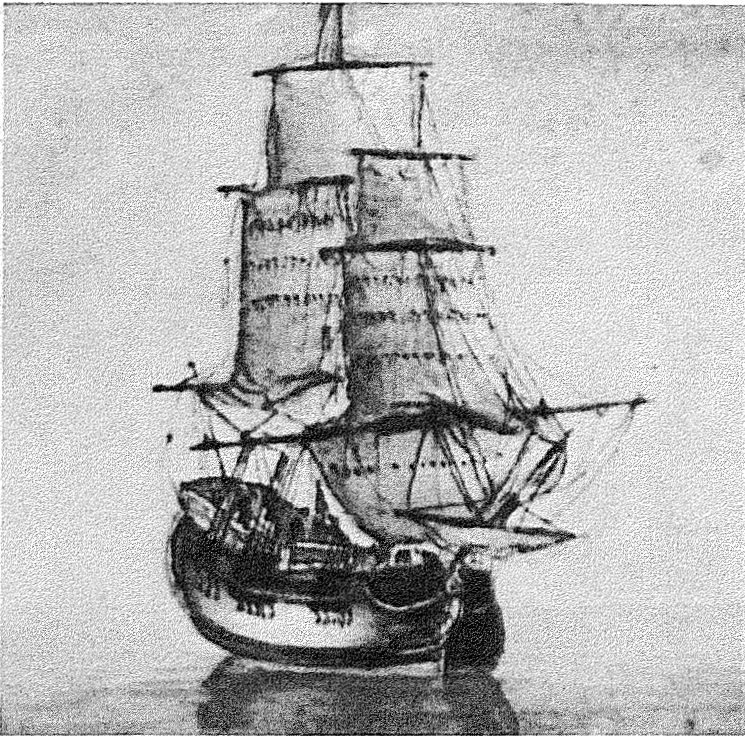
M. Dorves told me, Mylord, that France was fitting out twelve ships and prepared to commission twelve others. If war is decided, I consider the conquest of Dominique of the utmost importance because its position between Martinique and Guadeloupe would make it as useful in our hands as it would be dangerous in the hands of the enemy: but we must not lose any time. In the present circumstances, 300 men will take it. It will be more difficult if we delay because the English will send reinforcements there, however, even in this case it could be conquered with the help of the naval forces which you would send us in time of war.

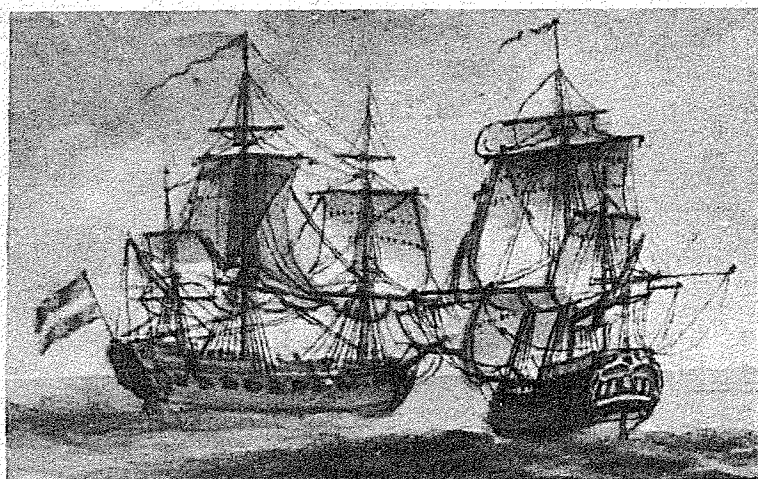
I also learned from M. Dorves that in the conversation you had with him you mentioned that our forces amounted to 4000 men; however, Mylord, we barely have 3000 and the records will show that this number is not even complete.

In 1770, as at present, Martinique and Guadeloupe only had 7 Battalions; at the first sign of war these forces were brought to 13. I am convinced, Mylord, that if such circumstances occur again, you will send us reinforcements which I advance to be necessary.

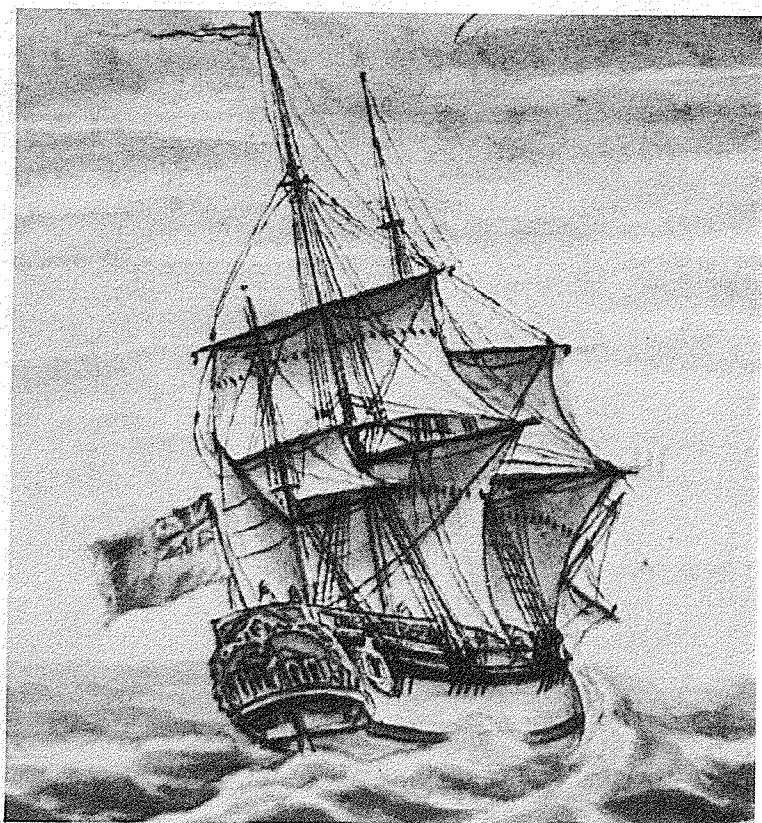
M. Dorves did not find *Rossignol* here: she had left at the end of June. She could not victual here: and could not prolong her station any more. She would have left sooner if I had not insisted that she take back to France my Inspection report. I have the honor to enclose herewith, Mylord, the letter which President Täsher wrote me so that I would allow her to get under way. In order to make up for this contretemps I fitted out for war-service the King's vessel *St. Louis*, commanded by Lieutenant Desplaces, mounting twelve guns. She is an excellent sailing ship and I added 20 men to her crew. I am convinced that she will fulfill her mission in the cruise for which the *Rossignol* was destined. I am with respect, Mylord [&c.]
d'Argout

1. AN, Marine, B7, 458, 51-56, LC Photocopy.
2. The Continental ship *Reprisal*, Captain Lambert Wickes.
3. William Bingham, of Philadelphia.





APPENDICES



APPENDIX A

SHIPWRIGHTS' TOOLS DURING THE REVOLUTION

When early men-of-war and privateers put to sea, a good ship's carpenter was one of the most necessary, if not the most publicized member, of the ship's company. To be able to repair damage wrought by enemy action or foul weather was as necessary to the survival of the vessel and its company as the handling of the ship itself. When the carpenter's services were necessary, the need was paramount and it was of first importance that the ship be well-outfitted with the tools of the carpenter's trade.

An inventory of the gear and equipment on board the frigate *Alliance* in 1781-82 was found among the Captain John Barry papers a few years ago.¹ The papers contained "A compleat Return of Sundries under the Care of the Carpenter," and list a vast amount of spare spars and miscellaneous gear, as well as the following tools: 3 axes, 3 adzes, 3 mauls, 3 hand-saws, 12 chisels, 10 spike gimlets, 24 small gimlets, 1 pair of calipers, 4 compasses, 1 iron square, 4 rules, 4 chalk lines, 1 whipsaw, 1 crosscut saw, 1 keyhole saw, 1 panel saw, 6 handsaw files, 6 crosscut saw files, 2 whipsaw files, 1 handsaw set, 2 caulking mallets, 12 caulking irons, 1 jointer, 2 bead planes, 2 smoothing planes, 1 fore plane, 6 hammers, 6 cold chisels, 12 augers, 3 drawing knives, 2 starting hammers, 2 grindstones, 1 rat tail file, 6 wood axes, and 4 small gimlets. Also included were spikes and nails of various sizes, bolts, chains, and other spare ironwork. It is also probable that the carpenter had a full chest of his own personal tools.

In attempting to identify all these various tools, particularly with regard to their age and origin, one is faced with a difficult task. Most tools of the Revolutionary period were handmade and might be very much older, perhaps having been handed down through one or two previous generations. Many were brought to this country by early settlers and continued in use long after their original owners has passed away. For instance, the "goose-winged" broadax was brought here originally by Germanic settlers. Old prints and descriptions indicate this type of ax was used in Germany and middle Europe more than a hundred years before America was settled. Yet, one of these old axes was used in wooden shipbuilding during World War II.

A majority of the tools were probably of English origin, but many came from elsewhere. Certainly any man trained as a shipwright in his native country would bring all the tools he could carry. The design of axes, saws, and boring tools had changed very little in the years prior to the settlement of America, and even afterward innovations were few. However, the constant building of homes, ships, and conveyances of all kinds certainly stimulated the inventive processes and new and improved tools made their appearance from time to time. For instance, Phineas Cooke, an Englishman, is credited by some authorities with the invention of a spiral hand auger in 1770, but there is little evidence to indicate that it became widely used. In this country, Ezra L'Hommedieu is generally credited with being the inven-

tor of the true spiral hand auger. His patent, awarded July 31, 1809, was of the country's earliest.

Before that time, boring was done with the down-cutting or nose auger, pod auger, gouge, or spoon bit, and smaller holes with various sizes of gimlets. In some quarters, the nose auger is considered to be a form of pod auger.

William Sutherland, author of two books on shipbuilding in the early 18th century, wrote much about tools of his era. Of augers, he said: "The auger is an instrument of singular use and service in shipbuilding and so very fitly adapted for composing the same, that if ever any person was deified for inventing, I should highly recommend the author of an auger deserving of that glory." He is apparently talking about what is perhaps more commonly called a nose auger, but the indication is that he thinks of it as a pod auger. He speaks of the range of the "diameters of the pod" at the lower end and describes how, if this tool be damaged by boring into metal or becomes dull through wear, it is "a simple matter to turn it up and new fashion it again."

Sutherland also waxes enthusiastic about saws and makes some observations regarding them which differ from other authorities. Joseph Moxon, in his *Mechanik Exercises* of 1703, pictures a whipsaw as being very similar to a two-handed crosscut saw but with a greater curve to the blade. Dr. H. C. Mercer in his book, *Ancient Carpenters' Tools*, says of pit saws: "When and where this unframed variety of the ancient board saw first appeared; who by calling it whip saw first confused it with other saws, so named, the writer had failed to learn."

Nevertheless, William Sutherland describes a whipsaw in detail—even to its dimensions, number of teeth, and their spacing. He describes how it is used vertically by two men, one on top of the log or timber and one below it. The drawing used for illustration in Moxon's work indicates a saw with two vertical handles like a two-handed crosscut, but it would be difficult to use in vertical cutting whereas the transverse handle or "tiller" of a pit saw, would be much more practical. It may be, of course, that the real whipsaw had two transverse handles and varied somewhat from the pit saw.

Eric Sloan in his study, *A Museum of Early American Tools*, illustrates a saw with transverse handles which he describes as an "ancient open plank saw" of the vintage of 1600, and a similar saw is shown in a plate of illustrations in an early French treatise on shipbuilding tools of the 18th century, *Outils et Instruments dont se Servent les Constructeurs de Vaisseau*. Many persons, however, have apparently used it as an alternate name for a pit saw. In any event, Sutherland described it as a more practical tool in the shipyard than on a ship, although various inventories seem to indicate there was always one on board any vessel.

Axes, adzes, and other hewing and cutting tools changed very little basically, but the so-called "American adz" with the slender, tapered peg poll was developed in this country. Early adz and ax handles were straight, but after 1800 they began to show the sweep and curves which have been more

familiar to later generations. Early chisels were different from later models only in sometimes having a simpler shape to the blade, and in having a tang fitting on which the handle was fixed rather than being socketed.

Planes were invariably of wood in the Revolutionary period, usually with only a single blade or "iron" and a single wooden wedge. Wood axes were first of English or other foreign design with a long blade and practically no poll or head. American made axes began to show a heavy poll, and many of the earlier English axes were remade by local smiths who welded on a heavy poll. Some believe that this was done to improve balance and striking power, while others hold that it simply gave the tool more versatility as it could then be used for pounding. Saws remained much the same except that the hollow grip, now commonplace, was more unusual prior to 1800.

Most of the day to day jobs for the ship carpenter were small except in the wake of a spell of bad weather or following an engagement. An account book kept on board the U.S. armed schooner *Revenge*, O. H. Perry commanding, listed the tools found necessary to replace between May 30 and December 7, 1810.² There were primarily chisels, files, gimlets, a hammer, and other small tools, broken or lost overboard. It also records activities of the carpenter. He was either building or repairing boxes for the berth deck, repairs to martingale, fishing the main boom, building a hen coop, installing gripes for the gig, building a binnacle, repairing round house, repairing shot boxes, repairing jolly boat, repairs to bowsprit and jibboom, making washboards for the gig, repairing forecandle deck, making a topmast studdingsail yard, making a cooper's shaving horse, repairing cutter, making jolly boat rudder, making mast and sprit for boat, repairs to medicine chest, repairs in forecandle and stateroom, including some new decking, new wardroom lockers and hatch, new lower studdingsail boom, and new flying jibboom.

