

Naval Documents of The American Revolution

Volume 6

**AMERICAN THEATRE: Aug. 1, 1776–Oct. 31, 1776
EUROPEAN THEATRE: May 26, 1776–Oct. 5, 1776**

Part 1 of 8

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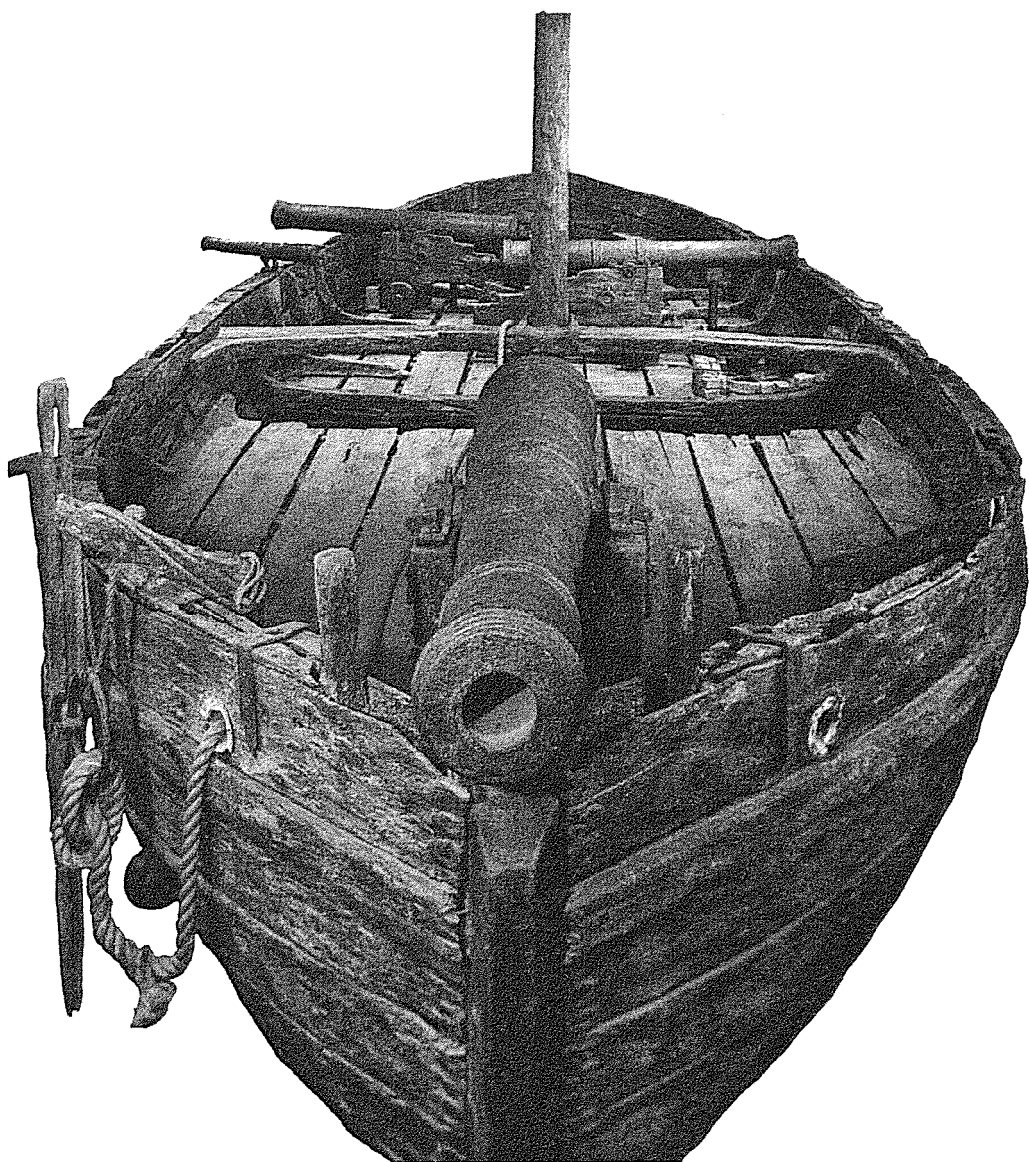
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NAVAL DOCUMENTS
OF
The American Revolution



Continental Gunboat Philadelphia.

U.S. Naval History Division

NAVAL DOCUMENTS OF
The American Revolution

VOLUME 6

AMERICAN THEATRE: Aug. 1, 1776–Oct. 31, 1776

EUROPEAN THEATRE: May 26, 1776–Oct. 5, 1776

WILLIAM JAMES MORGAN, Editor

With a Foreword by
PRESIDENT RICHARD NIXON
And an Introduction by
VICE ADMIRAL EDWIN B. HOOPER, USN (Ret.)
Director of Naval History

**NAVAL HISTORY DIVISION
DEPARTMENT OF THE NAVY
WASHINGTON: 1972**

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Each volume of this series is a reminder of the key role played by the late William Bell Clark, initial editor. Drawing upon his deep knowledge of the Navy in the American Revolution, his initial selections and arrangements of materials compiled over a devoted lifetime provided a framework on which subsequent efforts have continued to build.

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*We are all embarked in a Cause that requires our
utmost united exertions to carry us through . . .*

Robert Morris
October 1, 1776

And without a Respectable Navy—Alas America!

Captain John Paul Jones
October 17, 1776

THE WHITE HOUSE

WASHINGTON

April 25, 1972

FOREWORD

"My future Success must be very uncertain. . . however I will not yet give up the pursuit." The writer was Captain John Paul Jones, USN; the occasion, one of his reports to the Marine Committee of the Continental Congress; the bearer, another of his British prizes from the North Atlantic shipping lanes: the brigantine Favourite, Liverpool-bound with a cargo of West Indies sugar which Captain Jones diverted westward instead, the better to sweeten the prospects of the rebellious American States.

Here in one laconic sentence is the essence of America's mood and outlook during the summer and autumn of 1776, the period covered by Volume 6 of Naval Documents of the American Revolution. Independence had been declared at last, but the real winning of it was barely underway. Modest successes on the high seas did not offset the stinging defeats dealt Washington's army at New York City and Benedict Arnold's little fleet on Lake Champlain during these months. Both engagements bought time, but what would time bring? As the fledgling Republic braced for its first winter, no one could say. However an answer of sorts does run through all the papers collected here -- an iron determination, come what might, to "not yet give up the pursuit" of liberty and nationhood.

It is a pleasure to welcome a new book in this distinguished historical series. In these pages, just as in those of Volume V to which I contributed a foreword two years ago, there is much to stir the heart and steel the purpose of Americans today -- seaman recruit or Commander in Chief, President or private citizen.

The voices of patriots present at the creation convey our heritage of heroism with a vividness no polished historian writing for the ages can match. They remind us of how narrow was the margin of survival, personal and national alike on which these men and women worked to build a nation. This is brought home to us, for example, in the words of commanders concerned with the privations endured by their men as in another report from Captain Jones: "...the Men I have are scarce Able to Stand the Deck for want of Cloathing, the weather here being Very Cold." We also find reminders in the words of diplomats and statesmen playing for the highest stakes against the longest odds, men like Silas Deane, America's representative at the French court: "The fate of my country depends, in a great measure, on the arrival of these supplies...."

Reading all this, we might marvel more than ever that in the end, seven long years from the events of this book, the revolutionaries did prevail. And why? Because weak as the Americans of those days were in arms, poor as they were in goods, they were rich and strong and steadfast in spirit.

There is the great message of this book and its companion volumes issued or yet to come. Deeper than the resource these documents represent for the scholar, beyond the fascination they hold for the casual reader, lies the home truth of all our history from that day to this: all that America has been or is or hopes to be she owes to the Spirit of '76. By helping to rekindle this spirit for our Nation's Bicentennial era, the present work honors the U. S. Navy's finest traditions of excellence and service to the national interest.

A handwritten signature in dark ink, reading "Richard H. Kiser". The signature is fluid and cursive, with the first name "Richard" and last name "Kiser" clearly legible. The initials "H." are written in a smaller, more compact script between the first and last names.

INTRODUCTION

Naval power at sea and on inland waters played key roles in the period of the Revolutionary War covered by this volume of documents.

British transports and the convoying fleet, commanded by Admiral Lord Howe, had sailed through the Narrows of New York in July. General Clinton and Commodore Sir Peter Parker joined the forces of the Howe brothers by sea after the failure to capture Charleston, South Carolina. Then, the British launched their attack across the bay on 22 August 1776, projecting troops ashore on Long Island and providing gunfire support from ships of the fleet. Had the American army been trapped on Long Island, as very nearly happened, the cause of independence would probably have been lost then and there.

Supported and sustained by sea power, New York would thereafter be the main base for British operations. This gave them an excellent harbor and central location for naval operations along the Eastern seaboard, and provided flexibility for deployments of army forces to any location that could be reached by water—far more rapidly than Washington's troops could move by land.

Had the forces of Sir Guy Carleton, coming down the waterways from Canada, been able to link up with the forces stationed at New York, the result might have been eventually decisive in favor of the British. This time it was the fresh water navy of Benedict Arnold that, despite the bad beating on Lake Champlain, so delayed the advance south that the British effort was given up for that year.

Thus it was that the use of British sea power was very nearly decisive in the summer of 1776, and that naval operations on inland waters in the fall frustrated actions that would have cut the states in two.

The Depository Location pages in this volume list some eighty activities from Venice, Italy, to San Marino, California, from which manuscripts have been selected for inclusion herein. This list bears witness to a fact which cannot be overly emphasized, namely that the success and continued progress of the *Naval Documents of the American Revolution* series is dependent upon the resources, the knowledge and generous cooperation of numerous individuals, libraries, historical societies, archives and museums

in the United States and abroad. Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of Her Majesty's Stationery Office.

Dr. Maurice Bear Gordon, a physician with a keen feeling for history, has taken time from a busy medical practice to prepare the fine pictorial essay, "Naval and Maritime Medicine During the Revolution," which enriches this volume.

Within the Naval History Division, the editor, William James Morgan, is strongly supported by dedicated and extremely competent associates in the Historical Research Branch—Mr. Robert L. Scheina, Mr. and Mrs. Henry J. Scheffenacker, Mr. Robert I. Campbell, Mr. E. Gordon Bowen-Hassell, Lieutenant (junior grade) Kristin G. Tryon, relieved by Ensign Mary L. Greeves, Chief Yeoman Lenzie D. Crosby, Mrs. Carolyn Ransdell, and on summer Naval Reserve duty, Master Chief Petty Officer George K. McCuiston.

Mr. W. Bart Greenwood, Navy Department Librarian, assisted by Miss Mary Pickens of the Library staff, has once again searched out and collected appropriate maps and charts. Lieutenant Commander Richard M. Gannaway, while on temporary Naval Reserve duty, joined with Mr. Charles R. Haberlein, Jr. of the Naval History Division's Curator Branch to collect, select, and identify the many contemporary illustrations to be found in the volume.

Commander W. E. May, RN (Ret.), undertook indispensable research in the Public Record Office and other United Kingdom depositories. Sound and valuable translation services, from several languages, have been provided by Commander Canio Di Cairano, USNR (Ret.), and personnel of the Naval Reserve translator program in the Office of Naval Intelligence.

To all, named and unnamed, who have contributed to the work and thus have made it possible, our debt is great, our gratitude boundless.

Edwin B. Hooper

PREFACE

Documents contained in this volume, as in previous volumes in the series, are selections from the manuscripts brought together from domestic and foreign sources by the Naval History Division and the late William Bell Clark. The collection, mostly on microfilm, is vast and comes from as widely scattered locations as San Marino, California, and Venice, Italy.