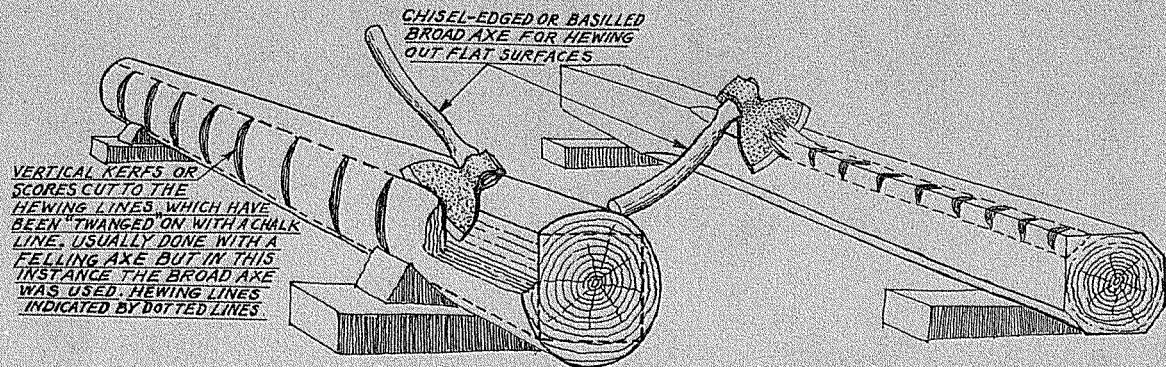
This multitude of projects demanded a fairly wide range of tools, although such jobs as sparmaking were often accomplished with very few. The drawing on next pages illustrates how a bowsprit was made in 1920, just as it would have been done a hundred fifty years before, using almost the same tools—a chalk line, broadax, a slice, a handsaw, a smoothing plane, and a hand auger. The last, of course, was a post-1800 tool, but the other tools were almost identical to those in use prior to the nineteenth century. The log was first squared, beveled down to eight sides, then rounded on the last third. Tapering and shouldering went on as the work progressed. Ninety percent of the job was done with a chisel-edged broadax. A few passes with the smoothing plane were all that was required to finish the bowsprit. On board a Revolutionary War naval vessel more effort might well have been expended on finish, but substantially there was little difference in the extent and method of working.³

John F. Leavitt

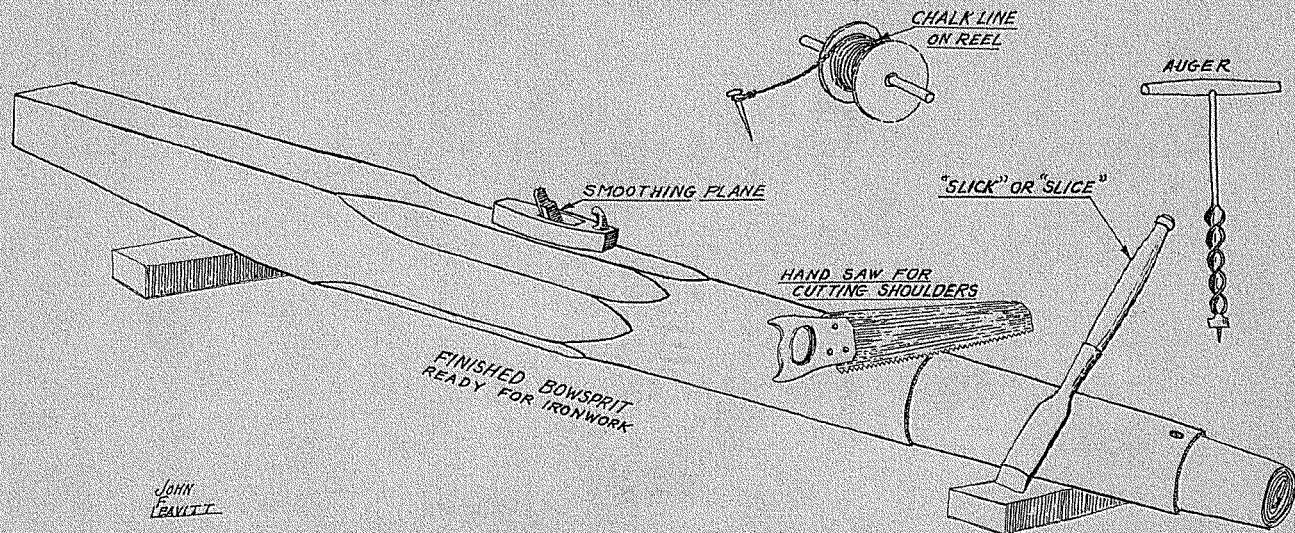
1. *The American Neptune*, XXVI, 1966, no. 2, 141-44, no. 3, 210-14.

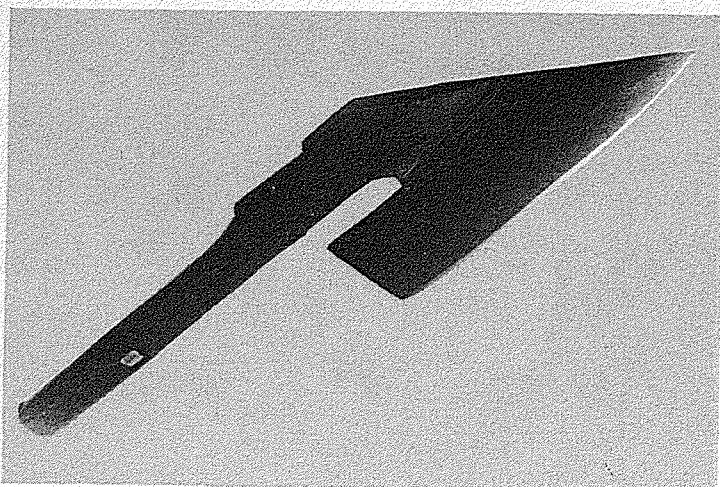
2. MHA.

3. The bowsprit was made by Captain Edward Harper of Rockland, Maine, and the work was witnessed by the author.

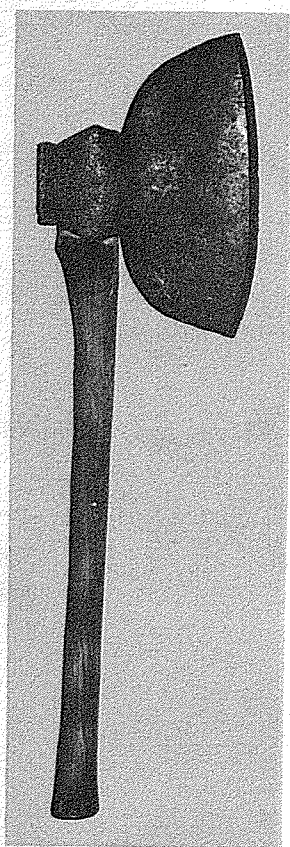


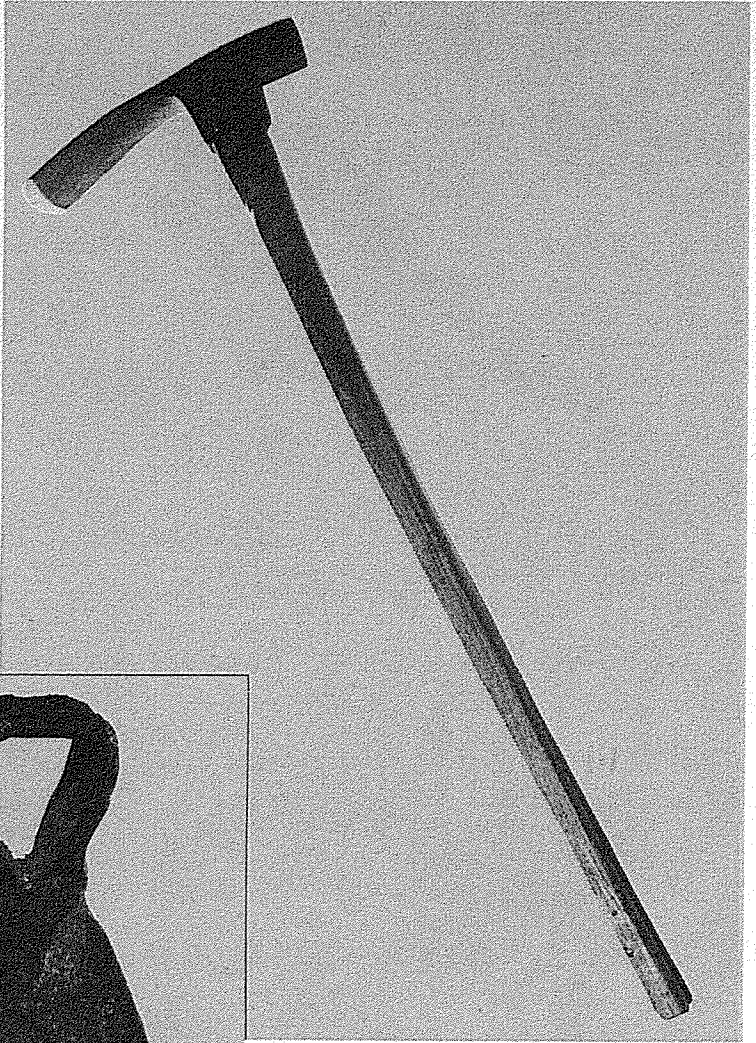
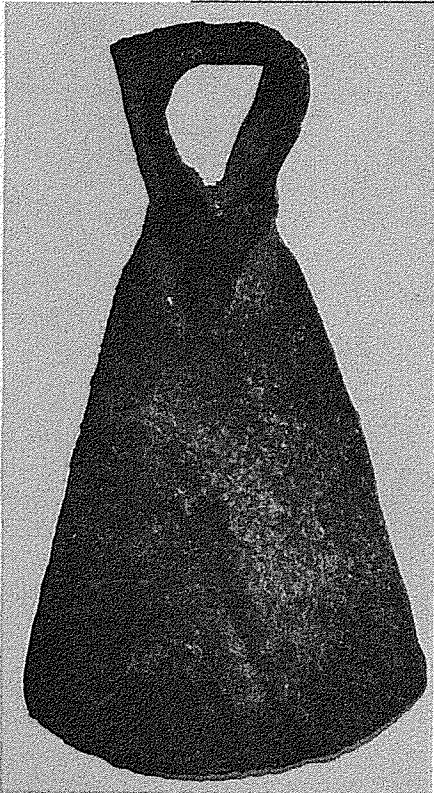
"BARKED" LOG FIRST SQUARED, THEN HEWED OCTAGONAL, THEN WORKED INTO ROUND,
BEING TAPERED AND SHOULDERED IN THE PROCESS - (SEE BELOW)



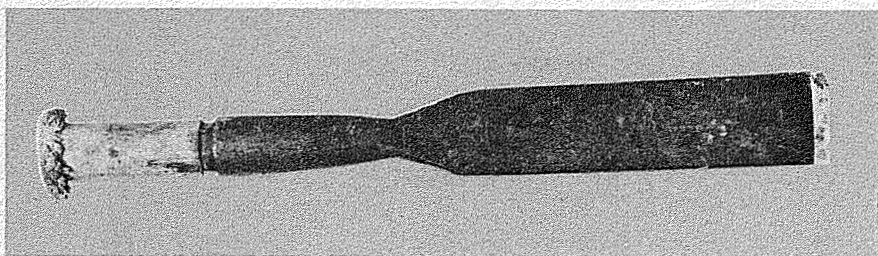


(Top) German style "goose-winged" broadax. (Left) American broadax with basiled or chisel-edged blade. (Right) American handax with chisel-edged blade. Some of the shape has been lost through years of resharpening.

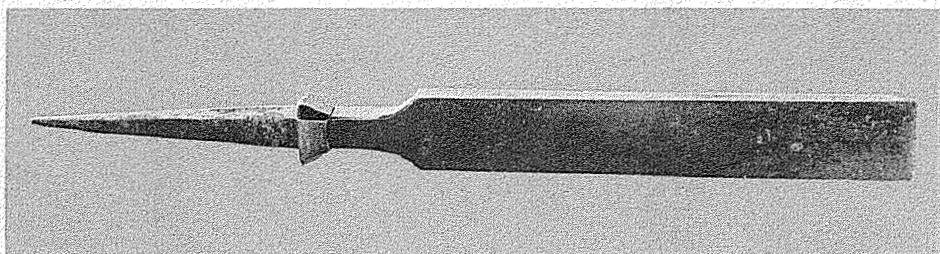




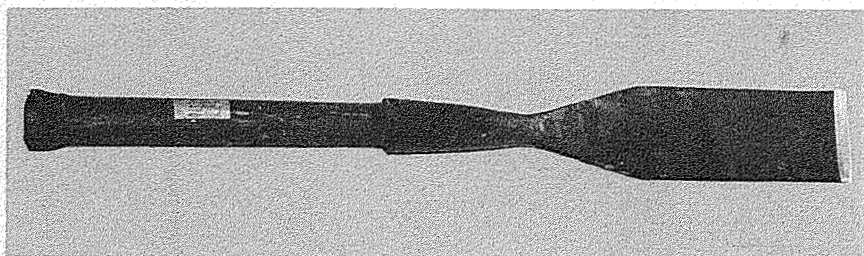
American adz. After 1800, the so-called American type adz with the much more slender and tapered peg poll came to be the principal tool of its type for ship carpenters. (Left) Hand adz without poll. This may be a 17th century tool.



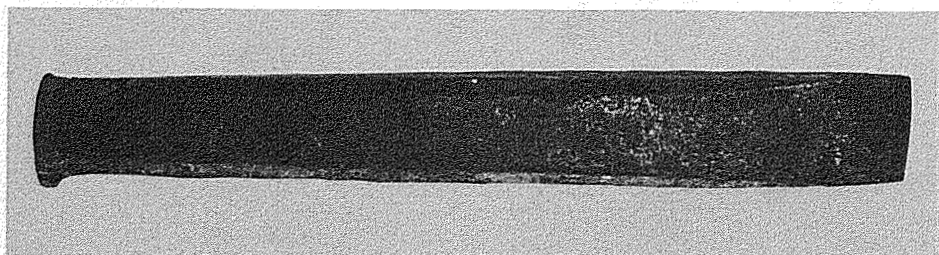
Firmer chisel with tang for bored wooden handle. Courtesy of the Shelburne Museum, Inc.



Firmer chisel with socket into which the wooden handle is fitted. Courtesy of the Shelburne Museum, Inc.

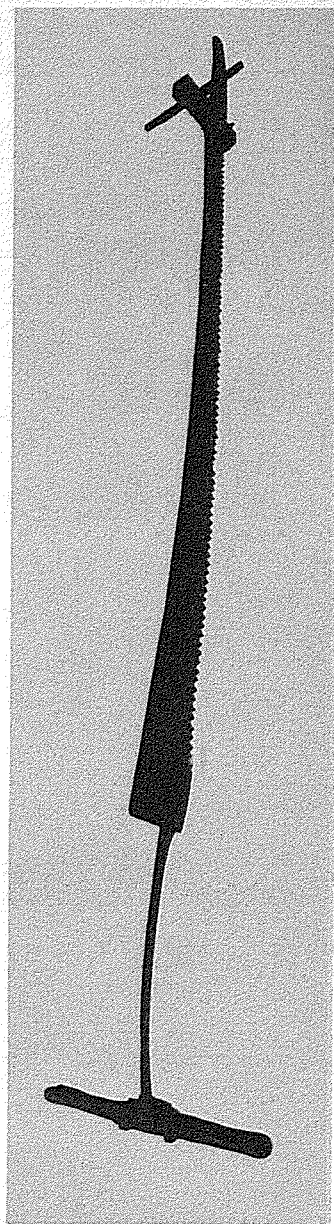
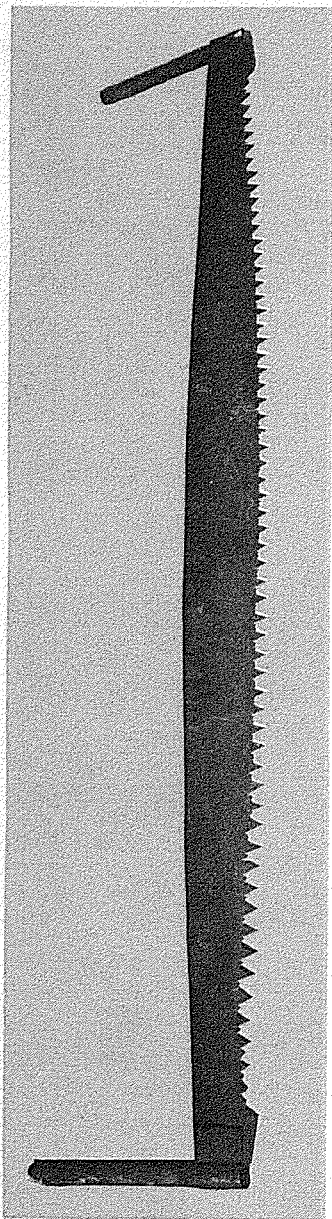


Slick, more commonly called a slice by ship carpenters who used it in a variety of ways not practiced by carpenters ashore.



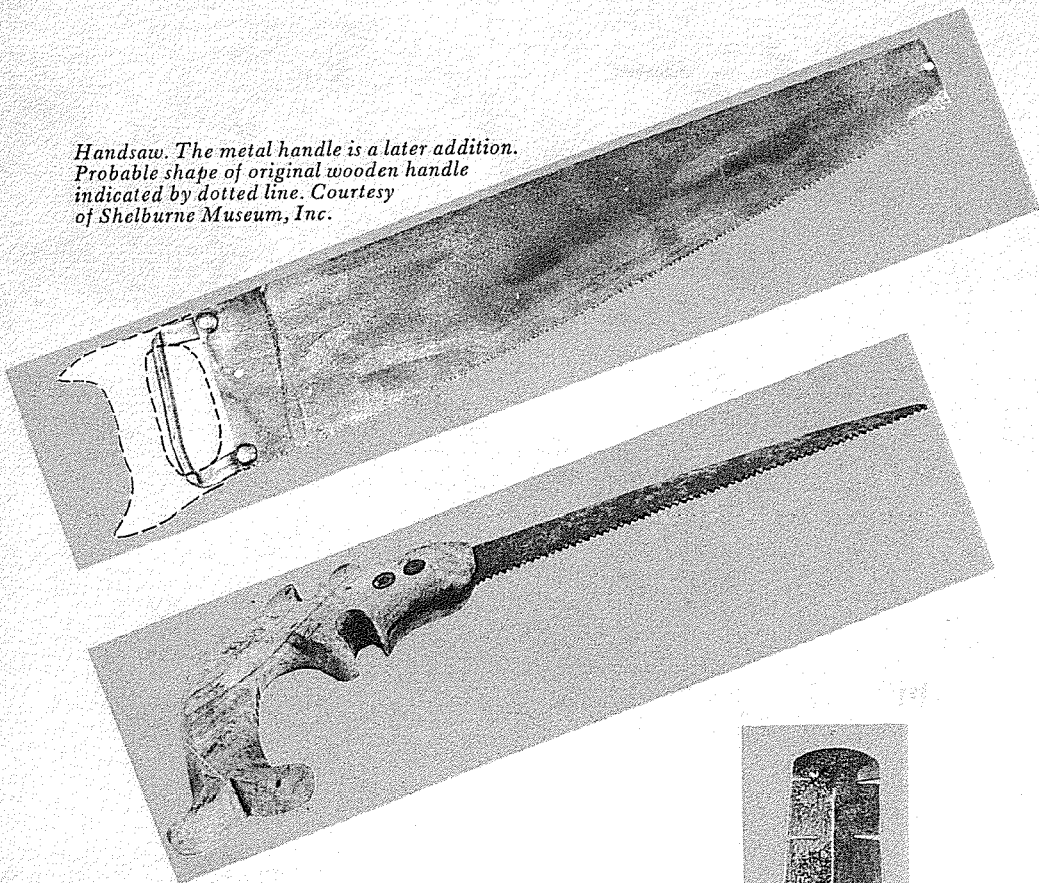
Type of handmade cold chisel commonly used through the 18th and 19th centuries. Courtesy of the Shelburne Museum, Inc.

Two-handed crosscut or thwart saw.



Pit saw. There is reason to believe that it was also called a whipsaw. It conforms very closely to William Sutherland's description of a whipsaw in his 18th century book, Britain's Glory or Ship-building Unveiled.

Handsaw. The metal handle is a later addition. Probable shape of original wooden handle indicated by dotted line. Courtesy of Shelburne Museum, Inc.



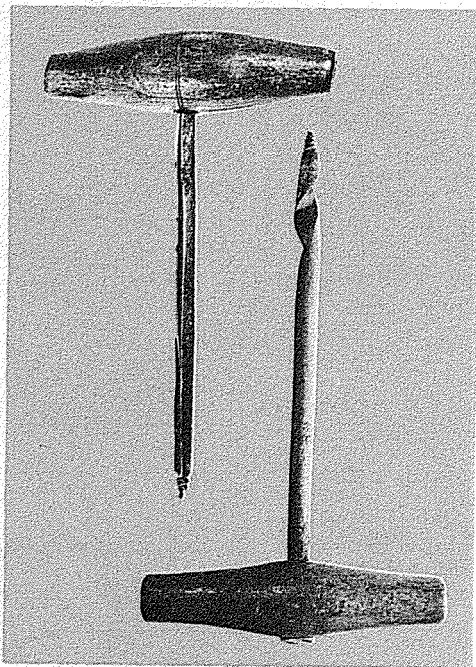
Keyhole saw with an elaborate handmade handle. The blade pattern of this saw follows that of most early saws in the category. Courtesy of the Shelburne Museum, Inc.



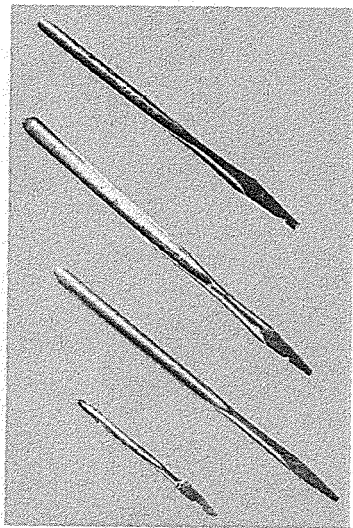
Saw set. Courtesy of the Shelburne Museum, Inc.



Wooden bit stock or brace. This tool is definitely identified as being of the Revolutionary War period. It bears the owner's name and the date 1780.

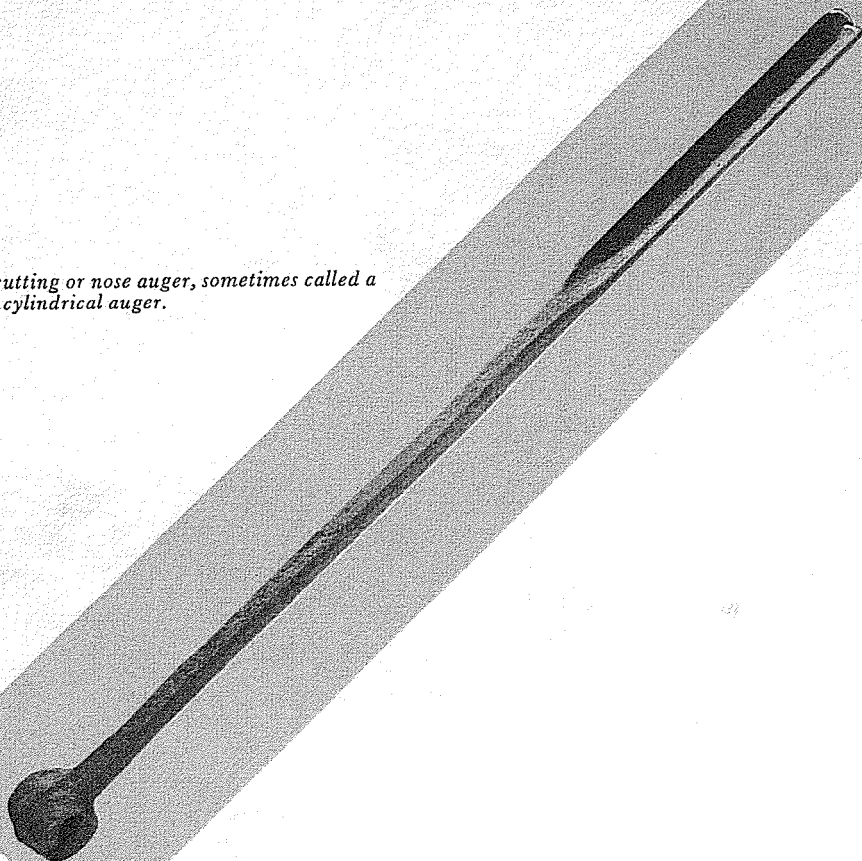


Two types and sizes of gimlets. Courtesy of the Shelburne Museum, Inc.

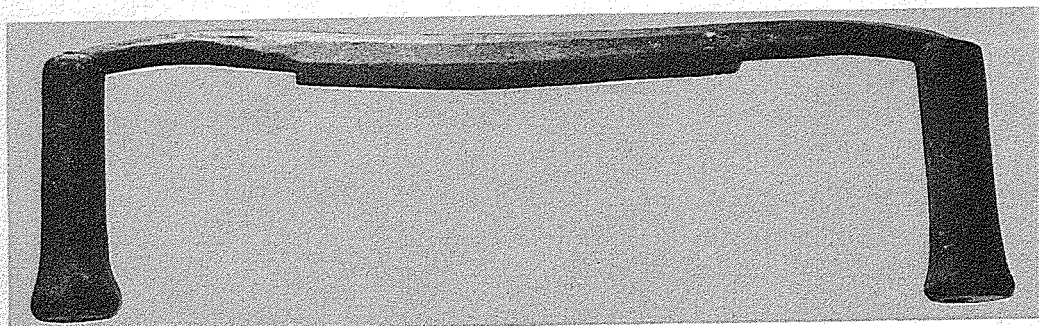


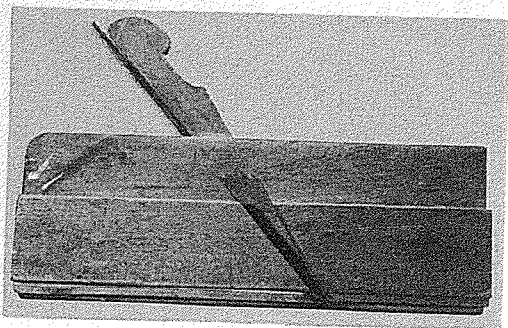
Quill or gouge bits of the type which might have been used in the bit brace shown above. Courtesy of the Shelburne Museum, Inc.