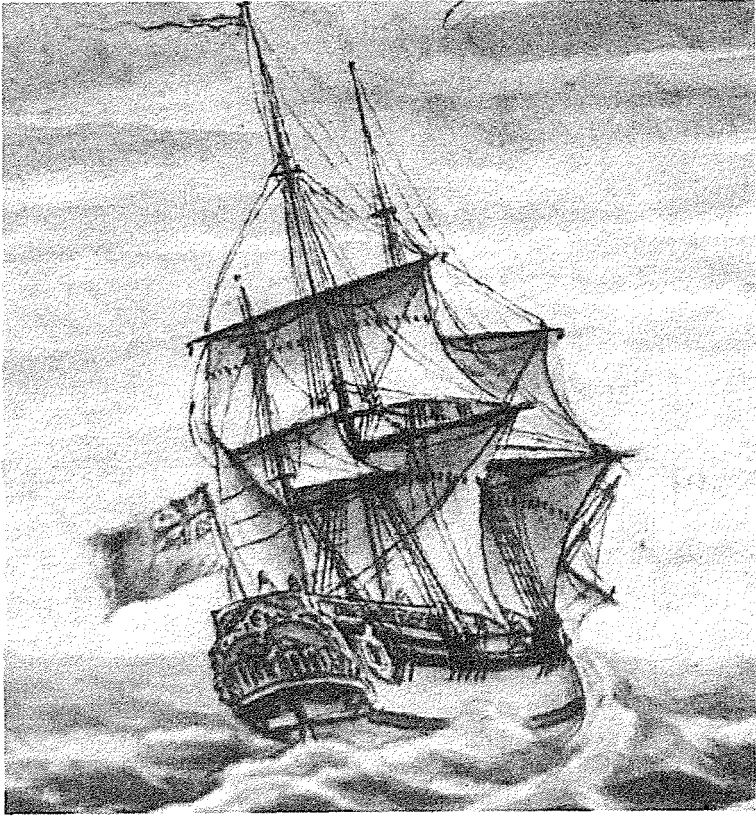
The Naval History Division continues to expand its document holdings. During the period this volume was under preparation, for example, significant additions for subsequent volumes were added from several southern states and the Public Record Office, London. From the latter, an already imposing collection of logs of Royal Navy ships operating in American and West Indian waters was markedly expanded.

Original manuscripts are the object of the collection effort. While some pertinent items from sound and modern editorial scholarship are used in *Naval Documents* volumes, every effort is made to avoid transcripts, and to replace with original manuscripts those older printed document compilations which may be suspect. While this is not always possible, the results achieved have been highly rewarding.

The term "naval document" is not subject to as precise a definition as are the papers of an individual or a single organization. Documentation bearing upon the regular naval forces on both sides, state navies, privateers, merchant shipping, logistics of the conflict, and operations on sea, lake, bay and river fall within the context of "naval document" as used in this series.

For purposes of selecting what material to include in a particular volume, the focus is on those documents which give the most comprehensive coverage to naval aspects of major events during the volume's time span, as well as those which present the user with a meaningful overview of the entire sea effort.

The mass of documentary material is such that only a percentage of that available can be placed in the *Naval Documents* volumes. Nevertheless, the Naval History Division's entire collection supplements the printed work, and forms an available ever-deepening reservoir for scholarly research and writing.



This drawing and others of similar nature throughout the Volume are from journals kept on board ships *Lloyd* and *Betsey*, Nicholas Pocock, Master. (Courtesy of the Trustees of the National Maritime Museum, London.)

DEPOSITORY LOCATION ABBREVIATIONS¹

AAS	American Antiquarian Society, Worcester, Massachusetts
AGI	Archivo General de Indias, Seville
AHN	Archivo Histórico Nacional, Madrid
AMAE	Archives Du Ministère Des Affaires Étrangères, Paris
AN	Archives Nationales, Paris
APL	Service historique de la Marine Archives du Port de Lorient, Lorient, France
APS	American Philosophical Society, Philadelphia
ASV	Archivio di Stato, Venice
Bda, Arch.	Bermuda Archives, Hamilton, Bermuda
BHS	Beverly Historical Society, Beverly, Massachusetts
BM	British Museum, London
BPL	Boston Public Library, Boston
ChHs	Chicago Historical Society, Chicago
CL	William L. Clements Library, University of Michigan, Ann Arbor
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CW	Colonial Williamsburg, Williamsburg, Virginia
CWM	College of William and Mary, Williamsburg, Virginia
DAC	Dominion (Public) Archives of Canada, Ottawa
DARL	Daughters of the American Revolution Library, Wash- ington, D.C.
DCL	Dartmouth College Library, Hanover, New Hampshire
DUL	Duke University Library, Durham, North Carolina
EI	Essex Institute, Salem, Massachusetts
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
FTML	Fort Ticonderoga Museum Library, Ticonderoga, New York
HCL	Haverford College Library, Haverford, Pennsylvania
HH	Hempstead House, New London, Connecticut
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington
HSP	Historical Society of Pennsylvania, Philadelphia
HU	Harvard University Library, Cambridge, Massachusetts
HUL	Henry E. Huntington Library, San Marino, California
JCBL	John Carter Brown Library, Providence, Rhode Island
LC	Library of Congress, Washington, D.C.

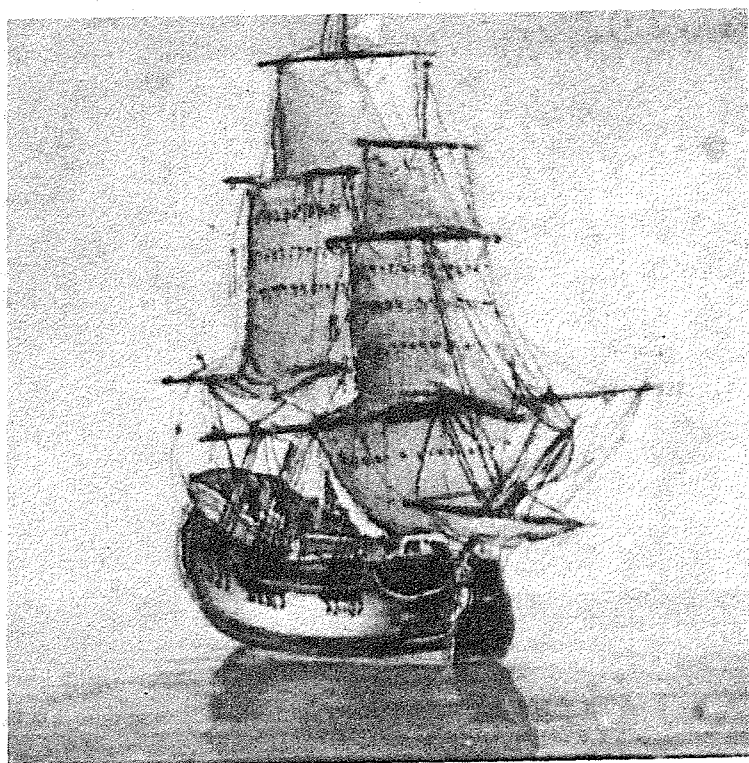
¹ The list includes depositories from which manuscripts have been used in this and previous volumes. The Descriptive List of Illustrations includes additional sources from which graphic material has been used in Volume 6.

MarbHS	Marblehead Historical Society, Marblehead, Massachusetts
Mass. Arch.	Massachusetts Archives, Boston
MassHS	Massachusetts Historical Society, Boston
MCL	Marietta College Library, Marietta, Ohio
Md. Arch.	Maryland Archives (Hall of Records), Annapolis
MdHS	Maryland Historical Society, Baltimore
MeHS	Maine Historical Society, Portland
MHA	Marine Historical Association, Mystic, Connecticut
MNHP	Morristown National Historical Park, Morristown, New Jersey
Mor. Arch.	Moravian Archives, Winston-Salem, North Carolina
NA	National Archives, Washington, D.C.
NCDAH	North Carolina Department of Archives and History, Raleigh
NHA	Nantucket Historical Association, Nantucket, Massachusetts
NHCHS	New Haven Colony Historical Society, New Haven, Connecticut
NHHS	New Hampshire Historical Society, Concord
NHS	Newport Historical Society, Newport, Rhode Island
NLCHS	New London County Historical Society, New London, Connecticut
NMM	National Maritime Museum, London
N.S. Arch.	Nova Scotia Archives, Halifax
NYHS	New-York Historical Society, New York
NYPL	New York Public Library, New York
NYSL	New York State Library, Albany
Pa. Arch.	Pennsylvania Archives, Harrisburg
PM	Peabody Museum, Salem, Massachusetts
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
PS	Pilgrim Society, Plymouth, Massachusetts
PUL	Princeton University Library, Princeton, New Jersey
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCDAH	South Carolina Department of Archives and History, Columbia
SCHS	South Carolina Historical Society, Charleston
SI	Smithsonian Institution, Washington, D.C.
UFL	P. K. Yonge Library, University of Florida, Gainesville
UNBL	University of New Brunswick Library, Fredericton, New Brunswick
UNCL	University of North Carolina Library, Chapel Hill
USNAM	US Naval Academy Museum, Annapolis, Maryland
UVL	University of Virginia Library, Charlottesville

VHS	Virginia Historical Society, Richmond
VSL	Virginia State Library, Richmond
WCLAR	Washington Crossing Library of the American Revolution, Washington Crossing, Pennsylvania
WPL	Public Library, Whitehaven, England
WSL	William Salt Library, Stafford, England
YUL	Yale University Library, New Haven, Connecticut

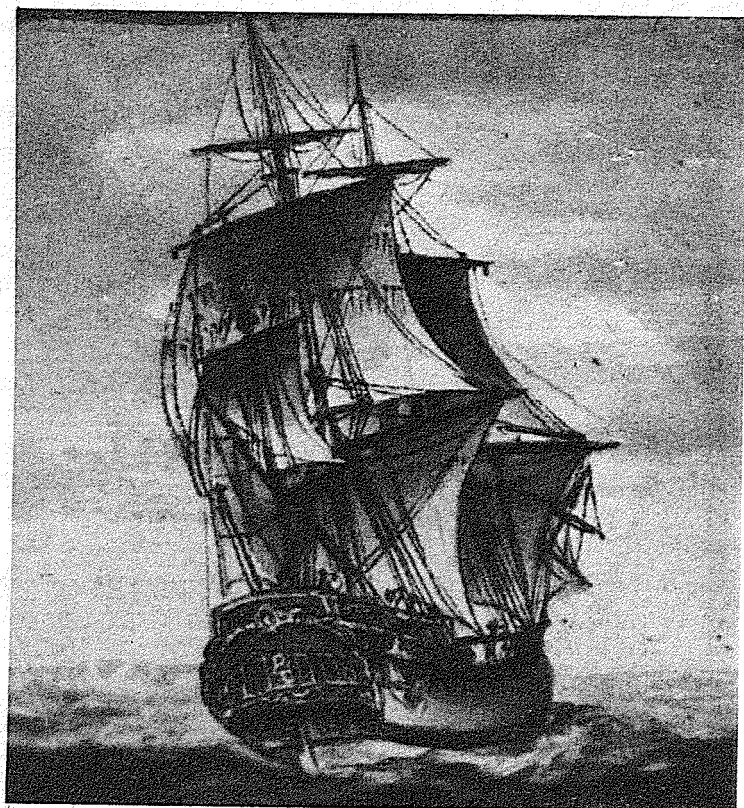
The following private collectors have kindly allowed use of their manuscripts in this volume:

Mr. Harry Ackerman, Hollywood, California
 Henry Frederick, 7th Baron Hotham, Beverley, England
 Captain and Mrs. Noel Sever O'Reilly, Glenview, Illinois
 Mr. Boies Penrose, Devon, Pennsylvania
 Captain J. G. M. Stone, Annapolis, Maryland