Down-cutting or nose auger, sometimes called a shell or cylindrical auger.



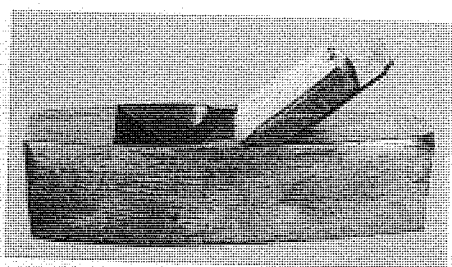
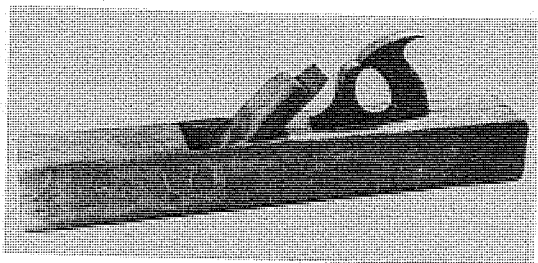
Drawing knife, c. late 18th century.



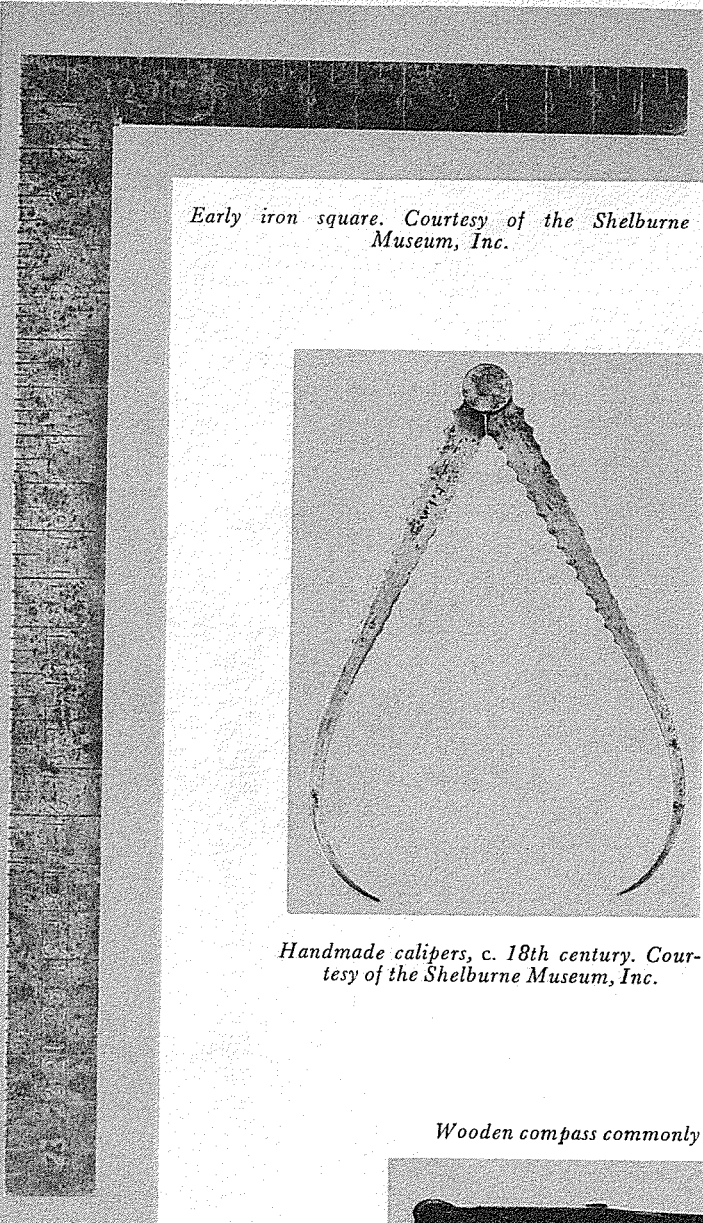


Bead plane.

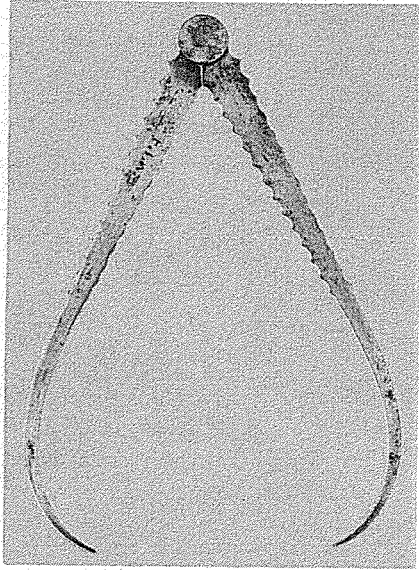
Fore or jack plane. This plane has the single iron (blade) and wedge usually found only in the 18th century tools, although the hollow handle was not too common in that period.



Smoothing plane. The blade appears to be pitched about 45 degrees from the horizontal indicating the tool was designed primarily for use on the softer woods. Courtesy of the Shelburne Museum, Inc.

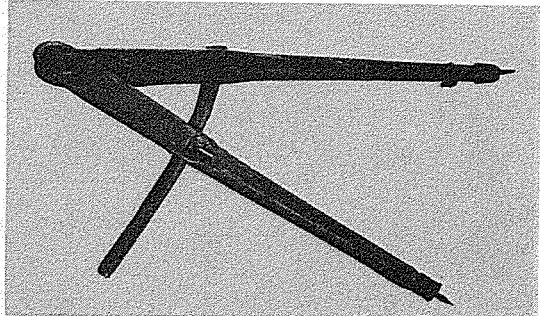
A large, L-shaped iron square with a dark, textured surface, showing signs of age and wear. It is positioned vertically on the left and horizontally at the top of the page.

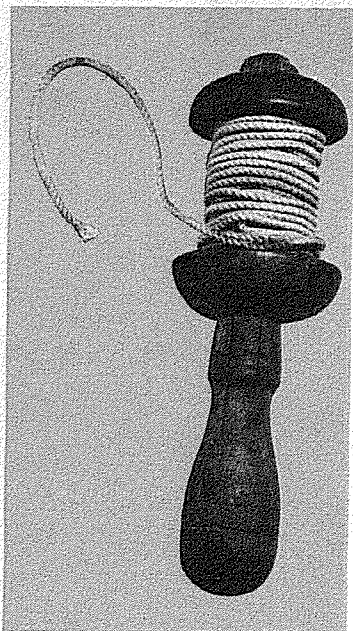
Early iron square. Courtesy of the Shelburne Museum, Inc.



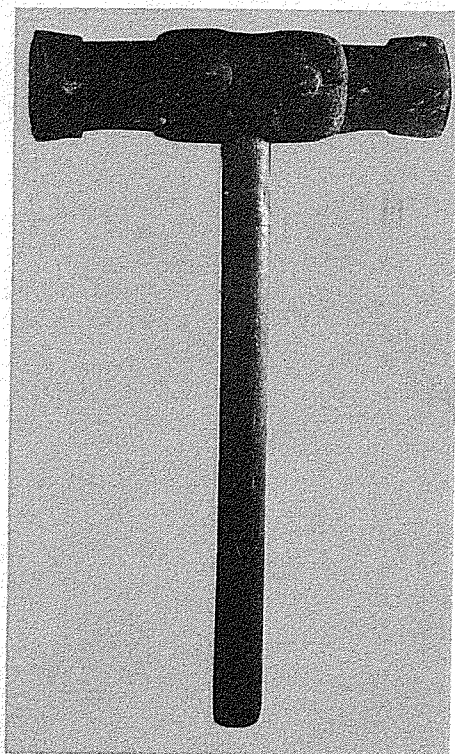
Handmade calipers, c. 18th century. Courtesy of the Shelburne Museum, Inc.

Wooden compass commonly used in ship work.

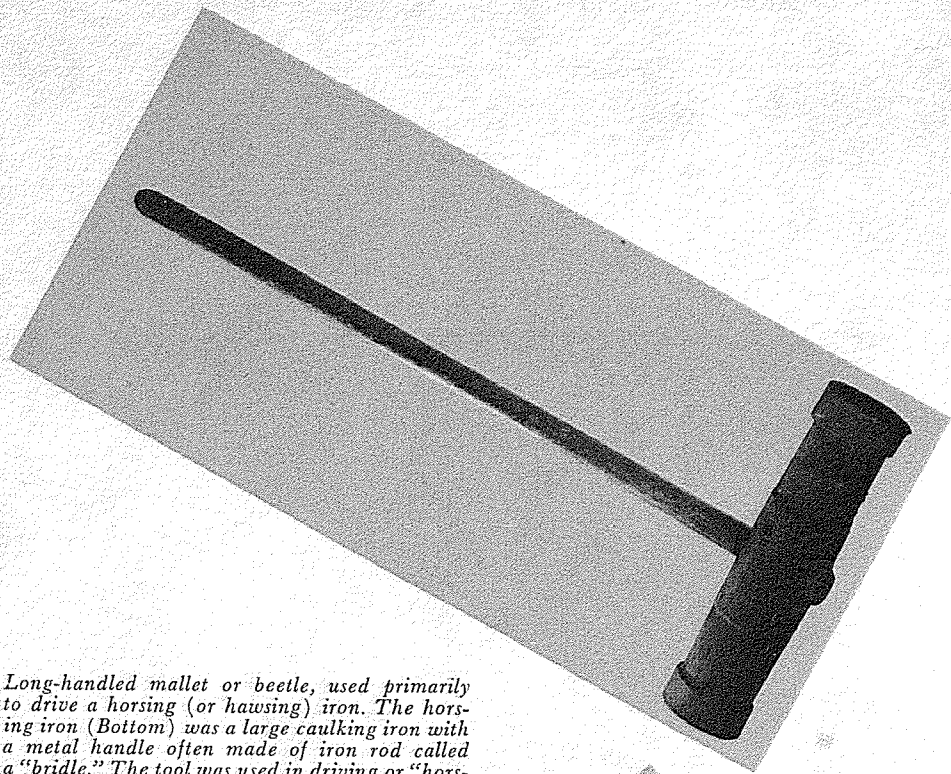




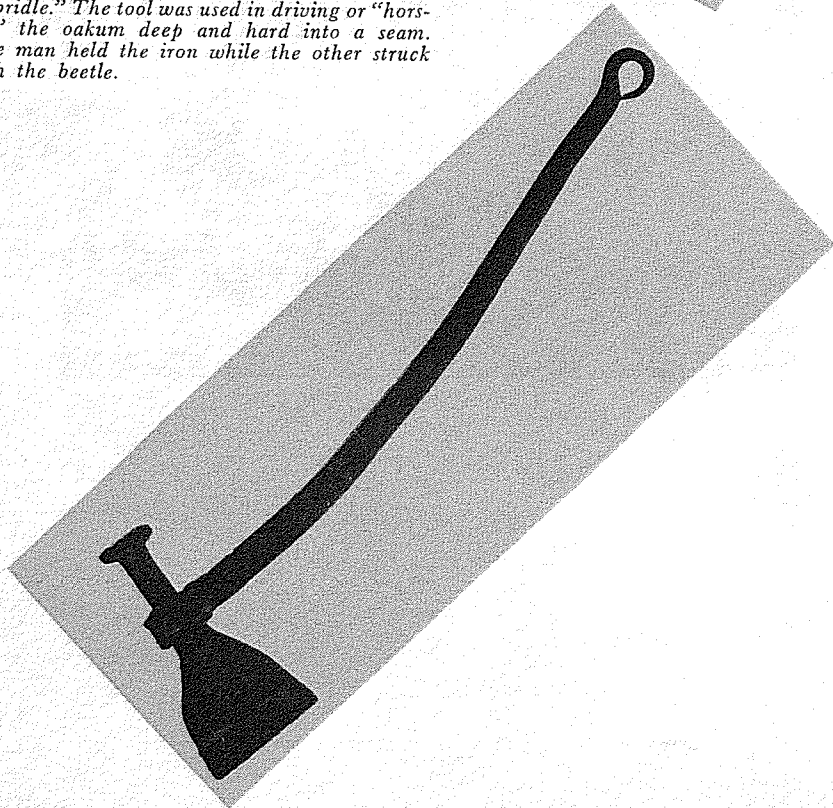
Chalk line on hand reel.

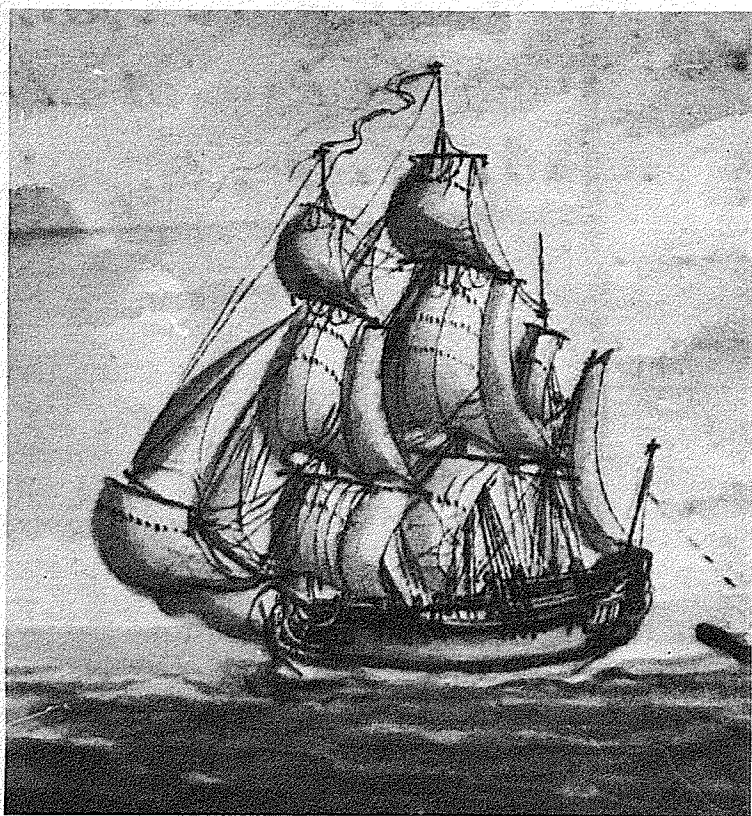


Caulking mallet.