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MAPS AND CHARTS

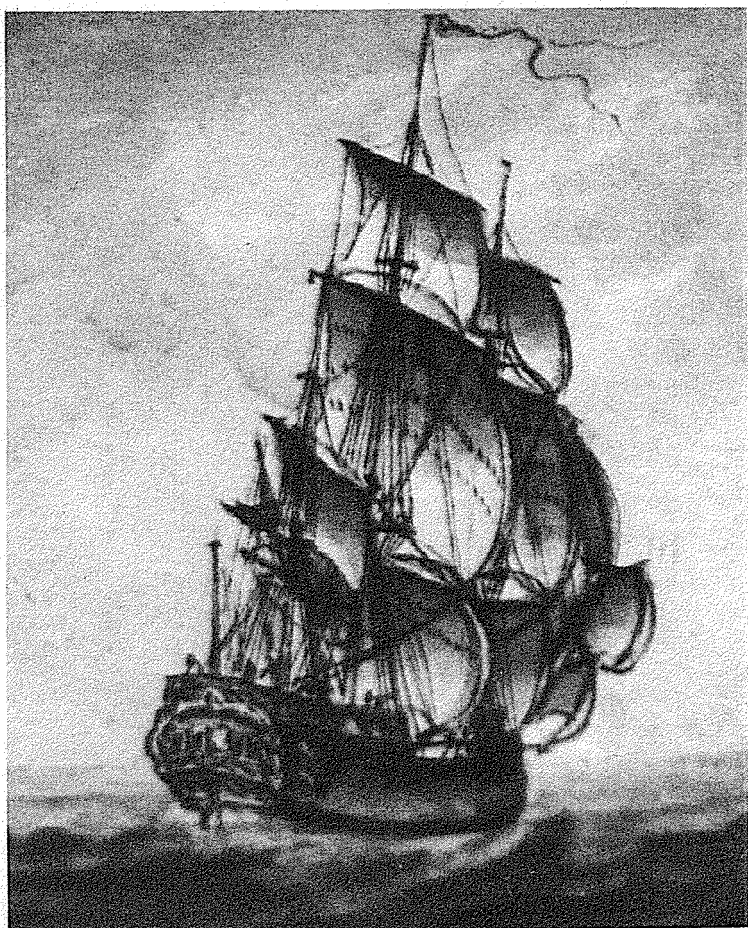
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- "A Map of the World, with the Latest Discoveries . . .
1781." Endsheets
From Samuel Dunn, *A New Atlas of the Mundane System;
or of . . . Geography and Cosmography . . .*, R. Sayer and J.
Bennett, London, 1778-1783. (Collections of the Library of
Congress, Washington.)
- "Chart and Plan of the Harbour of New York & the Coun'y
Adjacent, from Sandy Hook to Kingsbridge, Comprehend-
ing The Whole of New York and Staten Islands, and
Part of Long Island & the Jersey Shore: And Shewing the
Defences of New York Both by Land and Sea. London,
Published . . . Novr. 30th. 1781, by J. Bew . . . Jno. Lodge
sculp." 21
From *Political Magazine*, Nov. 1781. (Collections of the
Library of Congress, Washington.)
- Chesapeake Bay area, detail from "A General Map of the
Middle British Colonies in America . . . 1776." 67
From *The American Military Pocket Atlas*, R. Sayer and
J. Bennett, London, 1778-1783. (Collections of the Library
of Congress, Washington.)
- Lake Champlain, detail from "A Topographical Map of Hud-
son's River . . . by Claude Joseph Sauthier . . . 1776." . . . 97
From *The North American Atlas*, Wm. Faden, London, 1777.
(Collections of the Library of Congress, Washington.)
- "A Plan of New York Island, with Part of Long Island, Staten
Island & East New Jersey, with a particular Description
of the Engagement on the Woody Heights of Long Island,
between Flatbush and Brooklyn, on the 27th of August
1776 . . . Showing also the Landing of the British Army
on New-York Island . . . Engraved & Publish'd . . . Octr.
19th. 1776, by Wm. Faden . . . London." 375
(Courtesy of the Eno Collection, Prints Division, The New
York Public Library, New York. Astor, Lenox and Tilden
Foundations.)
- Gulf of Mexico-Carribean region, detail from "Ocean Atlan-
tique . . . 1778." 396
From *Pilote Americain Septentrional*, George Louis Le
Rouge, Paris, 1778. (Collections of the Library of Congress,
Washington.)

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"Brest. Departement de la Marine; Departement de la Guerre ... J. A. Chevalier fecit 1773."	483
(Courtesy of the Bibliothèque Nationale, Paris.)	
"Plan of the Harbour of Pensacola. By B. Romans, 1771. Lon- don, Printed for Robert Sayer ... 1778."	688
From Thomas Jefferys, <i>The West-India Atlas</i> , R. Sayer, 1794. (Collections of the Library of Congress, Washington.)	
Lake Champlain, detail from "A Survey of Lake Champlain, including Lake George, Crown Point and St. John ... By William Brassier, Draughtsman, 1762 ... London, Printed for Robt. Sayer & Jno. Bennett ... 1776."	836
From Thomas Jefferys and others, <i>The American Atlas</i> , R. Sayer & J. Bennett, London, 1776. (Collections of the Library of Congress, Washington.)	
"Valcour Island ... by Captain William Chambers in May 1779." Manuscript map from Capt. William Chambers, "A Book of Directions necessary for all Commanders of Vessels employed on Lake Champlain ... 1779 and 1780 ... Gustavus Augustus McGusty, Scripsit."	1035
(Courtesy of the Vermont Historical Society, Montpelier.)	
"The Attack, and Defeat of the American Fleet under Benedict Arnold, by the King's Fleet Commanded by Capt'n. Thos. Pringle, upon Lake Champlain, the 11th. of October, 1776 ... London ... 1776, by Wm. Faden ..."	1229
From <i>The North American Atlas</i> , Wm. Faden, London, 1777. (Collections of the Library of Congress, Washington.)	
Section of "A Plan of New York Island with part of Long Island, Staten Island & East New Jersey, with a particular Descrip- tion of the Engagement on the Woody Heights of Long Island, between Flatbush and Brooklyn, on the 27th of August, 1776, between His Majesty's Forces Commanded by General Howe and the Americans under Major General Putnam, Showing also the Landing of the British Army on New-York Island and the Taking of the City of New- York &c on the 15th. of September following, with the Subsequent Disposition of Both the Armies. Engraved & Publish'd ... Octr. 19th. 1776, by Wm. Faden ... , Lon- don."	1247
From <i>The North American Atlas</i> , Wm. Faden, London, 1777. (Collections of the Library of Congress, Washington.)	

AMERICAN THEATRE

From August 1, 1776 to August 31, 1776



AMERICAN THEATRE

From August 1, 1776, to August 31, 1776

SUMMARY

The Declaration of Independence bolstered the American spirit, and changed the nature of the Revolution. No longer a struggle for rights by British colonists, it now became a battle for the formation of a new nation. However, Americans would have scant time to savor the heady spirit of the Declaration, or to revel in mutual congratulations over the increased number of prizes taken on the high seas, or the thumping defeat of the enemy before Charleston.

To the northward, both adversaries rushed completion of the small fleets with which they would vie for control of that critical invasion route from Canada—Lake Champlain. But events in August 1776 were dominated by preparations for, and the final unleashing of, the huge British amphibious assault on New York.

The Howe brothers, General and Admiral, enjoyed overwhelming superiority on land and afloat at New York. Mastery of the harbor and surrounding rivers belonged to the British. Their troops could be moved and supplied by water without opposition.

Crossing in ships' boats from the Staten Island staging area, waves of British and Hessian soldiers landed on Long Island under the massed guns of the Royal Navy. In the ensuing Battle, August 27, Washington's forces were soundly defeated with heavy losses. Only a well executed withdrawal across the East River to Manhattan saved the American army from complete annihilation which could well have brought the Revolution to a sudden end at Brooklyn Heights.

New York, the important port which the enemy had desperately needed since evacuating Boston and which he was to hold throughout the war, was now his. Yet, Washington's battered army remained intact and could fight another day.

1 Aug. 1776

JOURNAL OF H. M. S. *Liverpool*, CAPTAIN HENRY BELLEW ¹

Augt 1776

Cape Codd SW 5 Lgs

Thursday 1st 4 AM set Topgt sails and staysls – at 5 saw the Land, saw two sail to the Soward Tkd and gave Chace – First part fresh Gales, midl and latter mode still in Chace of the 2 Sail, 1/2 past 1 PM one of them, (a Brig) run onshore Do wore ship, and chaced the other, (a Sloop) at 2, fir'd two Guns at her, and brot her too, Do sent the Boat onbd and took poss[e]ssion of her, gave chace to the Brig, she having got off, and standing to the Westward, 1/2 past 6 came up with the Brig, sent the Boat, and took possession of her, the people made their escape from her. she was loaded with Molasses Cocoa &c and the sloop with Bread Corn &c² 1/2 past 10 gave chace to a sail, fired 2 guns and brought her too, found her to be a ship from Navis, bound to London, in possession of the Rebels, who had taken her, on her passage home, took out the Rebels 8 in No sent an officer and 8 men onbd her.³

1. PRO, Admiralty 51/548.

2. The sloop was the *Swan* from Philadelphia to some port in New England, Vice Admiralty Register vol. 5, 1769–1777, N. S. Arch., and the *New-England Chronicle*, September 5, 1776. The brig of 100 tons was not identified by the captors, no papers being found on board, and "the Master and all the Hands Quitted the said Brig, after Cutting the Sails and all the Rigging to pieces," Vice Admiralty Register, vol. 5, N. S. Arch.3. The *Nevis*, Captain Coffin, *Public Advertiser*, London, October 15, 1776.JOURNAL OF THE RHODE ISLAND SLOOP *Independence*,
CAPTAIN JABEZ WHIPPLE ¹.

[1776] Thursday August 1 Daly Accounts

At 4 AM come to Sail from sandy point of Nantuckt At AM took my Departur From sancutte heed In Lattd 41–10 Longd 60:40 a 8 sancutte heed Bar WBS. Distence 5 Leagues

Latt.in 41.10	Longd 68.48
---------------	-------------

9	14
---	----

Lattd In	41.19	Longd 68.48
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At 10 AM saw severell sail of fishing Secuners a Fishing we hove tew and Catch five Cood fish a Mr made Sail catch plenty of Mackrell this End this 24 hours the first part of this 24 owers Begins with plesant hasey weather a 2 PM: Spok with a Scuner bound to plymoth From fishing – Mor sounded on Gorgs got 28 fatham

1. *Independence Journal*, RIHS.

NATHANIEL SHAW, JR. TO GEORGE WASHINGTON ¹

Sir,

New London Augst 1st 1776

The bearer Doctor [Simeon] Wolcott will deliver you a Turtle wich was taken in a Ship bound from Jamaica to London by Capt Biddle in the Brigg *Andrew Doria*, & was Sent into this Port but Unfortunately was Lost on the Rocks of Fisher Island, being Chas'd by a Man of Warr, we Sav'd About Ninety Puncheons of Rum, the Sugar 250 hhds all Lost & the Ship ²—and as the Turtle was Intended for the Support of our Enemies, ³ we thought best to Send him to head Quarters, to be Dealt with. I am Sir [&c.]

Nath^l Shaw Jun^r

1. Washington Papers, LC.

2. The ship *Nathaniel and Elizabeth*.

3. On August 7, the General thanked Shaw for the "fine Turtle, which was very acceptable." NLCHS.

"EXTRACT OF A LETTER FROM AN OFFICER AT TICONDEROGA, TO A GENTLEMAN IN THIS TOWN [BALTIMORE], DATED AUGUST 1, 1776." ¹

We are fitting out a naval force on the lakes.—We have three schooners, one sloop, and several gundalows, with about 300 men, including seamen and marines. There are upwards of Fifty ship-carpenters from Philadelphia, at Skeensborough, who are building Row Gallies, on the construction of those in the river Delaware, so that in a month's time our strength on the Lakes will be very considerable: In that space of time, from the best intelligence, General Burgoyne intends to visit us.

. . . We are informed that the English have one schooner launched, and three more on the stocks at St. John's, that they build batteaus fast, and carry on their preparations for crossing the lakes, with the utmost assiduity.

1. *Maryland Journal*, Baltimore, August 28, 1776.MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK ¹

[Extract]

German Flatts august 1st 1776.

General Arnold in a Letter of the 24th Ult: from Tyonderoga advises me, that only seventy Sailors could be drafted out of the Army and that three hundred would be wanting and intreated that Measures should be taken to procure them—I have accordingly written to Governor Trumbull on the Subject, and as General Arnold suggested that they could not be got for the Wages allowed Seamen by Congress (as these would have no prospect of making prizes) — I have therefore ventured to intreat the Governor to engage them on the best Terms he can, as Congress will perceive by the following Extract of my Letter of Yesterday's Date.

"I am this Moment informed that only seventy Sailors can be procured out of our Northern Army, and that we shall want two or three hunderd more and that they may possibly be procured in Connecticut, and it is

conjectured that Captains Samuel Chew and Francis Brown of New Haven, Capt Amos Green of Stamford, Captain [Azariah] Whitlesey of Saybrook and Capt Seth Warner of Haddam would if not employed, be willing to engage as Captains to command Vessels on Lake Champlain—I am a Stranger to all these Gentlemen—permit me to beg the Favor of you to send to them or such others as you may think proper, to engage forty Men a piece and to make the best Contract you can with them for their and their Mens Monthly Wages and Allowance which will be strictly complied with.”—I hope this Measure will meet with the Approbation of Congress as the Necessity of having Sailors is evident, and as there can be no Doubt but that Governor Trumbull will make the most favorable Contract for the public that he can.

1. Papers CC (Letters of Major General Philip Schüyler), 153, II, 248, 250–52, NA.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL¹

[Extract]

New York Augt 1st 1776

Since my last nothing of importance has occurred, or that is worthy of notice except an augmentation of about twenty nine Ships and Brigs with seven or eight smaller vessels to the Enemy's Fleet—I have not yet learned what they bring, certainly—However, some Troops were seen landing from them yesterday, which the General who observed them took to be Artillery Men. It is not improbable that they may be some of the Guards whose dress is pretty much like that of the Artillery—

P. S. The three Galleys you were so kind as to order have safely arrived also two from Rhode Island. With these and one that is finished here we are preparing to attempt something against the Ships above—

1. Trumbull Papers, XXIX, Letter Book IV, 324, ConnSL.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH¹

[New York] August 1st.—About 30 sail of British ships arrived at the Hook. Three or four more row-gallies went up the Hudson. In bringing the hulks, chevaux-de-frise, &c. round from the East River, to the Hudson, a sloop sunk, not far from the Grand Battery.

1. William Abbatt, ed., *Memoirs of Major-General William Heath by Himself* (New York, 1901), 43. Hereafter cited as Abbatt ed., *Heath Memoirs*.

CAPTAIN BENJAMIN TRUMBULL'S JOURNAL OF THE CAMPAIGN AT NEW YORK¹

[New York] August 1st [1776] The Two Galleys from Providence got round into the North River, and Sailed up the River. The New York and 2 of the Connecticut Gallies went up as far as Kings Bridge some Days before.

1. *Collections of the Connecticut Historical Society*, VII, 180.

New-York Journal, THURSDAY, AUGUST 1, 1776

New York, August 1.

On Monday last five of the men of war's boats endeavouring to land on Tappan meadows, where about 15 inhabitants of the neighbourhood concealed themselves in a fishing hut, on the edge of the meadows, which they had barricaded up, and lay there until three of the boats were within shot of them, when they fired, loaded again, and fired eleven rounds, without the loss of a man on our side. They killed several of the enemy, as they heard a great shrieking and crying amongst them.

JOURNAL OF AMBROSE SERLE ¹

[On board H. M. S. *Eagle*]
Thursday, Augst. 1st. [1776]

This Morning between 40 and 50 Sail appeared in Sight, which proved to be Sir Peter Parker's Fleet, with Generals Clinton & Lord Cornwallis, and the Troops under their Command, on board. They have had an unsuccessful Attack upon Charles Town, and lost near 200 Men, in Killed & Wounded, belonging to the Ships. Three Frigates, who led the Charge, run aground in going up, through Ignorance of the Pilots; and, very happily, the *Experiment* of 50 Guns, arriving the Day before, by interposing between the Fort & them saved the whole Fleet from Destruction. The *Acteon*, a new Frigate of 28 Guns, it being impossible to get off, was scuttled & burnt. Under all these Disadvantages, the Reinforcement of 2900 Men is an agreeable Circumstance, and especially as they are in very good Health. The Ships, in coming in, made a very fine Appearance.

1. Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle, 1776-1778* (San Marino, Calif., 1940), 52. Hereafter cited as Tatum, ed., *Serle's Journal*.

DIARY OF DR. THOMAS MOFFAT ¹

[On board H. M. Sloop *Swan*]

Thursday Augst 1st [1776] Signal from the light House of a Fleet off. Thermometer 75—went ashore with Captn [James] Ayscough and descryd from the Light House forty and more Sail standing in for the Hook. bathd in the Sea. A M 40 Transport with the Army from South Carolina the *Solebay Boreas* and Armd vessells passed up to the Fleet. P M a Transport Ship with 130 Soldiers of the 50 Regt from Jamaica passd up to the Fleet.

1. Thomas Moffat's Diary, July 30, 1775 to October 8, 1777, LC.

DIARY OF CHRISTOPHER MARSHALL ¹

[Philadelphia] August 1st

. . . gave pass to John Bayley to New York with Sundry goods, to 4 Sailors discharged from Sloop *Sally* Capt John Ball from St Croix to goe to New York & to Wm Ogbourn going Express there. one pass to James

Montgomery Capt of one of our Gondolas . . . going to Camp in the Jerseys² . . . News today of the Ship Sent out by Congress being in the river from Marselleus in france with ten Tonns Gun powder, 1100 Stands of arms, Thirty Seven & half tonn of lead 1 tierce of flints.

1. Diary of Christopher Marshall, HSP.

2. Marshall was chairman of the Committee of Inspection and Observation and authorized to issue passes to leave the city.

CAPTAINS JOHN HAMILTON AND JAMES MONTGOMERY TO THE
PENNSYLVANIA COUNCIL OF SAFETY¹

[Gentle]men

Philadelphia August 1st 1776 –

We have had the Honour to bear [commis]sions in the Naval Service of this Province from the First Establishment of it – But the Convuls'd State it Has been in Since the Engagements with the Enemys Ship In the River has, ever since that time determin'd us in Quitting that part of the Service of Our Country; and of going Into another—Yet the same reason, which Occasion'd this Determination, (together with the desire of many Respicable Citizens) has been the cause of Our holding, untill a Convention Shou'd put the direction of the Naval affairs of this Province In a [new] Channel—This being now done, This Board Will Permit us, to make the intended Resignation, and We do hereby Resign Our Commissions accordingly

We wou'd not have it believ'd from this resignation that we mean to abandon the cause of the Independant States of America no; it partly proceeds from a desire of Serving in a larger Sphere of Action, whereby we may Have an opportunity of rendering our Country some More essential Service, than we have any prospect of doing here We are Gentlemen [&c.]

Jn^o Hamilton

James Montgomery²

1. FDRL.

2. Hamilton commanded the Pennsylvania galley *Congress*; Montgomery, the galley *Chatham*. Their resignations were accepted. *Pennsylvania Colonial Records* (Philadelphia and Harrisburg, 1851–1852), X, 664–65.

“MEN IN ACTUAL PAY IN THE SERVICE OF PENNSYLVANIA FIRST OF
AUGUST, 1776”¹

The Navy, vizt

Ship <i>Montgomery</i> ,	Saml Davison, Esq.,	138
Floating Battery,	Lieut J. Hennesey,	82
<i>Congress</i> ,	Jno Hambleton,	41
<i>Franklin</i> ,	Nathan Boyce,	46
<i>Effingham</i> ,	H. Montgomery,	25
<i>Dickenson</i> ,	John Rice,	33
<i>Chatham</i> ,	Jams Montgomery,	34
<i>Hancock</i> ,	Thos Moore,	47

<i>Warren,</i>	Thos Houstin,	24	
<i>Burke,</i>	James Blair,	20	
<i>Cambden,</i>	Richd Ayres,	35	
<i>Bull Dog,</i>	Alexr Henderson,	41	
<i>Washington,</i>	H. Dougherty,	43	
<i>Experiment,</i>	Lieut B. Thompson,	28	
<i>Ranger,</i>	Lieut Rt Hinne [Hume]	30	
<i>Sallamander,</i>	Charles Lawrence,	15	
<i>Porcupine,</i>	Rt Tatnell,	12	
<i>Brimstone,</i>	W. Watkin,	11	
<i>Terror,</i>	Rt Hardie,	13	
<i>Vulture,</i>	W. Greenway,	11	
<i>Eagle,</i>	Jacob Hance,	12	741
Fire Brig <i>Vesuvius,</i>	Edwd Bingley,	5	
do. Sloop <i>Etna,</i>	W. Gamble,	4	9
Sloop <i>Hetty,</i>	H. Hoover,	3	
do. <i>Defyance,</i>	A. Gardner,	3	
Schoonr <i>Lydia</i>	J. Simpson,	5	
Sloop <i>Sally,</i>	M. Wirt,	7	18
			768

Directed.

Estimate to 1st August, 1776.

For The Council of Safety

1. *Pennsylvania Archives*, 1st series, V, 3, 4-5.

"EXTRACT OF A LETTER FROM PHILADELPHIA, AUG. 1." ¹

Last night arrived an account of the capture of the brig *Richmond*, by the *Congress*, fitted out of this place. She was bound from London and Nevis for Halifax, and had on board the following articles, viz, 1078 joes, 672 guineas, 15 moidores, 41 hogsheads of rum, 6 hogsheads, 5 tierces, and 5 barrels of sugar, 1 hogshead of loaf sugar, 24 hogsheads of prize molasses, 3 cases of drugs, and a trunk of Irish linen. The brig was arrived at Egg harbour; the gold they hid in the water cask. The cash, and several London passengers, are on board the privateer, who was left in chase of a three-decker. They took several London letters directed for people in New York, also some newspapers, one of them of the 23d of April, which is the only one we have not seen before. It contains very little, except advices from Jamaica, by which they seem alarmed at the arrival of the French troops at Hispaniola, and that some of the merchants had forbid their orders for goods, expecting a visit from them. That seven ships, one of them the *Hancock and Adams*, with wheat, had arrived at Lisbon from Philadelphia; and that two with tobacco, and one wheat loaded ship, were arrived in France.

Mr. Gibb's ship, capt. Robinson, is below, from Marseilles, with 1100 arms, 37 tuns of lead, 15 tuns of powder, flints, &c. I have just seen the supercargo, who tells me they are seven weeks out; that he could not procure a newspaper, although he offered a guinea for one, but saw one as late as the 25th of May.

1. Purdie's *Virginia Gazette*, August 16, 1776.

CAPTAIN CHARLES POPE TO THOMAS RODNEY ¹

Dr Sir

Wilmington August 1st 1776

Since I saw you in Newcastle, I have been treating with a Carpenter of this place, who engages to build and have ready for launching a Vessel by the Middle of October provided we procure three or four Workmen for him—At present he has but two, and says it will take six hands to build her in ten weeks:—The Dimensions agreed on are 54 feet Keel, 20 feet Beam and 8 feet Hold. The Dimensions of the Brig *Lexington* Comm'd by Capt. Barrey [John Barry] is 58 feet Keel—21 feet Beam—and 9 feet Hold—The Carpenters say her length will be a considerable advantage to her sailing—Several Labourers have been employed two or three days in cutting the Timber and Keel—the greatest part of the Plank is now ready—and he fully expects indeed is determined to have her on the Stocks in three or four Days.