Long-handled mallet or beetle, used primarily to drive a horsing (or hawsing) iron. The horsing iron (Bottom) was a large caulking iron with a metal handle often made of iron rod called a "bridle." The tool was used in driving or "horsing" the oakum deep and hard into a seam. One man held the iron while the other struck with the beetle.





APPENDIX B

DIARY OF MIGUEL ANTONIO EDUARDO

[The Diary was sent as an enclosure to a letter from the Marquis de la Torre, Governor of Havana, to the Minister of the Indies, Josef de Galvez, November 18, 1776. Extracts from the Governor's letter precede the Eduardo Diary in this appendix.]

My dear Sir: Six months and some days after the departure of don Miguel Antonio Eduardo with the commission of which Your Excellency was informed in my letter of 10 May last, he returned to this Port. We have taken great care to determine the causes of his delay, but it remains for me to express regret at the frustration of the purpose of his voyage; that is, he was sent to Philadelphia in order that he might send from there news of the events in the war between the European English and the Americans. He had the misfortune to encounter at the mouth of the river of Philadelphia a Frigate of the King of England, named the *Liverpool*, which detained his packetboat, searched it, and took the money that it carried. All his papers were taken away, except those related to Eduardo's secret mission, which he says he was able to throw into the sea beforehand.

Because Eduardo gave as the reason for his arrival at the Coast the need to repair his packetboat, the Captain of the *Liverpool* sent him, without money and without papers, to Virginia where the Squadron under Captain Hamond was stationed.

He found this squadron at Guin [Gwynn] Island, and, although he was held with the ships of that command from the 31st of May to the 7th of August, he was unable either to repair the Boat or to recover the documents and funds which had been taken from him by Captain Henry Bellew of the *Liverpool*.

In the diary that I include, Your Excellency is able to acquaint yourself with all that Eduardo observed and saw in the time that he was with the Squadron of Captain Hamond at Gwynn and St. George's Islands, the total success of the Americans on all occasions, and the misfortunes of British Arms.

Separated from the English Squadron, he reached Bermuda where he repaired the Packetboat and was supplied with the minimum provisions. From there he continued to the Port of Guarico on the Island of Santo Domingo. There he took on board a cargo of flour for the account of the Agency of Negroes which he brought to this city.

In the midst of all the misfortunes that have caused this project to miscarry, Eduardo conducted himself with much wisdom and caution. He did his true mission, leaving to the English only those suspicions that were aroused by the money that he carried and by a Letter of recommendation that the Directors of the Agency had given him to the House of Willing and Morris of Philadelphia, as well as others of Saint Eustatius and Barbados.

But these suspicions were not sufficient to justify the conduct that Captains Hamond and Bellew followed; that is, retaining the twelve thousand five hundred pesos that the Spanish Packetboat carried and obliging Eduardo and the Captain of the vessel to sign an obligation to pay consider-

ably in excess of the value of the vessel, in the event that their courts declared in favor of a legitimate capture. The Agency is attempting to reclaim the funds that pertain to it through the appropriate judicial procedures; that is, the twelve thousand pesos and the other five hundred which belonged to Eduardo.

I direct to Your Excellency the testimony concerning these procedures with a letter that you will be able to exhibit. In it I protest the outrages and injustice of the English against a Spanish vessel so that Your Excellency may be able to inform those Officials whom it will please His Majesty to have so advised. It will not be reasonable that the Agency for Negroes lose this money which was shipped for the purpose of serving the King under the disguise of Eduardo's commission and for which a ship was also made ready and employed in the project for more than six months.

I conclude this letter, recommending to Your Excellency the merits of Miguel Antonio Eduardo and praying that it will be convenient for you to make it known to His Majesty in order that in his royal pity he will determine to repay Eduardo. He has not been given any salary or assistance in expenditures, except for the thousand pesos that he received at the time of his departure. Of this, five hundred were taken from him by the Captain of the *Liverpool*. . . .

Our Lord grant to Your Excellency the many years that I wish you. Havana, 18 November 1776. Most Illustrious sir, your most attentive servant kisses Your Excellency's hand. Marquis de la Torre.

[Eduardo Diary]

Diary of all that has happened to and been experienced by the Spanish Packetboat, named *Santa Barbara*, the property of the Royal Agency for Negroes in America. The vessel left Havana on the 4th of last May bound for the Port of Roseau on the Island of Dominica. By order of His Excellency, the Marquis de la Torre, Captain General of the Island of Cuba and Governor of the City of Havana, Mr. Miguel Antonio Eduardo sailed on board that vessel. By virtue of that same order, a legitimate reason was provided to change the regular route of a direct passage to one of the New England Ports, replacing it by Philadelphia or another equivalent, for the better security and fulfillment of the mission.

May 4 of 1776

At seven in the morning we made Sail and followed the course of the Bahama Channel in which we experienced high Seas and contrary Winds.

5 We find ourselves sailing out of the Channel.

12 This day we had to decide not to sail to New England because of having a great deal of water in the Bilges, having found the Foremast Boom to be rotten at the throat, and for other reasons. We could not luff the ship, because we lacked a sail for the mizzen. We had also broken some of the Main Shrouds and lacked the Tackle to repair them. The main downhaul was in very bad condition. Considering the accommodations that the Port of Philadelphia could provide and the Recommendation concerning its use in the event of an emergency which we carried from the Directors of the

Royal Agency, as well as the certainty of finding there Warships of His Britannic Majesty which would assist us, we resolved to make for that port although some distance from its parallel.

May 23

At sunrise we reached the Light that is at the entrance of Delaware Bay at Cape Henlopen, one of them that form the entrance to Pensylvania, and 29 leagues distant from Philadelphia by river. A Frigate of War of His Britannic Majesty, the *Liverpool*, 20 Guns came out of the river's mouth to intercept us. She fired one shot without Ball and signaled us to drop Sail. Before we could come Alongside, she put out an Armed Boat with a first Lieutenant, who, determining our destination, took all the papers and documentation we had and with them escorted the Captain and me to the said Frigate. Her Captain sir Enrique Bellus [Henry Bellew] received us coldly for having the audacity to carry money to the Americans. He ordered us to return to our Vessel, which was now anchored near the Frigate and to remain there until the following day in order that he might examine the papers.

May 24

Early this morning the Lieutenant came On board our vessel with other Naval Officers. They took the four Chests of Silver and me to the Frigate. They made a new Search from Bow to Stern. On board the Frigate, I found the Captain more friendly and waiting to take tea with me. After many promises and expressions concerning the security of the 12,000 pesos of Silver which the Americans might take, he informed me of the impossibility of assisting us there. Rather, it was necessary for us to go to Virginia, where there was a squadron of more than 100 Vessels and where we could be offered whatever we needed. I agreed to this, requesting that he give us a person acquainted with the entrance. He supplied me with a Pilot, repeatedly and insisting to the end that I must remain on board my vessel and that we would find ourselves in Virginia in about eight days. At the same time he assured me that my being on board was most irregular. Returning once again to the discussion of the papers and the money that he had taken from me, he told me that it was necessary to retain them on Board. He gave me a receipt for the four Chests with the 12,000 pesos of Silver. Of all that he had taken I was able to get him to return to me only the Embarkation Passports and my own. I told him that without those I would not put out to Sea. He gave me permission to return to the *Santa Barbara*, in order that we both might be ready to make Sail that afternoon. At the moment of leave-taking, I asked that he provide me with a recommendation to the Commandant in Virginia. He told me that he would do it and begged me to give him all the provisions that I was able, his being very scarce, and that they would replace them abundantly for me in Virginia. We sent two Barrels of Beef, two of Rice, Bananas, Pineapples, Oranges, Lemons, Melons, Yams, Manioc and other small amounts of goods. Later, he sent a request for five Barrels of molasses, which I sent him. At three in the afternoon we made sail with the Frigate, but the

Wind shifted to the South, very bad for us, so we returned to anchor after Sunset where we had been before.

May 25

This morning they returned to Search us with the greatest care, leaving nothing unturned, unfolding even the bedsheets. The smallest paper was inspected. All this originated in the suspicion that we had on board things of great consequence, having inferred as much from the Letter of recommendation for Philadelphia and the similar ones for St. Eustatius and Barbados. Deceived by these, they made us show how much money we had in our Coffers and in the Chests of the Crew. On this occasion they took from me the 500 pesos that I had in my chest for emergencies. This seizure Captain Bellew atoned for by a very friendly Letter, making a false show of the motive that really moved him, and he gave me a quarter of a Suckling Pig and a Goose for the next Feast-day.

May 26

We made Sail at five in the morning, and at 9 on the same day the Frigate left us, wishing us a good voyage to Virginia, toward which destination we continued alone.

May 29

At 10 in the morning we entered the Mouth of Virginia in which met the Frigate of War *Oter* [*Otter*], 20 Guns, Captain [Matthew] Squire, and a sloop of 10 Guns, its escort. They made us anchor and came on Board us, telling us that the Squadron had gone from Norfolk to Guin [Gwynn] Island, which was farther inland. We were to direct ourselves there. At 3:30 in the Afternoon we made sail, and convoyed by the Sloop we set off in that direction until nightfall, when we anchored, the sea being against us rising.

May 30

We started at noon today and we sailed until 9 at night, when we anchored near Gwynn Island, next to His Britannic Majesty's Ship of War *Roebuck*, 48 Guns, under Commandant Andrew Hamond.

May 31

Very early in the morning a Boat was sent with an Officer to escort the Captain and myself on board with whatever papers they might find. We suffered again the Search of Chests and Papers, as well as in everything else. When we arrived on Board, we were asked various questions concerning the papers that we carried and other matters. We were offered a Pilot to take us within, where the great Squadron was anchored.

June 1

At 5 in the morning a Negro pilot came on board with orders to take us inside. We then made Sail and at noon Anchored within the much boasted about Squadron of more than 100 vessels. There appeared among them vessels known to me: the Frigate of War *Jovie* [*Fowey*], 22 Guns, Captain Montegui [George Montagu]; one of the Fleet Armed for War with 6 guns, the *Donmore* [*Dunmore*]; 3 of the transports, 3 similar merchantmen and

the remainder, completing the number of Barks, Schooners, Sloops and numerous large Boats.

As soon as we anchored, we sent to present our compliments to the Governor, Lord Dunmore, on Board his Frigate, which was also his residence. He asked us various questions. Being satisfied with our requests and our needs, he told us that Maritime matters were in charge of Commandant Hamond, to whom we should proceed with our requests for assistance. He said that we should not wonder at the small number of their forces on land, because it had not yet been eight days since they had begun to prepare Fortifications to prevent assault by the Americans, the Mainland being distant from the Island only a rifle shot in places.

June 2

I went to inform the Commandant what the Governor had told me, but, having seen him come in the afternoon to one of the Transports, I went there to speak to him. He replied that he had tried to notify me that afternoon that one of their Officers would come on Board us to inform me of his decision. This attitude did not make me feel very easy.

June 3

At 7 in the morning one of Commandant Hamond's Lieutenants came on Board and brought his Vessel's Carpenter to inspect the Ship and the Mainmast Boom. The Lieutenant told me of the Commandant's order for us to prepare our defense in order to be judged by the Vice-Admiralty Council, when the Frigate *Liverpool* arrived. I replied, if he would deliver to me the Arms that I had on Board the Frigate, I would prepare for Battle with the great expectation of being victorious. There was a new, though general search, of the vessel, even to moving the Ballast. However, this work having proved fruitless, they made a great show of pretending to seal the Hatches to the Hold. The Carpenter secretly prepared his report (as it would be most favorable) and delivered it to the Lieutenant, who also took the Captain's Diary so that he might examine it. They left after the supposed ceremonies ended.

June 12

We went to see the Governor to ask permission to cut down a Tree for the Boom, since the Carpenter, Master John Frost, had found that the one we had was useless for sailing. Also, the Carpenter would get one from the Island for us, if the Governor approved. We found the Governor and Commandant Hamond together on Board a Sloop. Having listened to our petition, the Commandant replied that we should not Cut anything until the *Liverpool* arrived, which would not be more than three days hence. Meanwhile he invited us to dine with him, which we did. I did not like his reply but did not wish to oppose him in any way in this request.

June 16

I was invited to come and dine on Board alone with the Governor and various other persons. I repeated my plea for some attention to our delays. He replied that he was very surprised at the delay of the *Liverpool*, the ship having long since been ordered to leave her station.

June 21

A small Vessel from the Capes of Philadelphia arrived, as a consequence of which I was directed to appear the following day on Board her, an event that caused me to expect news.