I would recommend it particularly—nay request it as a Favor of Mr. McGarmot to ride down to Lewis Town—Cedar and Broadkill Creeks and employ all the Hands he can—the more hands the better for us—she will be the sooner off the Stocks, and I am certain hands may be got down there—I beg you may insist on Mr. McGarmots going down; as the Time is drawing fast that requires our presence in the English Channel—

I shall endeavor to get off from this Service in a few Weeks, and think there will be no great Difficulty in procuring a Discharge Was it not that I prefer the Sea to the Land Service, should continue a Soldier as long as there would be Occasion. — ²

Best regards to the Family and remain [&c.]

Charles Pope

1. *Delaware Archives* (Dover, 1919), III, 1423.

2. Pope commanded the Fifth Company of the Delaware Regiment of the Continental line. He did not resign from the land service. On the day after this letter to Rodney, his regiment marched and arrived in Philadelphia, August 3. Christopher L. Ward, *The Delaware Continentals 1776-1783* (Wilmington, 1941), 10.

SAMUEL PURVIANCE, JR. TO JOSEPH HEWES ¹

Dear Sir

Baltimore August 1st 1776

The intention of this is to introduce to you my very worthy friend Captn James Nicholson, who agreeable to what I lately wrote you goes up to wait on your Board ² & receive their Instructions &c about the Outfit of the Frigate.³ Captn Nicholson's Merit both in private Life & as an Officer is very great, & Justly deserving the Esteem of all who know him.— I hope

a proper Regard will be paid to his Deserts by your Board in settling the Rank of the Officers, that his Usefulness may be rendered the more extensive. He possesses in my Opinion the best Talents for Command, of any Man I know; And the good Order & Discipline of the Ships Company which he now commands ⁴ is a striking Proof [of] it, It being difficult to determine whither he is most loved or feared by them. His Judgmt in Marine Affairs will I am perswaded be of Service to your Board. His Prudence & Discretion are deserving of the greatest Confidence. My Bro[the]r will either accompany or go next day after Captn Nicholson, & will render every Assist[an]ce he can in collecting & forwarding such Stores &c as are wanted from Philada I am Sir [&c.]

Sam^l Purviance Jun^r

1. Hayes Manuscripts, NCDAH.

2. Hewes was a member of the Continental Marine Committee.

3. The Continental frigate *Virginia*, built at Fell's Point, Baltimore.

4. The Maryland ship *Defence*.

MARYLAND COUNCIL OF SAFETY TO GEORGE WOOLSEY ¹

No 104.

Sir The Vessel you and Company have on the stocks the Council of Safety are now desirous of purchasing, provided they can have her on Reasonable Terms.—let us know therefore whether your Company will sell, and what price they ask — we expect your answer as soon as possible, when Mr [Stephen] Steward our agent will attend to compleat the contract, and give directions. We are [&c.] ²
[Annapolis] 1 Aug 1776

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

2. Woolsey & Salmon Letter Book, LC, contains August 7 notation: "Wrote the Council of Safety Letting them know they Could not have the Schooner that is building."

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Thursday the first day of August 1776. —

Resolved that John Hutchings Esqr be first Commissioner of this Board Protempore

Ordered that a Warrant Issue to John Hart for Nineteen pounds twelve shillings and four pence for Necessaries furnished the Schooner *Revenge* Capt [William] Deane—

Ordered that a Warrant Issue to William Cook for four pounds one shilling and six pence for Nails Bolts and other Articles furnished Capt William Deane for the use of the Schooner *Revenge*—

Ordered that a Warrant Issue to Capt Edward Travis for four hundred and thirty one pounds for Disbursements and for the payment of his Men from the time of their Enlistment to this day ²

Ordered that a Warrant Issue to Lieutenant James Quarles for One hundred and twenty two pounds one shilling & three pence. it being the Ballance of his Account for recruiting Service and for the Payment of his Company of Marines from the seventeenth day of April One thousand

seven hundred and seventy six to the thirty first day of July following— Ordered that a Warrant Issue to Capt Thomas Lilly for thirty pounds on Account for necessaries furnished the Brig *Liberty*—

Ordered that the Gallies to be Built by Mr Caleb Herbert pursuant to an Order of the Honourable the Congress³ be of the following Dimensions, to wit, Seventy one feet Keel Twenty feet Beam six feet Hole and six Inches dead Rise—

Ordered that Mr William Frazer one of the Contractors for the district of York River do Furnish Caleb Herbert with provisions necessary for Victualling the Workmen now Building a Row Gallie under the direction of the said Herbert pursuant to an Order of Congress—⁴

1. Navy Board Journal, 27-28, VSL.

2. The galley *Manley*.

3. See Journal of the Continental Congress, May 18, 1776, authorizing Virginia to build six galleys at continental expense, for the protection of troops crossing the many navigable rivers in that colony. Volume 5, 142.

4. The Navy Board sent instructions to Frazer on August 4. Navy Board Letter Book, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY¹

[Williamsburg] Thursday August 1st 1776.

The Members present taking under their Consideration the proceedings of the Committee of Safety with respect to their Directions for building six Row-Gallies for the purpose of Transporting Troops across the Rivers pursuant to a Resolution of General Congress, find that the said Committee had empowered Persons upon James, York and Rappahanock Rivers to provide Materials for building the same; but as this Board do not know what progress may have been made therein, and do not look upon themselves as competent Judges of Naval affairs are of opinion that the Commissioners of the Navy be requested to take this Business under their Consideration, and carry the said Resolution of Congress respecting the said Row-Gallies into Execution.

It appearing that the Public Treasury is at present in an exhausted state, owing to the delay in getting ready the Dollar Bills lately ordered by Convention to be struck, and that there is a considerable sum of Continental Money deposited with the Treasurer by the Congress for the purpose of exchanging the same for Gold and silver which on Trial is found to be impracticable, Ordered therefore that the Treasurer be requested to pay any warrants which may be drawn by this Board, or the Navy Board during the present situation of the Treasury out of the said Continental money to be replaced hereafter; and that he be informed at the same Time, that the Council will issue as few warrants as may be, until the Treasury can be restored to a better Condition.

Thomas Everard, Joseph Prentis, and John Tyler Esquires having sent their several Resignations in writing of their Offices as Judges of the Court

of Admiralty; William Holt, George Seaton, and William Armistead junior Esquires are appointed Judges of the said Court.

1. H. R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond, 1932), I, 102, 103. Hereafter cited as McIlwaine, ed., *Journals of the Virginia Council*.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Halifax] Thursday August 1st 1776.

Resolved That John Gale or William Calvert be appointed to the Command of the Brigantine *Betsey* now lying in Edenton Bay and Laden with a Cargo of Tobacco on the Continental Account and Bound on a Voyage to Europe, and should they both refuse to take the Command of the said Brigantine in that case the Committee of the Town of Edenton be impowered to appoint some person well skilled in the Art of Navigation, and who is a known Friend to the American Independency to the Command of the said Brigantine *Betsey*.

Resolved That Robert Smith Esquire of Edenton be permitted to Export to any of the French or Neutral Islands in the Sloop *Betsey*, James Ferguson Master the following Articles, to wit. twenty thousand Hogshead Staves and heading, he having entered into Bond with Security in the Sum of One thousand pounds to import into this province the Net proceeds of the Staves above mentioned in Salt Arms Ammunition and other war-like Stores.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

ROBERT COCHRAN TO JOHN LANGDON, PORTSMOUTH ¹

Sir, I Receiv'd Yours of 3th June ult. the day we were very Busy in geting ready to Receive our Enemys which we did on the 28th & give them a very Genteel draubing - Particulars you have before this reaches you. - Some damage has been done to the Inhabitants of the back Settlements of this province by the Indians, but there are large parties gone against them, so hope there will be a Stop to these troubles.

Am very happy to find you are in so good Spirits, & great readiness for the Enemy; wou'd be glad to hear how far advanc'd your Shiping are in new-England. Mr. Pickran ² that come from Piscatway had the Command of a Row-Galley & has taken an English Brig in one of our Inletts. We Seem to be pretty Safe from danger at present. - I am, sir [&c.]

Charlestown 1st August 1776.

Rob^t Cochran

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

2. Captain Thomas Pickering.

JOHN ALMON's Remembrancer, 1776 ¹

St. Vincent's, Aug 1.

The *Shark* man of war, Capt Bennett [*sic* John Chapman], on her way from Antigua to this island, opposite the island of Martinico, fell in with a North American privateer, mounting 18 ten pounders. The action

lasted near two hours, when the latter was obliged to sheer off; and the former pursued till she received two twenty-four pound shot from the fort at Martinico, which obliged her to desist; and the captain went on shore to make his complaint to the French governor, who declared he would not suffer any English man of war to come within reach of his cannon after the Americans; that if they were pirates he would not countenance them, but by no means looking on them in that light; they claimed his protection while they remained at Martinico; when they put to sea it was their own affair.

Captain Bennett [*sic*] learned at Martinico, that this same American vessel had taken two English ships homeward bound, and that they had 39 prisoners on board; but the captains nor names of the vessels he could not hear; the colours which the American shewed were a field white and yellow, with 13 stripes.²

1. John Almon, ed., *The Remembrancer; or Impartial Repository of Public Events. For the Year 1776* (London, 1776), III, 277-78. Hereafter cited as Almon, ed., *Remembrancer*.
2. Captain Chapman described the *Reprisal's* colors as red and white striped with the union next the staff, and made no mention of any yellow. See Chapman to Vice Admiral Young, July 29, 1776. Volume 5, 1278-79.

2 Aug.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Friday – August 2d 1776

Petition of Benjamin Goodhue of Salem, in behalf of Himself & others his Partners –

Humbly Sheweth, That your Petitioner in Company with said Partners is fitting out with all dispatch a Privateer Schooner of War call'd the *Sturdy Beggar* Whereof Allan Hallet is intended to be Commander. Your Petitioners Humble Prayer therefore is, that your Honors would be pleased, to Order that the said Allen Hallet may be Comissionated as Captain of the said Schooner, And your Petitioner as in duty bound shall ever Pray –

Benjamin Goodhue

Read and Ordered that the Abovementioned Allen Hallet be Comissionated as Captain of said Schooner, On his giving Bonds with Sufficient Sureties to Comply with the Order of the General Court in such cases made – ²
Petition of Archibald Duthie, Humbly Sheweth, I was taken About three Weeks ago By the *Sturdy Beggar* Privateer comanded by Capt Peter Lander, in my Passage from Jamaica to London Since that time the Ship is retaken & I Apprehend carried to Halifax, it being near Night & the Sea running high when I was taken on board the Privateer, I had but little time to provide myself with Cloaths & other Necessarys, and not doubting of her being brought into Port, was not very Anxious, as She is not come, I am now without Cloaths Without Money, if your Honors thinks it right,

I pray for leave to follow her to Halifax – and your Petitioner Shall ever pray, I am May it please your Honors – Your Most Obdt & M. H. Servt –
Archibald Duthie –

Ordered that the Officers taken by John Fisk Commander of the *Tyrannicide* deliver their Swords into the Hands of Honble Richard Derby Esqr & he to keep them till said Officers are Liberated –

Petition of John Winthrop Junr & others Humbly Sheweth, – That your Petitioners Owners of the Schooner *Warren*, burthen about Seventy Tons, Armed with Four four Pounders, Four three Pounders, twelve Swivels, & four Cohorns, Navigated with Fifty Men William Coas Commandr, Coas Gardner 1st Leut both of Gloucester, Moses Harris of Ipswich 2d Leut, is designed to Cruize Against the Enemies of these United States. Your Petitioners would therefore Humbly request your Honors to Commission the said Vessel & Captain for the purpose beforement[ione]d and your Petitioners as in duty bound shall ever Pray