June 22

I went on board that Vessel very early and noted the beginnings of a change. It was as if the Captain and his Lieutenants were doing me some favor. After having cleared the Cabin, the Captain closed the Door and asked me to be seated on a Couch. He told me that it was very difficult for him to tell me the news that he had received (even though this struck fear in my Heart, I did not reveal it in my reply), but, by virtue of the fact of his assistance, he did not expect it to be all bad. He continued by saying that the Frigate *Liverpool* had gone to New York for supplies. For this reason, her arrival in Virginia would be much delayed, and it would be most convenient if we could continue in our vessel, the *Santa Barbara*, to Halifax in Nova Scotia (the only Port in this Continent as far North as [latitude] 45½ degrees and a Garrison lacking everything). I refused firmly, calling his attention to the long and dangerous Voyage (I did not doubt that it was in the hope that we would perish), to the inadequacies of our Vessel, Mast, and Rigging, and to how advanced the Season was for us to continue to that destination. Moreover, he had all our documents, and he should make amends to us for his ill-founded assumptions regarding the Frigate *Liverpool*. Indeed, he should sympathize with our situation and take some means that might be more favorable to us. When I was about to describe further the poor condition of the *Santa Barbara* (fearful always that another Vessel from Havana might appear and reveal our destination that had cost us so much to hide), the Captain told me that he would take up the matter with the Governor and that I should return for the answer within two days. At this I retired.

June 23

The Governor invited us to dine on board his Ship, where we met Commandant Hamond and other Officers of the Navy and the 14th Regiment. I had planned to throw caution to the winds that evening, but because a Frigate of War convoying a Transport appeared, the meal was cut short, and the party left in the Boats of the Lord Governor and Commandant Hamond. We, too, returned to our vessel. The morning revealed the Frigate *Oter* alongside the *Fowey*, lying off the mainland and trying to halt by a bombardment the American's work on their Fortifications. These constituted the enemy to the Royalists on Guin Island. The latter force consisted of 250 able bodied men, the remnant of the 14th Regiment, and 300 Negroes who had fled the Americans to their freedom, called the Etiope [Ethiopian] Regiment. All were subject to the orders of Lord Donmore, the Governor. Dozens died daily from Small Pox and rotten Fevers by which diseases they were infected. This afternoon the Frigate *Fowey* left for Napolis [Annapolis] to seek Governor Ecten [Eden] formerly of Mary-

land, who had obtained permission of the American Congress to leave with his possessions when he wished.

June 24

We went ashore on Gwynn Island to see the works of the Royalists. I came away wondering at the little or no resistance that so small a number of men could be expected to present and all so diseased. Consequently, I said to myself that they would be forced to leave any day now, fleeing as from Norfolk, where the greater part of the 14th Regiment had been sacrificed.

June 25

We went on board the Commandant's vessel (they had put us off by saying that they were very occupied with the Transport that had come with supplies). We met the Governor there. After having greeted us, the Commandant went to the other Side of the Quarterdeck, and, having taken my left arm in his right to guide us there, he said to me, "Dear Eduardo, good news." (This seemed a good omen for the matter that was pending, although it turned out differently.) [""] The *Liverpool* is without supplies or food in New York, since these have come here in this transport. Therefore, she must come here for them. She ought to be here any day now, and, when she arrives, everything can be taken care of.[""] He advised me however, to use my provisions as sparingly as possible so as not to exhaust them. He offered to help me in everything, especially with the abundant Beef and Pork, but, at the same time, having been advised from the Tops that there were Sails on the horizon, they began to make Sail. Wishing them well, we retired to our own Vessel.

June 26

Various small Vessels went to the Maryland Shore in search of cattle and of various individual Americans who had wished to see Independence happen, as it had been promulgated by the order of the Congress of the Province, as well as by the Majority of the 13 united provinces.

June 28

Some of the Guns of the *Otter* were put aboard the Frigate *Donmore*, which relieved it of the post on which it had been stationed, in order that it might retire farther away from the island.

July 5

The Americans on the mainland showed their fortifications with five Casements fronting on those of the Royalists on Gwynn Island. They called to them, and a Boat went to the mainland that brought back some written document, but I know nothing of the matter, except that it was a demand for a general retirement from the Island. Then they sent to all the Ships (not missing ours) for men to work on the Fortifications that night.

July 7

They asked again for men to work [with] the Royalists on the works. Some 350 persons arrived from Maryland, and they were formed into a new Regiment named the Queen's. The Frigate *Fowey* arrived with Governor Eden; also a Sloop came in from Florida. They told of having

encountered a Squadron that was carrying 30,000 troops that were en-route there.

July 9

At 7 in the morning the Americans began firing from their Fortifications, and from another site they began firing with two Cannons of 12 and 14 [pounds]. All directed their fire at the Frigate *Dunmore* (it is against this official that the Americans show their greatest rancor). At the second shot the Frigate slipped her Cables and retired some distance, but this maneuver was not quick enough to avoid receiving over 14 Shot in the Ship. At this sight we and all the ships retired (without preserving any order) to the other end of Gwynn Island which has a circumference of $2\frac{1}{2}$ to 3 leagues. But the fire from the mainland continued with the greatest liveliness for as long as the Artillery could reach us. The Royalists did not consider anything except a rapid retreat, abandoning everything in the greatest confusion.

July 10

Early in the morning all the troops abandoned the entire island, leaving behind various Supplies, equipment and material of War. At midday the Americans went there and set fire to everything that remained. A general Order was given for all Ships of the Convoy to anchor near the *Fowey* and the *Roebuck*, Which was accomplished that afternoon. Those vessels that could not comply were burned.

July 11

At 8 this morning the Convoy made Sail, consisting of 96 Vessels of all sizes. We followed a course to the North until 8 in the evening, when we were told to anchor some distance from land, having sailed about 16 leagues. Then a strong wind struck us from the North and high Seas, causing us to fear the lack of Cables. It lasted all night.

July 12

We weighed Anchor at daybreak, as did two-thirds of the Vessels of the Convoy. Some had foundered; others had Beached and were in the hands of the Americans. Others, dismasted, were abandoned. At 6 in the evening we all made Sail, and at 7:30 at night we anchored again some 4 leagues farther North and near St. George's Island.

July 13

The Frigate *Fowey*, with Governor Dunmore and Commandant Hammond on board, left to reconnoiter the Port between St. George's and St. Mary's, Maryland.

July 14

At daybreak all the Convoy made Sail, and midday we anchored off St. George's Island.

July 15

A general order was given for all to go to the Island for water (on which there were only three Wells). Some 350 troops of the 14th Regiment, Queen's Regiment, and the Ethiopians disembarked. All of them undertook a grand sack of the few Houses that had been abandoned by their

owners that same morning, taking all the Cattle with the exception of a small number of sheep and pigs.

July 18

The *Roebuck*, the *Dunmore*, two Transports and a Sloop with all the empty Containers there were in the fleet, went up river for water for the Convoy. This morning I presented a Petition to Commandant Hamond for supplies which we needed. I commented on the little effect that his promises concerning the arrival of the *Liverpool* had had. I do not know the reason or motive for keeping my money on Board. It cannot be other than to enrich himself. He sent to me to ask for a large Boat, and he sent it back with food for a month (according to what he said) and two-thirds of the other scarce rations, but the Bread was spoiled, broken into crumbs and useless.

July 20

An emissary left the Mainland and went to the Frigate *Fowey*. He was received by her Captain, but the Boat left without a reply. The request was naturally to abandon the Port, according to the rumor that swept the Convoy.

July 23

The Americans invaded St. George's Island and caused all those who were there taking water to retreat precipitously, abandoning the Containers, and with the loss of some dead, various wounded and others Prisoners.

July 25

The Royalists returned to St. George's Island for water (they did not have any more to drink), supported by a Sloop of 10 Guns that drew near it, as well as by the battery of the *Fowey* which continuously bombarded that part where the Americans could be seen. The Royalists avenged themselves on the Americans by setting fire to all the Houses, fields, and Woods on the Island.

July 26

Many members of the Convoy moved farther to the South having learned that General Lee had arrived with the Troops that had forced them recently to retire from Guin Island.

July 27

The remainder of the Convoy continued to retire with the exception of eight ships destined to be burned which remained stranded at the Island. The formation of an entrenchment on the Mainland was observed from which distance the *Fowey* was closely watched.

July 28

Firing broke out from the Fortifications at 7 in the morning some of the Shots falling very close to the *Fowey*, but of the seven shots, none reached her. At 9 there appeared a Frigate of 20 Guns and two Armed Schooners of the Americans which anchored a short distance away, and although the *Fowey* made sail in pursuit, they did not move until the *Roebuck*, which was coming with the water, fired on them, but none of the shots were able to reach them. Since our Vessel was the last to leave, we observed

everything that went on in the Earthworks, especially the ample number of well-dressed Women who walked about without hesitation. Because of what might happen in the future, we always manage to show our Flag every Sunday in the hope that those on land would realize we were Spanish.

Jul 30

Commandant Hamond called me and told me that the Convoy was going to break up the following day and that we might elect to go to Halifax or to St. Augustine, Florida. I repeated the inability of the Vessel to put to Sea, as he could come and see for himself (in the hope of finding out if he would leave me there to make repairs). He replied furiously to this, saying that he was unable to give me any help. If we did not wish that choice, then the other was to take ourselves to Havana, having delivered that very day the value of the Ship *Santa Barbara* in bond in the event of a condemnation decision. If not, he would take us all on Board one of the Warships, until he had means of sending us to England and then set fire to the *Santa Barbara*.

I leave it to the most prudent to decide what one should have done in a similar situation. I told him that I would prefer to risk my life in such evident danger before I saw a Spanish Ship of the Company of the Royal Agency burned, especially one that had served its Nation so well and without the least cause for such treatment. Thus, he should prepare the pledge that he wished me to sign. With that we parted until the following day.

August 1

We presented ourselves on Board the Commandant's vessel very early in the morning and were taken directly to him. I signed the Document before him and, as I wished a copy, I asked that one be given to me. I also asked that he authorize me some additional foodstuffs, but I was able to obtain little more than about 50 pounds of salt pork.

August 1

I went on Board and delivered to the Commandant a protest, with attachments, that set forth all that has happened to us since our arrival (I kept a copy). I closed by saying that it ought to be placed in the hands of the Captain of the *Liverpool*, Henry Bellew, in order that it might be officially sealed as it was and that it be exhibited with the rest of the documents that had been taken from me in Delaware Bay.

The Order to the Convoy to make Sail was repeated, but it had no effect because of contrary winds. That night 16 Ships were burned and another three or four were driven ashore by the high Seas, because they lacked Cables, the Wind having risen about midnight.

Today we went to take leave of and bid farewell to the Governor, Commandant and Captains of the Warships from whom we had received some assistance, although it was only in words.

August 2

At midday all the Convoy made Sail, after six more Ships had been burned. The first night we all anchored 8 leagues from St. George's to the Southwest in the lee of the capes and the Entrance to Virginia.

August 3

At sunrise all the convoy made sail with a fresh North wind, continuing to the capes.

August 4

At 8 in the morning the Convoy anchored near Cape Henry. In the afternoon we continued to the Cape with some 30 Vessels bound for Florida, Bermuda and the other America. We left with them for our destination, Havana.

August 5

At sunrise we made Sail with the 30 Vessels under the convoy of the Frigate of War *Otter* and a Schooner that were to escort those going to Florida. At 8 in the morning a Boat from the *Otter* came to inquire how much water we had. I told him sufficient to get to Puerto Rico, which was our nearest Port, although some distance away, but that I feared that we would perish for lack of provisions of which we were extremely short.

August 7

We left the Convoy.

August 8

We were hailed by a ship of 60 Guns on a Northeast course with a Penant at the Mainmast; also one of 30 guns; two Frigates of 20; two Packet boats, and a Sloop. This was the Squadron under Sir Peter Parker which was en route to Generals Corwalles [Cornwallis] and Clinton with 50 [5000] men who had been forced to retire from South Carolina with the loss of a Ship, the Mainmast of the Flagship, her Captain, some crew and some troops. They were en route to New York.

August 10

We decided to go to Bermuda, because in the six days that we sailed near the Coasts, we were frequently Becalmed. Our provisions were running very low, the sides and seams were cracking or opening, and the Mizzen Mast was broken.

August 21

At 5 in the afternoon we sighted Bermuda, and at 10 that night there came alongside us a Brig of 14 Guns of the American Congress, which fired a shot at us to make us stop. In order to verify our Character, a Boat was sent to us which took the Captain and me to the Brig, but when they saw our Passport from Commandant Hamond, we were returned to our vessel and continued to the Island.

August 22

At 1 in the afternoon a Pilot came on board and steered us to the Entrance to the Port of St. George, where we anchored at 6 in the evening.

August 23

At 3 in the afternoon we made Sail and anchored inside the Bar.

August 24

Early in the morning we began to warp ourselves in and at noon we tied up near the Town of St. George. We went ashore immediately to present ourselves to the Governor, who offered to help us in every way possible

but said we could expect little food, because they were almost starving. (We found this out, and also that that morning a Frigate of War of 20 Guns named the *Nautilus*, Captain Collings [John Collins] had sailed. She had captured so many ships coming from North America with food that they were now very short; this was very displeasing to the populace which wished that the Americans might come in order that they might surrender to them). The inhabitants treated us with great kindness, particularly the Chief Justice, who provided everything needed for our construction and repair of the Mast, so much so that we had finished by the middle of September. However, fearful of the approach of the Equinox, we planned to leave on the 24th. That day the Governor ordered us to call upon him and told us that we were consuming the provisions that we had been provided. I answered that we should have left that very day, but a contrary wind detained us. The wind continued thus until the 1st day of October, when we made sail for our destination, Havana.

October 14

We sighted Cape San Rafael on the Island of Santo Domingo. Being very short of Meat, Oil, and Sails for the mizzen, with bread we could not eat and other shortages, we decided to put into Guarico to seek help from the Representative of the Agency there. We anchored there on the 17th at Sunset.

October 18

We went ashore to present ourselves to the Commander of the Port (the Governor being absent) and to request his permission to take on board some provisions that we lacked, as we'd not be able to reach Jamaica. We were granted this, although we had to dissuade him from sending us there. In this port we took on board 609 Barrels of Flour which the Representative provided us on credit and which we shipped under the account of the Agency for Negroes. We learned in Guarico that the Americans had abandoned New York City, having taken away beforehand all the cattle and Edibles from the place. The Royalists then took possession of it. In this operation the Squadron of Admiral Howe, Lord of England, took part with an army of 30,000 men (including those who had been in Carolina) under the command of General Howe (brother of the Admiral). They gathered there all the Vessels and Troops that had been in Virginia and Philadelphia; navigation of both these is now open to the Americans.

The Colonials, with an Army of 50,000 men and General Washington, took up positions near the City but a short time later withdrew further to a very advantageous position, where they are now heavily fortified. News is awaited momentarily of a great Battle.

October 25

This day a Frigate from Bordeaux entered the Port, bearing news of having seen a great Squadron off the Port of Lisbon which appeared to be Spanish.

October 27

At 5 in the morning we made Sail for our destination and at 5:30 in the

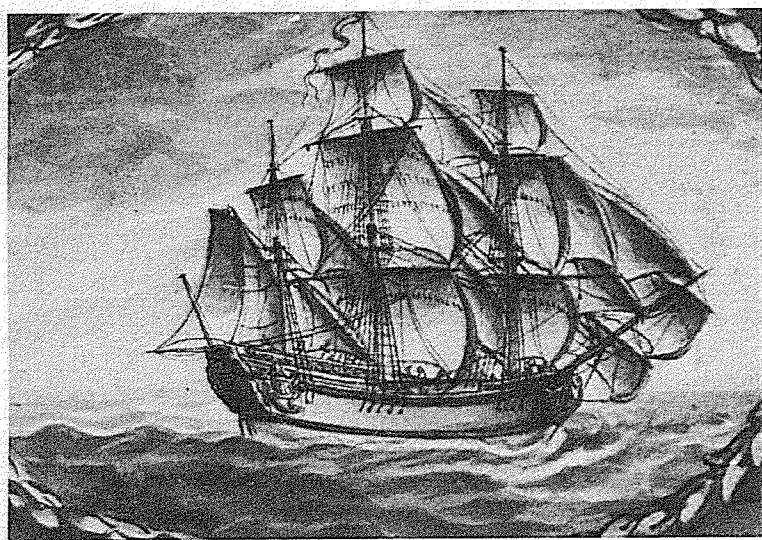
afternoon an English Warship of 50 Guns named the *Antelope* came to hail us. She only asked where we were coming from, where we were heading, and what cargo we carried. Trusting in the high Seas and winds that were then blowing, we replied that we came from Puerto Rico with a little Flour for the Agency for Negroes in Havana, to avoid the inconvenience of search. They left us alone.

October 28

Dawn found us near the point of Maisi and the extreme Eastern end of the Island of Cuba. We were delighted to see part of our beloved land. We continued by the old Channel. Because of the North Winds that we encountered there, we were not able to reach Havana until the 6th of November when, at daybreak, we sighted Morro Castle, and at 7 in the morning we anchored most happily in the Port of Havana, just 6 months and two days after having left her. In that time we had experienced a great deal of hardship, terror and weariness in carrying out with the greatest prudence the Commission entrusted to me.

Miguel Antonio Eduardo

1. AGI, Cuba, Legajo 1227, LC Typescript. Translated by F. Taylor Peck, Washington, D.C.



APPENDIX C¹

Admiralty Office) The present disposition of His Majesty's Ships and Vessels in Sea Pay									
Ships	No. of		Commanders	Lieutenants	When Commis'd	When last discom'd	Ships marked thus	Ships marked thus	Disposition
	Guns.	Men							
In the East Indies.									
Resolution	38	315	Capt. P. Boscawen Lt. Col. H. Maitland	Lt. Col. H. Maitland (Capt. H. Maitland)	1773 5 Sep.	1773 16 Sep.	✓	1773 19 Nov.	
Resolution	26	130	Capt. H. Maitland	Lt. Col. H. Maitland	26 Aug.	30 Aug.	✓	20	
Resolution	20	160	Capt. H. Maitland	Lt. Col. H. Maitland	1773 14 Jan.	1773 31 Jan.	✓	1773 20 Mar.	Under command of Capt. P. Boscawen
Resolution	26	150	Capt. H. Maitland	Lt. Col. H. Maitland	1770 10 Oct.	1771 22 Dec.	✓	1770 5 Aug.	
Resolution	16	90	Capt. H. Maitland	Lt. Col. H. Maitland	1772 6 Nov.	1772 23 Dec.	✓	1772 8 Feb.	
1353									

1. PRO, Admiralty 8/52. These monthly Admiralty lists, while not always reflecting the exact disposition of some ships because of the vast distances from the assigned areas to London, give a wealth of information about deployment, assignment of officers, and the strength of Britain's Royal Navy. This list is dated June 1, 1776.

Ship	1776		Commanders	Partenants	When Commenced	When last cleared	Whether masted there	When sailed from England	Description
	Tons	Men							
At the Leeward Islands.									
1. Portland	50	320	1. H. Young Thos. Linnard	18 th March 11 th Spring 11 th Spring	1775 23 Jan ^y	1775 2 Feb ^y	1775 26 Sept ^r		
1. George	28	160	11 th Young J. W. Young	11 th Spring 11 th Spring	21 Jan ^y	1775 15 Feb ^y	1775 14 Sept ^r		
Wood	24	130	Henry Prince R. B. H. H.	1774 1774	23 Aug ^y	1774 25 Oct ^r	1774 25 Oct ^r	1774 25 Oct ^r	1774 25 Oct ^r
Bedford	26	160	3. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.	1775 6 Dec ^r	1775 11 Dec ^r	1775 18 Dec ^r			
1. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.	100	110	1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.	1775 21 Jan ^y	1775 2 Feb ^y	1775 26 Sept ^r			

In the Mediterranean.

Date	Ship	No. of		Commander	Lieutenants	When Came off	When last cleared	When sailed from England	Disposition
		Gun	Man						
4.	Malwaig	38	320	W. H. Mearns Capt. Black	Hob. A. Mearns Lieut. Mearns Lieut. Pagan	1774 26th Decr	1774 14th Decr	1774 21 July	
6.	Enterprise	28	160	Thos. Dick	Lt. Clark Lieut. George	1775 28th Apr	1775 2nd May	1775 16 July	Under command of Lieut. Mearns
.	Levant	28	160	Geo. Murray	Lt. Gower Lieut. Murray	1775 11th Apr	1775 24th Apr	1775 22 June	
10.	Enterprise	10	80		Geo. Hopp	1775 25th Apr	1775 11th May	1775 23 May	
			320						

In North America,

Under the Command of Vice Adm. Lord Howe.

No.	Ship	Tons	Offs.	Commanders	Post-captains	When Comm'dg.	When last sailed	When sailed from England	Disposition
3.	Boyle	4520	1 Lt. Col. 1 Lt. Col.	John P. Storer John P. Storer	John P. Storer John P. Storer	1776 1776	1776 1776	1776 1776	1776 1776
4.	Chatham	3037	1 Lt. Col. 1 Lt. Col.	John P. Storer John P. Storer	John P. Storer John P. Storer	1772 1772	1772 1772	1772 1772	1772 1772
5.	Constitution	3500	1 Lt. Col. 1 Lt. Col.	John P. Storer John P. Storer	John P. Storer John P. Storer	1772 1772	1772 1772	1772 1772	1772 1772
6.	Monmouth	3500	1 Lt. Col. 1 Lt. Col.	John P. Storer John P. Storer	John P. Storer John P. Storer	1772 1772	1772 1772	1772 1772	1772 1772
7.	Experiment	3000	1 Lt. Col. 1 Lt. Col.	John P. Storer John P. Storer	John P. Storer John P. Storer	1772 1772	1772 1772	1772 1772	1772 1772
8.	Viper	3220	1 Lt. Col. 1 Lt. Col.	John P. Storer John P. Storer	John P. Storer John P. Storer	1772 1772	1772 1772	1772 1772	1772 1772
9.	Orpheus	3220	1 Lt. Col. 1 Lt. Col.	John P. Storer John P. Storer	John P. Storer John P. Storer	1772 1772	1772 1772	1772 1772	1772 1772
10.	Reel	3220	1 Lt. Col. 1 Lt. Col.	John P. Storer John P. Storer	John P. Storer John P. Storer	1772 1772	1772 1772	1772 1772	1772 1772

[illegible]

Rate	Ship	N ^o .	Commander	Lieutenant	When Commenced?	When last closed	Whether marked thus or	When captured from England	Disposition
		Year.			Month				
No. Swan	(said Name)	14	125	Capt. Wm. H. Denny	1768 23 Feb.	1773 13 Oct.	✓	1771 19 June	
Hesper		10	110	Jam ^s . Gannet - J. L. Grove	1775 13 Apr.	1775 2 Aug.	✓	1775 25 June	
Otter		14	125	M ^r . Squier - J. M. Light	1771 10 Jan.	1774 1 July	✓	1774 16 Mar.	
Pierrefisher		14	125	Alb ^t . Lyne - S ^r . W. Fox	1770 25 Sept.	1774 19 Aug.	✓	1771 16 Aug.	
Planes		14	125	S ^r . Standage - W ^m . Barker	1771 29 Aug.	1775 10 May	✓	1775 7 July	
Scorpion		14	125	W ^m . P. Williams - S ^r . Drew	1775 29 Aug.	1778 1 Mar.	✓	1778 22 Apr.	
Inegal		14	125	W ^m . Dunnington	1775 10 Jan.	1778 21 Jan.	✓	1778 16 Apr.	
Lavage		8	80	Thos. Monnerget - Will ^m . Griffith	1772 17 July	1774 6 Mar.	✓	1772 31 May	
Mender	X	10	110	Thos. Mackenzie & Gardner	1763 4 Apr.	1775 5 June	✓	1775 2 June	
Planckow		16	125	S ^r . Collins - S ^r . Brown (S)	1775 14 Feb.	1775 14 Feb.	✓	1775 13 Mar.	
Merlin		16	125	M ^r . Burnaby - R ^d . Bell - W ^m	1775 10 Jan.	1778 26 Jan.	✓	1778 20 Mar.	
A. C. Cherokee		6.8	50	T ^m . Ferguson	1775 16 Jan.	1778 21 Jan.	✓	1778 30 June	

Rate	Ship	V. of		Commanders	Lieutenants	When Commenced	When last discharged	When mustered discharged	When called from England	Dispositions
		Years	Months							
	Ad. Heligap	10		St. W. Darnley						
1.	Magdalen	30		Jos. A. Harris		1775 20 Aug.	1775 26 Sept.	✓		
1.	St. Lawrence	30		Jos. Graves (H)						
1.	St. John	30		St. W. Darnley		1774 24 June	1775 April			
1.	Gaspée	30		W. H. Harris		1773 9 Jan.	26 Jan.			
	King. Hinchinbrook	30		Alfred Ellis						
1.	Polton	30		St. W. Darnley						
1.	Mristol	50	365	Comdr. J. W. Harris John Harris St. W. Darnley St. W. Darnley	Comdr. J. W. Harris St. W. Darnley St. W. Darnley	1775 13 Oct.	1775 13 Oct.	✓	1775 24 Dec.	
6	Adams	20	200	Comdr. J. W. Harris St. W. Darnley	Comdr. J. W. Harris St. W. Darnley	1775 14 June	1775 30 Sept.	✓	1775 24 Dec.	Comdr. J. W. Harris Comdr. J. W. Harris
	Lycer	20	200	Comdr. J. W. Harris St. W. Darnley	Comdr. J. W. Harris St. W. Darnley	1775 10 Aug.	1775 24 Sept.	✓	1775 24 Dec.	
	Solway	20	200	Comdr. J. W. Harris St. W. Darnley	Comdr. J. W. Harris St. W. Darnley	1775 25 July	1775 10 Oct.	✓	1775 24 Dec.	