John Winthrop Junr –

Read & Ordered that a Comission be Issued to the above Mention'd William Coas, Commander of the Schooner *Warren*, on his giving Bond Agreeable to the Resolves of Congress –³

Ordered that the Commissary General be and he hereby is Directed to deliver unto Capt Daniel Souther Comander of the Brigantine *Massachusetts* or his Order the following Articles taking proper receipts for the same Vizt –

14 four or Six Pounders –

14 Swivels	3..0..0 Grape Shott
40 Muskets	100 lb Musckett Ball
20 pr. Pistols	50 lb Match rope
20 Tomahawks	14 Powder Hornes
1 Ton double headed 8 round Shott –	30 Bushells Beans & Pease –

Petition of John Winthrop Junr of Boston humbly Sheweth, that your Petitioner being part Owner of the Schooner *Warren* now fitting out to Cruize Against the Enemies of these United States, & that the said Schooner having every necessary Equipment but the Article but [sic of] Gun Powder and for want of which she is Unable to proceed on her Cruize, Your Petitioner would therefore request permission of yr Honors to Allow him to purchase Seven Hundred pounds weight of the said Article of Gun Powder out of the Public Stores, & for which he will Imediately pay the Money or return the like weight of good Salt Petre, which he has now in his Possession, and yr Petitioner as in Duty bound shall ever pray –

John Winthrop Junr –

Read & Ordered, that the Commissary be & he hereby is directed to deliver Mr John Winthrop Jnr Seven Hundred pounds of Gun Powder

for the beforementioned Schooner, he paying the Money or returning the Salt Petre as the Commissary & he can Agree –

Petition of Miles Greenwood of Salem, in behalf of himself, and Others his Partners, Inhabitants of Salem & Beverly, Humbly Sheweth, That your Petitioner in Company with his sd partners, is now fitting out with all Dispatch and allmost Completed for the Sea a Private Schooner of War call'd the *True American*, to be Commanded by Capt Danl Hathorne, to be Mounted with twelve Carriage Guns, and Navigated with Seventy Men, with design to distress and Captivate, the Subjects Servants & Vessels of the King of Great Britain, and all others, the declared Enemies of the United States of America – That your Petitioner is Appreh[e]nsive, that he shall not be able to procure powder for the said Schooners intended Cruize, owing to its Scarcity in this Colony – Your Petitioners Humble Prayer therefore is that the Honorable Board would be pleased to allow him and Order him to be supplied out of this Colony Magazine, with Seven Hundred pounds weight of Powder, he paying for the same at the price which the Honorable Board, or any Person or persons, whom they shall be pleased to appoint, shall set upon it and your Petitioner as in duty bound shall ever pray –

Miles Greenwood

Read & Ordered that the Commissary General be and he hereby is directed to deliver to Miles Greenwood or Order Seven Hundred w[e]ight of Powder out of the Powder Now at Salem he paying for the same at the rate of Five shillings pr pound.

1. Mass. Arch., vol. 19, 143–45.

2. *Ibid.*, vol. 7, 162. Bond for \$5,000 was made this date.

3. *Ibid.*, vol. 7, 323. Bond for \$5,000 was made this date.

New-England Chronicle, FRIDAY, AUGUST 2, 1776

[Boston, August 2]

Messieurs Printers, In your paper of the 25th instant you mention, "last Sunday a ship of 200 tons burthen, commanded by James Arnout, was sent into this harbour by Commodore Hopkins, &c." In the same paper, we observe that a certain Caleb Hopkins, who calls himself "Commander of the armed ship called the *George*, &c." has libelled the ship called the *Queen of England*. We are greatly surprised at his assurance, in libelling said ship, as she was not within one and half miles of the *George* when she struck, and an island between them, and the Commodore (as he is called) did not come on board the *Queen of England*, 'till an hour after she struck, and then was employed only as a pilot.

Winthrop Gray } Captains.¹
Zebedee Redding }

Hull, July 29, 1776.

Friday last was taken to the Eastward of Mount Desart, by two Whalemen, and last Wednesday sent in here, a large Schooner of 160

Tons, from Jamaica bound to Halifax, laden with Rum, Sugar, Pimenta, &c. She, it is said, was formerly owned in Salem.

Last Lord's Day was carried into Marblehead, the Ship *Peggy*, commanded by James Kennedy, mounts six 3 and two 2-pounders, bound for New York, taken by the armed Vessels *Hancock*, Capt. [Samuel] Tucker, and the *Franklin*, Captain [John] Skimmer. She is one of the Fleet of 24 Sail, who, it is said, by those that were taken in her, came out with transports, under convoy of two men of war, the *Renown* of 50 and the *Flora* of 20 guns, having on board a number of troops. — The cargo consists of 75 doz. hose, 180 yards Irish sheeting, 2 boxes cord, 74 doz. porter, 83 doz. strong beer, 311 tierces salted beef, 6 barrels herring, 24 camp kettles, 5 doz. canteens, 2 doz. kettles with covers, candlesticks and spoons, 2648 mutton hams, 50 doz. Rappee snuff, 100 gallons rum, 3884 yards oznabrigs, 12 and half doz. claret, 4 barrels flour, 2 kegs barley, 230 doz. red port wine, 50 doz. Sherry, 53 doz. white port wine, 16 doz. strong beer, amounting to £.1509-1-9 sterling, and some cash. Also the following Tory gentlemen and ladies, viz. Patrick Reed, Thomas Frazier, Robert Semple, and wife, Elizabeth Burns, John Burns, Abigail Pecit, Thomas Semple, and the *pious* Benjamin Davis and son, Thomas Pamp, and John Whitehead. The Privateer *Warren*, Capt. Burk, engaged with another of the fleet, and near taking her, when by some accident she had three of her men blown up and seven wounded, which obliged them to put into port.²

The above Tories were brought to Town in a Marblehead Schooner on Monday morning, and escorted up to Gaol; — they inform that they left Halifax the 4th July; that they sailed in Company with 3 Transports with Hessian Troops bound to New-York; and that the Day they left Halifax, they saw a fleet of 40 Sail, which they supposed to be Transports with Hessian Troops.

1. Gray and Redding commanded two companies of the 14th Continental Infantry, stationed at Hull and Point Alderton.
2. The *Warren's* engagement was with the British transport *Unity*, whose captain made the following report of the encounter:

Off the Isle of Sable, early in the Morning, we saw a Schooner, which seemed inclined to speak with us; about Noon she was only a Half a mile from us, when she fired a Shot to bring us too; she had hoisted no Colours notwithstanding she fired a Shot; we were surprised at this, and could therefore hardly think she was one of our armed Schooners, as the Officer would certainly know his Duty better: we accordingly brought too, but took Care also to get all the Soldiers up, and in Arms, and had them all ready under the Quarter-deck, and out of Sight; she ran under our Stern, and bade us strike to the Congress; on which having four Guns abaft, (all we had on board) we complimented her with a Couple; she then kept on our bow, and seemed inclined to board us, our Soldiers immediately went forward, and gave them such a Discharge of small Arms, that she found she had caught a Tartar. I believe we killed them five Men at this Fire. She then shot a-head of us, in order, I believe, to consider what to do; the Determination was to leave us, which they did, by steering away South, whilst we kept on for Halifax Harbour, not having suffered the least Hurt. The Schooner had ten Guns, and I believe upwards of fifty Hands.

Public Advertiser, London, August 30, 1776.

AGREEMENT OF OFFICERS AND CREW OF THE RHODE ISLAND
PRIVATEER SLOOP *Diamond*¹

Providence August the 2, 1776

Whear as thear is Sum uneasyness a Rose amoung the Sloop *Dimounds* Crue a Bought Thomas Curtis having two And Half Sheares For acting as Leftennant of mereanes wee hous Names are under Ritten do a Gree that Said Curtis Receve two & Half Sheares out of all prizes Taken by Sloop *Dimound* the Cruse he was out Bound -

Isa^a Coole Cap Ms

William Hurbly

his

John X Adams

mark

John Sowdon

John Clarke

Isaac Mondon

Robert Bolton

Asa Briggs

P Desmazures

his

Christopher X Hargal

mark

Joseph Picher Jr

Will^m Chace Mastr

George W. Babcock

his

John X Briggs

mark

Benja Butts

Bethanath Hodgkinson

Robert Palmer

Georg Hoffman

Gilbert Bedell

Alex[a]nder Tindall

His

John X Morgain

mark

Thomas Stone

William Harrison

John Sober

John Williams

1. JCBL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY¹

[Lebanon] Friday, August 2d, 1776

Resolved and ordered, That Capt. John Deshon and Mr. Nathl Shaw Junr be and they are Instructed to Purchase the New Providence Sloop belonging to Mr. Charles Walker now Lying at New London² for the use of this government to be fitted out as an armed Vessell, at the Easiest and Cheapest Rate in their Power and to Execute Proper Contracts on the Part of this Colony for that Purpose and Receive Suitable Writings of Conveyance to Pass the property of the Same to this State Accordingly

And that thereupon Capt Seth Harding Do Immediately Proceed to alter and fit up said Sloop as an Armed Brigantine with the Greatest Dispatch and that he make use of the Masts Sails rigging Guns and other Implements & Furniture of the Brigantine *Defence* now under his Command for that Purpose and that he Employ the Officers Sailors and Marines of said Brigantine *Defence* in fitting said Sloop as aforesd.³

and said Mr Shaw is Directed to furnish Capt Harding with what shall be Necessary for that Purpose

1. Charles J. Hoadly, ed., *Public Records of the Colony of Connecticut* . . . (Hartford, 1890), XV, 495. Hereafter cited as Hoadly, ed., *Connecticut Records*. An attested copy is in Nathaniel and Thomas Shaw Letters and Papers, NLCHS.
2. The sloop *Endeavour*, which Esek Hopkins had impressed into service to carry some of the cannon from New Providence, promising Walker that he would be reimbursed. This Congress did to the amount of two thousand dollars, restoring sloop and her original cargo to the owner.
3. The sloop, converted to a brigantine, was also named *Defence*.

Connecticut Gazette, FRIDAY, AUGUST 2, 1776

New-London, August 2.

Since our last arrived here Capt. Joseph Packwood in an armed sloop, from the West-Indies, with ten Tons of Powder, 3 or 400 stand of Arms, and a Quantity of European Goods. And,

Last Tuesday Capt. Bigelow arrived here from the West-Indies, with five Tons of Powder, &c. They were both chased by the *Cerberus* Frigate, Capt. Simmons [John Symons], but had the good Fortune to get in safe.

LIST OF MEN FROM CONNECTICUT WHO SERVED ON BOARD
THE CONTINENTAL SHIP *Alfred*¹

List of Men Ship'd in Connecticutt for 6 Months

Names	Amount	Time Entry			Time of Discharge &c:&c:
	Slops Recd				
James Holt	£6..4..7	23d	Dec:	1775	Dischd 16th June 1776-
Peter Holt	2..4..9	23d	do	do	Left the Ship 17th June 1776
Willm Fagan	5..17..11	14th	do	do	Dischd 14th June 1776-
Samuel Lollard	3..16..1	30th	do	do	Run 21. April 1776
Samuel Procter	5..5..3	1	Jany	1776	Run 10. April 1776-
Elias Robbins	4..10..9	1	do	do	Run 17. July 1776-
John Cole	3..3..3	3d	do	do	Left the Ship 3 July 1776
Robert Babcock	10..6	2	do	do	Left the Ship 4th 1776
James Palmer	3..9..9	2	do	do	Left the Ship 4th July 1776
Nathan Brand	1..1..4	2	do	do	Left the Ship 4 July 1776
Daniel Palmer	10..6	2	do	do	Left the Ship 4 July 1776
Peter Peters	1..1	3	do	do	Left the Ship 4 July 1776

Names	Amount Slops Recd	Time Entry			Time of Discharge &c:&c:
Moses Palmer	1..3..6	2	do	do	left Sick in Connect & not Returned
Elihu Babcock	13..5	3	do	do	Left the Ship 4 July 1776
Asa Lewis	3..1.10	3	do	do	Left the Ship 4th July 1776
John Chester	5..7..6	4	do	do	Dischd 2d August 1776-
Peleg Toker	1.18..7	4	do	do	Dischd 2. August 1776-
Edward Derrick	4.11..2	8	do	do	Died 16. April 1776
Richard Salter	5..8..-	10	do	do	Run 13 March 1776 -
Labeus Gavitt	1..2.11	6	do	do	left Sick in Connect & not Returnd
Thomas Cook	1.14.10	20	Decr	1775	Dischd 20th June 1776 -
Ward Bulkley	10..6	20.	Dec:	1775	Disch[d] 20. June 1776 -
Daniel Wheeler	1..3..8	20.	Dec:	1775	Dischd 20. June 1776 -
David McKensey	1.12.11	20.	Dec:	1775	Turnd over to <i>A Doria</i> 13 May 1776
Willm Bennett	5....9	19.	Dec:	1775	Died 21. March 1776
John Perry	2.18..2	2	Jan	1776.	left Sick in Connect & not Returnd
Bodwel Huse	19..9	22.	Dec:	1775	left Sick in Connect & not Returnd
Rob: P. Webber	3.18..3	3	Jan	1776	Run 15th March 1776
Oliver Bradley	3..2..3	18	Dec	1775	left Sick in Connect & not Returnd
Titus Dutton	2..6.10	28.	do	do	left Sick in Connect & not Retd
George Leonard	3.13..3	25	do	do	Run 13th March 1776
Will. Bidwell	6..5..1	11	Jan:	1776	Left the Ship 11th July 1776 -
Dixon Ewing	8..2..3	11th	Feb:	1776	Died 9th June 1776 -

The above Sums are Exclusive of their first Months Pay which they all Recd of the Congress's Agents Except Dixon Ewing who never Recd any Part of his first Mo Pay [August 2, 1776]²

1. Gurley Collection, ConnSL.

2. Date is based on the discharge of John Chester and Peleg Toker, August 2.

CAPTAIN RICHARD VARICK TO LIEUTENANT COLONEL PETER GANSEVOORT ¹

Sir

Albany Aug 2. 1776

I am directed by General Schuyler to desire You to forward to General Gates with all possible Dispatch, All the Junk & Oakham from Your Post & all the Pitch, Except one Barrel, together with all the Steel & Iron & that You will immediately send me a Return of what has been forwarded from Your Post to Tyonderoga & that hereafter You will send me a Return Every three Days, of what Articles You forward to General Gates. –

All the Anchors, Cables, Rigging, Cordage, Military & Naval Stores, Axes & Intrenching Tools, which are or shall arrive at Your post are immediately to be forwarded without the least Delay. –

Pray let me intreat You from Time to Time to have strict Enquiry made in the Commissaries & Contractors Stores at Your post, that None of the above Articles may be in the least delayed in forwarding.

Forward the inclosed with Dispatch. I am Sir [&c].

By Order &c: R. V. Secry.

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 28 June, 1777, NYPL.

JOURNAL OF H. M. S. *Rose*, CAPTAIN JAMES WALLACE ¹

August 1776

In Hudsons River New York

Friday 2d AM Recv'd from the *Ph[o]enix* fresh Beef, at 11 weigh'd the Stream Anchor and hove short on the best Br First and Mide part little wind and clear Wr latter Calm PM at 1/2 past Mer[i]d[ian] weigh'd and came to Sail Steering down the river as did the *Phenix*, *Tryal* & 2 Tenders, at 1/2 past 2 the *Phenix* Run on shore on the Flats off Terry Town, Anchor'd in 4 1/2 fm as did the *Tryal* and Tenders Weigh'd and dropt a Mile below the *Phenix* P[er] Order [of] Capt [Hyde] Parker [Jr.], saw 7 Sail of Arm'd Vessels down the River, at 10 the *Phenix* got off

1. PRO, Admiralty 51/805.

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

August 1776.

Moor'd Off Singing.

Friday 2d A M Clear'd Hawse The Master employed Sounding Modt and fair Wear
P M 1/4 pt Meridian Unmoor'd Weigh'd and Came to Sail, the *Rose*, *Tryal* & two Tenders in Company, in runing down the River, the Ship Grounded on a flat off of Tarry Town, at 2 P M Carried the Stream Anchor out and Attempted to heave off, but without effect, got some of the Upper and lower Deck Guns forward to bring the Ship by

the Head, Carried the best Bower Anchor out in the Stream and at 10 Hove the Ship Off Veer'd to $\frac{2}{3}$ of a Cable²

1. PRO, Admiralty 51/694.

2. *Ibid.*, 1/487 contains a copy of the log from July 15 to August 18, 1776, endorsed: "Capt Parker's Journal No 1 in Lord Howe's lre 31 Aug 1776."

BRIGADIER GENERAL GEORGE CLINTON TO GEORGE WASHINGTON¹

[Extract]

Fort Montgomery 2d August 1776.

On Thursday last the Shipping & Tenders fell down to the Mouth of Croton River where they have ever since continued at Anchor near the East Shore. Since which they have attempted once to land on this Side the River with their Barge but were repulsed by our Militia.

On Saturday last the 300 New England Militia left Peek's Kill & returned Home without giving me the least Notice of it, tho I believe they had the Consent of the Committee of [Provincial] Congress who expected in the New Levies from West Chester & Dutchess that Evening to Supply their Place. They were disappointed, the Shore, of course unguarded & the very same Evening the Enemy's Barge came up the River six Mile from where the Shipping lay, went a Mile or Upwards into the Country & took off a yoke of Oxen, a Steer, a Cow & 10 Sheep from the Farm of one Baily, who it is said is on Board the *Phenix*, and I suppose was their Guide.

1. Hugh Hastings, ed., *The Public Papers of George Clinton, First Governor of New York* (New York and Albany, 1899), I, 282, 283.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION¹

Die Veneris, 4 ho. P. M.

[White Plains] Augt. 2d, 1776.

Ordered, that Danl. Shaw, commander of the private sloop of war called the *Harlequin*, be, and he hereby is, permitted to purchase from James and Alexr. Stewart, or any other person, 1,200 weight of gunpowder, for the use of the said sloop.

1. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York. 1775-1776-1777* (Albany, 1842), I, 554. Hereafter cited as *New York Provincial Congress*.

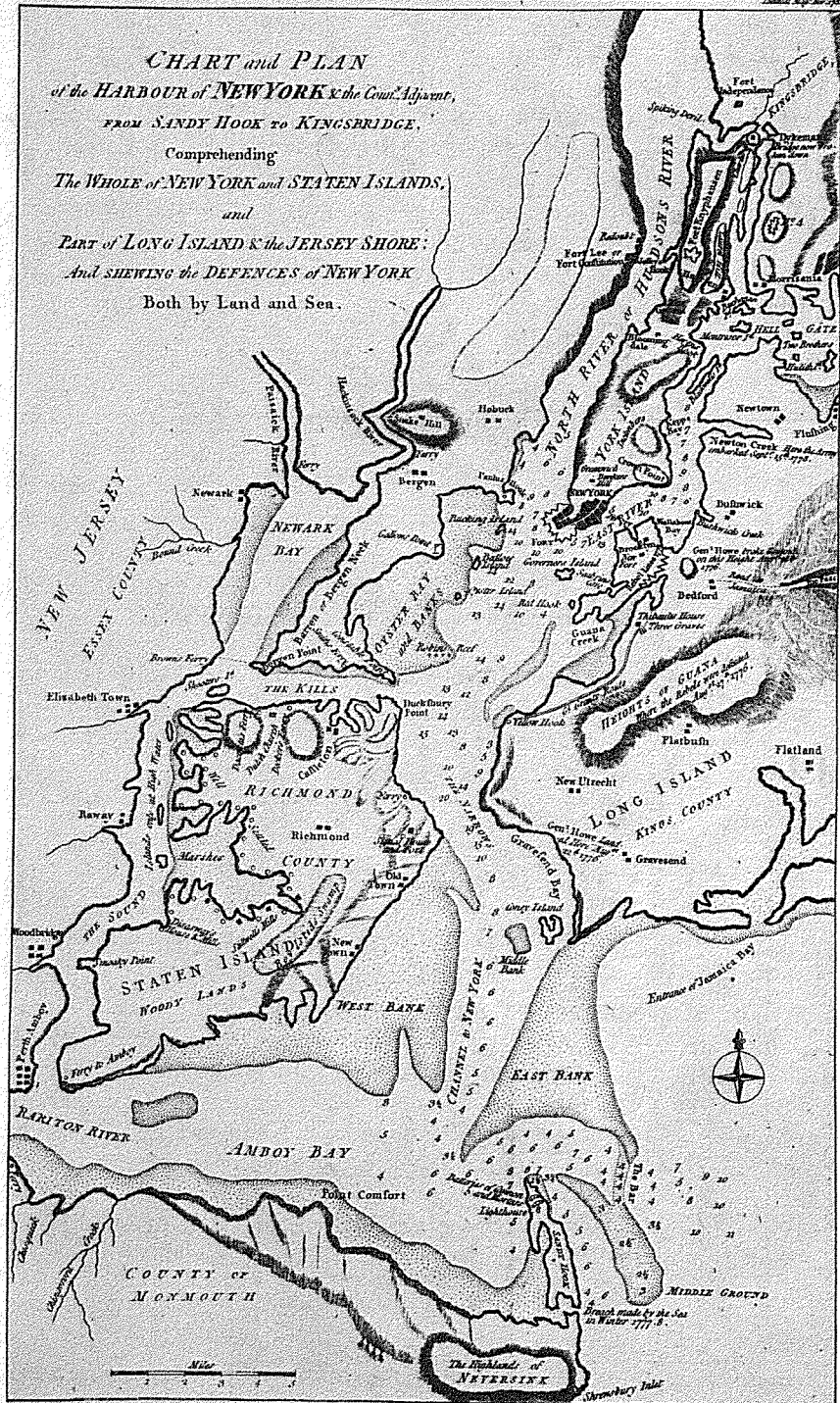
PETER R. LIVINGSTON TO ROBERT LIVINGSTON¹

[Extract]

Harlem 2 August 1776

... find every thing gitting readey with great alacrty a number of people are employed to sink Vessels logs &c &c nearly opposite to the blue bell to stop the way of the two Ships up above they lay about two miles below Tallors point Six Grandola's &c went round from the East river to the North last night which occasioned the Shipping we are told below to move up towards the town to see what we were after they intend in a few days to attack the two Ships up the river and endeavour to burn them

CHART and PLAN
of the HARBOUR of NEW YORK & the Count. Adjacent,
FROM SANDY HOOK TO KINGSBRIDGE,
 Comprehending
The WHOLE of NEW YORK and STATEN ISLANDS,
and
PART of LONG ISLAND & the JERSEY SHORE:
And shewing the DEFENCES of NEW YORK
 Both by Land and Sea.



London: Published by the Author, No. 5, York Street, in the Strand, near the Theatre Royal, 1794.

How[e] had a reinforcement on Monday of 2000. Highlanders and we about that number from Boston by water . . .

2 OClock. I just Returned from the City. they say last night 40 transports more arrived, am very fearful the workes we have will require such a number of hands to gaurd and work them properly that in case G Howe should land at Mareneck and at Colo Philipes that he will hem them all in and cutt off all communication by Sea and land, just as I came away a flagg set off from the Army to G. Washington but could not stay to hear the purport of it . . . Our Congress has passed a Resolve Acquiesing in Gen: Washington's Vacating the City when Ever he sees proper for the good of the Service . . .