No.	Ship	T. of		Commander	Lieutenant	When Commenced	When last closed	When made this year	When made from England	Disposition
		Jan.	Nov.							
6.	Active	20	200	W. Williams	Edw. Pike	1775 8 Oct.	1775 10 Oct.	✓	1776 9 Jan.	Under command Gen. J. P. Parker.
					W. Hamble					
	St. Johns	20	160	Arth. Ward	Geo. Bowen	25 Oct.	25 Oct.	✓	6 Jan.	
	St. Hawks	10	110	W. P. Cooper	W. D. Brown	10 Aug.	16 Sept.	✓	1775 26 Jan.	
	St. Hawks	8	80	J. A. Price	Robt. Deane	26 Oct.	7 Dec.	✓	29 Dec.	
		12100								

No.	Ship	Tons	Hull	Commander	First Lieutenant	When Captured	When Lost or Sunk	When Recaptured or Found	When Recaptured or Found in England	Disposition
<i>Foreign Cruizers.</i>										
5.	<i>Pallas</i>	36200	W.M.	Commodore Wm. B. Allen	1770 26 Sept.	1775 11 Oct.	✓	1775 16 Nov.		
					<i>Gabriel D'Arny</i>					
	<i>Arcturion</i>	32180	W.M.	Commodore J. B. Smith	1775 29 June	1776 2 Feb.	✓	1776 2 Feb.		
					<i>John Bagg</i>					
	<i>Phoebe</i>	32180	W.M.	Commodore Wm. B. Allen	1775 24 Oct.	1775 24 Nov.	✓	1775 24 Nov.		<i>Under private order</i>
					<i>William Bagg</i>					
10.	<i>Magde</i>	16100	W.M.	Commodore J. B. Smith	1769 14 Mar.	1775 24 May	✓	1775 16 Oct.		
					<i>John Bagg</i>					
	<i>Prinzess</i>	870	W.M.	Commodore Wm. B. Allen	1763 9 July	1776 6 Jan.	✓	1776 24 Mar.		
					<i>John Bagg</i>					
		<u>740</u>								

Rate	Ships	V. of		Commanders	Lieutenants	When Commenced	When last cleared.	Ships lost or wrecked	When sailed from England	Disposition
		Years	Months							
<i>Cruisers on the Coasts of Great Britain & Ireland.</i>										
No Hazard	8	60		Lt. Orrok	Will. T. A.	1763 19 May	1776 9 Jan.			Victory of Minorca, 1756, and other cruises.
Altamont	10	20		Wm. Maitland	James	1768 12 May	1775 22 June			Victory of the River St. Lawrence.
Speedwell	8	60		Lt. Harvey	Lt. Cook	1766 29 Nov.	23 May			Victory of the River St. Lawrence, 1766.
Wolf	8	60		Lt. Hargreaves	Wm. Thomas	1763 14 April	1771 14 May			From the Ligurian and Adriatic Seas.
Wasp	8	60		A. R. B. B. B.	Lt. Winkler	1776 11 April	13 May			Victory of Dublin and Waterford.
Cast. Turret	6.9	30		Lt. Maitland		6 Oct.	10 June			From the River of the Shannon, 1775.
Luncheon	6.8	30		Maitland		1775 12 April	31 May			Victory of the River of the Shannon.
Greyhound	6.10	28		Lt. Bageley		1772 9 April	12 Nov.			Victory of the River of the Shannon, 1772.
Bother	6.12	30		Lt. R. Bageley		1773 6 April	15 June			Victory of the River of the Shannon, 1773.

Date	Ship	No. of Guns. Men		Commanders	Lieutenants	When Commenced	When last discontinued	How employed thence	How employed from England	Disposition
1777	Alarion	6.10	30	Wm. Wardlaw		30 June	28 Aug			Transferred to the Sloop of the Navy and retained.
	Arundell	6.10	30	La. St. Mary		19 Mar	1775 28 Aug			Presented to the Board of Admiralty.
	Archerburn	6.8	30	Thos. Gibson		1763 2 Dec	31 Mar			Transferred to the Board of Admiralty.
	Wills	6.8	30	James Walton		1764 17 Aug	1775 15 Feb			Presented to the Board of Admiralty and retained.
	Archerburn	6.8	30	Wm. Smith		1775 5 Oct	1776 14 Feb			Employed in fetching Archerburn from the coast of Ireland.

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Ship	Yrs.	Mon.	Commanders	Particulars	When Commenced	When last cleared	Whether manned there	When sailed from England	Disposition
<i>Guardships.</i>									
2. <i>Barfleur</i>	90	400	M ^r Millbank	The <i>Merid</i> Ch. Caldwell J. H. H. J. J. P. Chubb The <i>Wacker</i>	1770 23 Oct	1776 18 April	✓		
3. <i>Royal Oak</i>	74	350	1st Deane	Dr. Smithland Capt. P. M. M. Geo. H. H. W. H. H.	1775 17 Nov	25 Nov	✓		
<i>Exonant</i>	74	350	Trilphinston	W. M. G. G. J. H. H. W. J. J. Lewis. H. H.	1776 6 Nov	20 Nov	✓		At Portsmouth.
<i>Centaur</i>	74	350	W. M. H. H.	J. H. H. The <i>Flower</i> J. H. H. H. H. H.	1776 28 Mar	17 May	✓		
<i>Resolution</i>	74	350	The <i>Cyle</i>	The <i>W. H.</i> H. H. H. W. H. H. H. H. H.	1776 30 May	31 May	✓		
<i>Swallow</i>	74	350	1st H. H.	1st H. H. H. H. H. H. H. H.	1771 11 Jan	1 June	✓		

No.	Ship	N ^o of Guns - Men	Commander	First Mate	When Cruising?	When last seen?	Whether sighted from England	Disposition
1	Hamster	66 300	M ^r Robinson	L ^t H. H. P. P. P. L ^t H. H. P. P. P. Geo. D. D.	1771 1775	1776	29 April	At Portsmouth.
2	Exeter	66 300	M ^r Moore	L ^t H. H. P. P. P. R. B. B. H. H. H.	1775 1776	1776		
3	Osian	90 400	M ^r D. D.	L ^t H. H. P. P. P. L ^t H. H. P. P. P. H. H. H. H. H. H.	1777 1778	1778		
4	Albion	74 350	L ^t C. C.	L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P.	1777 1778	1778		At Plymouth.
5	Exeter	74 350	M ^r D. D.	L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P.	1776 1777	1777	1 April	
6	Trompant	74 350	L ^t H. H. P. P. P.	L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P.	1775 1776	1776	6 April	
7	Proserpine	66 300	M ^r D. D.	L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P.	1775 1776	1776	1 May 76	
8	Proserpine	70 300	M ^r D. D.	L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P. L ^t H. H. P. P. P.	1770 1776	1776	10 Feb 77	

Ship	N ^o of Gun	Commander	Lieutenant	When Comd ^d	When last dated	Shut out the ✓	When sailed from England	Disposition
3. Somerset	64 300	Geo. Curry	Lieut. Thomas P. H. Kinghorn W. J. Grenville	1771	1776	✓		At Plymouth.
Plaisance	64 300	Thos. H. Kinghorn	Lieut. Thomas P. H. Kinghorn W. J. Grenville	1776	25 Feb.	✓		
Ardent	64 300	W. J. Grenville	Lieut. Thomas P. H. Kinghorn W. J. Grenville	1770	1775	✓		At Plymouth.
Plaisance	74 350	Thos. H. Kinghorn	Lieut. Thomas P. H. Kinghorn W. J. Grenville	1773	1776	✓		At Chatham.
Mars	74 350	Thos. H. Kinghorn	Lieut. Thomas P. H. Kinghorn W. J. Grenville	1775	19. 25. 3. May	✓		
	6100		Lieut. Thomas P. H. Kinghorn W. J. Grenville					

Date	Ship	V. 26		Commander	Lieutenants	When Crewing	When Last Sailed	When last seen	When last seen	Disposition
		June	Nov							
In Port.										
1. Nippon	60 35	1776	1776	Wm. H. Williams	Wm. Owen	30 May				At Plymouth fitting for the East Indies
2. Longueval	60 35	1776	1776	1st Lt. Thompson	1st Lt. Thompson	30 Oct.	5 Feb.			At the time for the reception of new cargo here.
3. Cambridge	32 220	1776	1776	1st Lt. Macartney	1st Lt. Macartney	31 Jan.	17 Feb.			
4. Lark	32 220	1776	1776	1st Lt. Smith	1st Lt. Smith	20 Feb.	22 Feb.			
5. Diamond	32 220	1776	1776	1st Lt. Fielding	1st Lt. Fielding	20 Feb.	22 Feb.			At Spithead fitted for foreign service.
6. Richmond	32 220	1776	1776	1st Lt. Gidder	1st Lt. Gidder	13 Mar.	17 Apr.			
7. Voyager	32 220	1776	1776	1st Lt. Gidder	1st Lt. Gidder	7 Feb.	17 Mar.			
8. Haron	32 220	1776	1776	1st Lt. Gidder	1st Lt. Gidder	21 Feb.	21 Feb.			At Plymouth fitting for the East Indies.
9. St. Pauline	14	1776	1776	1st Lt. Gidder	1st Lt. Gidder	21 Feb.	21 Feb.			
10. Windsor	14	1776	1776	1st Lt. Gidder	1st Lt. Gidder	21 Feb.	21 Feb.			

Date	Ship	No. of Tons		Commanders	P. Masters	When Commenced?	When last cleared	Whether marked this year	When sailed from England	Disposition
		Yours	His							
6	Diaphane	20	160	J. P. Himmey	John Paul	1776	1776	✓		in Longreach
	Rescue	20	160	Mr. J. K. Offin	John Holloway	21 Mar.	17 April	✓		Little
	Galatea	20	160	Thos. Jordan	W. D. Minnie	20 Mar.	4 April	✓		Little
	Garland	24	160	R. P. Harson	Math. Leger	30 Mar.	4 April	✓		Return?
	Norman	20	200	W. L. Hawker	W. H. K. Clark	21 April				Return?
	Amicor	20	160	Mr. Ford	Mr. Dan	13 Mar.	9 April	✓		Return?
	Lamilla	20	160		J. M. Clayton	20 May	2 May	✓		Chatham? for foreign service?
	St. Mark	16	125	W. H. Himmey	W. Christian	12 Mar.	4 April	✓		Return? under orders of foreign service.
	Providence	14	125	W. L. Himmey		10 May	20 May			Return? under orders of foreign service.
	Wildfire	14	125	Geo. Young	C. L. Carro	14 Mar.	24 April			Return?
	Pyre	14	125	W. H. Himmey	W. P. Gough	10 April	22 April	✓		Return?
	Harriet	14	125	W. H. Himmey	W. H. Himmey	21 Mar.	20 Mar.	✓		Return?
6	Albion	20	130	W. H. Himmey	W. H. Himmey	1770	1775	✓		Return?

Nothing for foreign service.

Nothing for
foreign service.

Ship	1807		Commander	Lieutenants	When Cruising	When last observed	Whether under the Flag	When sailed from England	Disposition
	Yr.	Mon.							
St. Bernard	14	12.5	C. Robertson	11 th (1807)	1776 19 April	1776 5 April	✓		At the time fitted for preparation.
Resolution	12.19	11.2	P. Cook	J. Gore J. King J. Williamson	10 Feb.	9 Mar.	✓		Longer and fitter for service.
Discovery	8.8	70	J. H. B. B. B.	J. B. B. B. J. B. B. B.	10 Feb.	19 Mar.	✓		fitter for service.
St. George	16.8	40	J. B. B. B.		1775 19 April	29 April			Deposited under B. B. B. to be prepared for service.
St. George	10	80	J. B. B. B. (J. B. B. B.)	J. B. B. B. J. B. B. B.	1771	1771 9 May	✓		At B. B. B. B. B.
St. George	10	70	J. B. B. B.		1763 14 Dec.	1775 5 May			
St. George	8	50	J. B. B. B.		1710 29 May	1776 16 April			
St. George	10	40	J. B. B. B.		1763 14 Dec.	1776 5 June			
St. George	10	40	J. B. B. B.		1775 1 May				
St. George	8	40	J. B. B. B.		1773 3 June				
St. George	8	40	J. B. B. B.		1710 29 May	1 May			
St. George	14	50	J. B. B. B.		10 July				At B. B. B. B. B. of B. B. B. B.

4600.

See Abstract at End.

Admiral's Office } Abstract of the Monthly List: 1st June 1776

	Rate	N ^o of			Rate	N ^o of	
		Ships	Men			Ships	Men
In the British Isles —	4.	1	315	At Newfoundland —	1	1	320
	6.	3	660		6.	3	540
	No.	1	90		No.	2	225
	5.		845		1st	1	30
At Jamaica —	1.	1	320	Foreign Cruisers —	5.	3	560
	5.	1	220		No.	2	120
	6.	3	450		5.		740
	No.	3	280		No.	5	320
At the Leeward Islands —	8.		1290	Home Cruisers —	(R. Men)	9	268
	4.	1	320		14.		588
	6.	3	450	Guardships —	2	2	800
	No.	1	110		3	17	5,600
In the Mediterranean —	5.		880		19		6,400
	4.	1	320	In Port —	4	2	550
	6.	2	320		5	6	1,320
	No.	1	80		6	10	1,410
In North America —	4.		720		No.	9	1,012
	3.	2	820		Mulks	2	58
	4	7	2,450		Yacht	1	40
	5	12	2,820		5		210
	6	19	3,520		35		4,600
	No.	16	1,790				
	1st	5	160				
	2nd	2	60				
	3rd	2	105				
	4th	1	40				
	5th	2	150				
	6th	1	140				
	7th	1	45				
	70		12,100				

General Abstract.

<i>Date.</i>	<i>N^o of</i>	
	<i>Days</i>	<i>Men</i>
2 _____	2	800
3 _____	19	6420
4 _____	14	4595
5 _____	22	4920
6 _____	43	2150
<i>Floots</i> _____	40	4084
<i>Schooners</i> _____	6	190
<i>Hospital Ship</i> _____	1	140
<i>Wmbs</i> _____	2	150
<i>Uachtz</i> _____	5	210
<i>Gu West</i> _____	9	208
<i>Ady. Sels</i> _____	3	145
<i>Boards</i> _____	2	60
<i>Mer. ship</i> _____	1	40
<i>Mer. ship</i> _____	1	45
<i>Shiffs</i> _____	2	58
<i>Total</i> _____		<u>17229278</u>



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