1. FDRL.

JOURNAL OF AMBROSE SERLE ¹

[On board H. M. S. *Eagle*]

Friday, 2d. August.

Govr. Tryon came on board this Morning to communicate the Information he had just recd. that Hopkins, the Rebel Commodore, with the Vessels under his Command, had stolen out of Rhode Island Harbor, and intended to pass down the Sound, and through the East River by New York, in order to assist the Rebels to destroy the two Ships that passed some time since up the North River. It is not to be doubted however, if the Intelligence be true, and the Passage be made, but that the *Phoenix* & the *Rose* will give a good Account of them.²

1. Tatum, ed., *Serle's Journal*, 52-53.

2. A rumor probably arising from the dispatch from Rhode Island of two galleys to reinforce Washington's small fleet at New York.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Friday, August 2, 1776

Resolved, That the Secret Committee and Marine [committee] be discharged from fitting out vessels with cargoes to Bermudas, for purposes expressed in the resolutions of Congress, of [June 6, 1776].

Resolved, That Mr. [George] Walton be appointed a member of the Marine Committee, in the room of Mr. [Button] Gwinnett, who is absent.

The Marine Committee, to whom it was referred to enquire into the conduct of Commodore Hopkins, brought in their report, which was read:

Ordered, To lie on the table, to be taken into consideration on Monday next.

1. Worthington C., Ford, *et al.*, eds., *Journals of the Continental Congress, 1774-1789* (Washington, 1904-1937), V, 626, 628. Hereafter cited as Ford, ed., *JCC*.

JOHN ADAMS TO RICHARD CRANCH ¹

[Extract]

[Philadelphia] Aug. 2. 1776

I thank you for your Account of the Prizes taken, by our little Fleet. We may judge by a little what a great deal Means. I hope We shall have more Power at sea, before long.

. . . Barry has taken another Tender. Another Prize is taken and carried into Egg Harbour, and a Vessel has arrived here with a rich Cargo of Arms, Ammunition, Flints and Lead, and dry Goods from Marseilles. She brings no bad News from France.

1. L. H. Butterfield, ed., *The Adams Papers*, Series II, *Adams Family Correspondence* (Cambridge, 1963), II, 73-74. Hereafter cited as Butterfield, ed., *Adams Family Correspondence*.

DIARY OF CHRISTOPHER MARSHALL ¹

[Philadelphia] August 2d 1776

. . . granted 3 passes for Camp . . . one to Capt Job Springer of Schooner *Grampus* to Dartmouth N. England Government. one to Capt Corban Barnes of Schooner *Julia* to Plymouth New England Government. . . . accot last night was that the Congress Privater Capt [John] Craig of this port, has taken & brought her into Egg Harbour, A Brig from Nevis.² its Said to be worth near Twenty Thousand pound &c

1. Diary of Christopher Marshall, HSP.

2. The brig *Richmond*, with rum, sugar, and £20,000 in gold on board.

MARYLAND COUNCIL OF SAFETY TO BRIGADIER GENERAL HENRY HOOPER ¹

[Extract]

No 105

Sir, Since our last we have had advice from Major [Thomas] Price our commanding officer in Saint-Mary's, that the British fleet lay near the mouth of Smith's creek in Potowmack, that they were very weak in Land-forces not exceeding 300 men, that they were so sickly that 50 dead bodies had appeared on the shores, chiefly negroes, and that having gone up the River Potowmack to take in water & returned, he imagined they would soon sail from that Quarter, -

Their Forces appear so inconsiderable and contemptible to him, that he has dismissed all the militia, and keeps only two independent Companies to oppose them . . .

We do not expect from their weak state that any attempt will be made, except to plunder, and we think the 500 regular Troops together with the 200 Militia, a sufficient Force to protect your shore² until the fleet sails, which we daily expect to hear of, and if some of them go to sea & only a few remain at our Capes, and in Virginia to destroy our Trade, as is suggested to us will be the case, the remainder of the militia also may be discharged. -

If the schooner you have taken would answer to make an armed Boat or vessel for the Defence of this Colony, we should be glad you would send her over that she may be put in repair & fitted for the service, if she is unfit, an Acct of her Size, value and stores will be agreeable to us.

[Annapolis] 2d Augt 1776

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

2. The lower Eastern Shore counties of Maryland, on the Chesapeake Bay.

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

[Extract]

No 107

Since our last we have recd two letters from Major [Thomas] Price, Copies of which are inclosed, from them you will learn the situation of the Enemy below, our pilot boat came up last night & informs they are not yet gone off, several vessels are dismasted, and on shore at the point of St. George's island with intention to burn them; Middleton thinks they are going off down the Bay, and we hope soon to be able to write you to that effect, altho' we apprehend a visit to the Eastern shore, and are preparing accordingly. — we have the Satisfaction to inform you that the report of a Landing at Colo [William] Smallwood's was not true — Mr Brents houses were burnt and a good deal of damage done — we hear of no particulars of any other mischief up above. . . .

We congratulate you on the safe arrival of the *Molly* Captn [Thomas] Conway in great Wiccomico, Virginia, with 21,000 Wt of Gun Powder & 270 Stand of Small arms for the use of this Province, we shall get the Cargo up here, as soon as we can with safety. . . .
[Annapolis] 2d July [*sic* August] 1776.

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

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Friday the 2d day of August 1776. —

A Commission signed by his Excellency the Governor appointing Ciley Saunders Capt of the *Lewis Row Gallie* was delivered to him by this Board. —

A Commission signed by his Excellency the Governor appointing James Markham Capt of the *Page Row Gallie* was delivered to him by this Board. —

A Commission from his excellency the Governor appointing Henry Lightbourn second Lieutenant of the *Page Row Gallie* commanded by James Markham was delivered to him by this Board. —

A Commission signed by his excellency the Governor appointing John Lusty first Lieutenant of the *Page Row Gallie* commanded by James Markham was delivered to him by this Board. —

A Commission signed by his excellency the Governor appointing Stafford Lightbourn first Lieut of the *Lewis Row Gallie* commanded by Ciley Saunders was delivered to him by this Board. —

A Commission signed by his excellency the Governor appointing Samuel Henley second Lieutenant of the *Lewis Row Gallie* commanded by Ciley Saunders was delivered to him by this Board which he received.

A Commission from his Excellency the Governor appointing William

Green first Lieutenant of the Sloop *Defiance* Commanded by Eliazer Callender was delivered to him by this Board which he received.

A Commission from his excellency the Governor appointing Lewis Jones second Lieutenant of the Sloop *Defiance* commanded by Eliazer Callender was delivered to him by this Board which he received. –

A Commission from his excellency the Governor appointing Eliazer Callender Captain of the Sloop *Defiance* was delivered to him by this Board which he received. –

Ordered that the Row Gallie now lying in Rappahanock River whereof Ciley Saunders is Captain be called and known by the name of the *Lewis*. –

Ordered that the Row Gallie now lying in Rappahanock River whereof James Markham is Captain be called and known by the name of the *Page*. –

The Rules and Regulations made by this Board respecting the fitting out the several Captains and Seamen engaged in the Naval service of this common Wealth was referred to his excellency the Governor and Council and being by them approved of It is Ordered that the same be Established. –

Ordered that a Warrant Issue to Capt William Dean for Twenty pounds upon Account for necessaries for the use of the Schooner *Revenge*. –

Ordered that Colo William Finnie deliver unto Capt Edward Travis twenty sailors under Waistcoats for the use of the Seamen on Board the *Manley Gallie*. –

Ordered that Mr Gabriel Maupin keeper of the Public Magazine deliver unto Capt Edward Travis four hundred and twenty five pounds of Gun powder and twelve twelve pound Ball for the use of the *Manley Gallie* –

Ordered that Colo William Aylett keeper of the public Store deliver unto James Quarles eight Shirts for the use of the Marines on Board the *Manley* Capt Travis which Shirts the said Quarles is to Account for at the rate of twelve shillings and six pence pr Shirt –

1. Navy Board Journal, 28–30, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Friday August 2d 1776

The Rules for the Regulation of the Navy, of the Commonwealth of Virginia, laid before the Privy Council by the Commissioners of the Navy Board were also read and approved.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 105.

VIRGINIA NAVY BOARD TO COLONEL FIELDING LEWIS, FREDERICKSBURG ¹

Sir

Williamsburg August 2d 1776 –

Your Memorandum to Capt John Craig we have had under consideration, we shou'd be very glad if you can with propriety stop the Salt as we have not a Bushel, and it will be impossible to send a Vessel on a cruise

without Salt Provisions. The Congress having directed Six Rowe Galleys for protecting Troops crossing the Rivers, one of which you'll please to have built of the following dimensions 71 feet Keel, 20 feet Beam six feet Hole and six Inches rise.² We wish you to employ as many Carpenters as can work on her, that She may be finish'd with all expedition. We inclose you the Commissions for the Officers agreeable to your List together with some Warrants for the inferiour Officers, to Wit the Master, Masters Mate, Surgeon, Surgeons Mate and two Midshipmen. Whatever rigging you may want, you'll please to send to Capt Charles Thomas for at Warwick, and he will comply with your orders, being employ'd by the public for that purpose, any thing in the public Stores at Fredericksburg that may be necessary in fitting out of the Vessels you must order to them desiring the Storekeeper to be particular in charging each Vessel as we are desirous of knowing the Cost of them [&c.]

John Hutchings 1st Comr P.T.

1. Navy Board Letter Book, VSL.

2. *Ibid.*, the Board wrote to Lewis on August 22 altering the dimensions to "eighty one feet Keel, twenty feet Beam seven and half moulded Hole."

PURDIE's *Virginia Gazette*, FRIDAY, AUGUST 2, 1776

Williamsburg, August 2.

Since our last, we have certain advice that lord Dunmore, with his motley band of pirates and renegadoes, have burnt the elegant brick house of William Brent, esq; at the mouth of Aquia creek, in Stafford county, as also two other houses lower down Potowmack river, the property of widow ladies, with several ferry boats; that on Tuesday se'nnight he re-landed on St. George's island, but was beat off by 1200 Marylanders; that he had burnt eight of his vessels, and was seen standing down the bay the Thursday after with all his fleet.

"EXTRACT OF A LETTER FROM ST. EUSTATIA, DATED AUGUST 2, 1776."¹

We have just received an account from Martinico that the *Reprisal*, Capt. Weeks [Lambert Wickes], belonging to the Congress, had an engagement with the *Shark* sloop of war, of sixteen guns, belonging to his Britannic Majesty, within sight of St. Piere's wherein the former had greatly the advantage, and acquired much honor amongst the French, many of whom were spectators of the battle. The American vessel afterwards going into the harbour of St. Piere's, the Captain of the *Shark* demanded the American rebel, as he termed it, but the French General refused to deliver him up. A French frigate is just arrived from Old France, with despatches, as late as the 22d of June, to the Governors of the different islands, ordering them to protect and assist the American vessels as far as possible, and to be prepared to defend themselves, if necessary. From this it appears a French war is not far off.

1. *Pennsylvania Evening Post*, August 22, 1776.

3 Aug.

JOURNAL OF H. M. S. *Blonde*, CAPTAIN PHILEMON POWNOLL¹

Augt 1776 Moor'd off Point Champlain.

Saturday 3 AM recd fresh Beef wash'd between Decks, and work'd the Ventilator.
do [moderate and cloudy]
put 2 Twelve Pounders, 200 Shot, 200 Cartridges &c into Transports Longboats to go to the Lakes, by order of Captain [Charles] Douglas

1. PRO, Admiralty 51/118.

The Freeman's Journal, SATURDAY, AUGUST 3, 1776

Portsmouth [August 3].

By an Express from Falmouth last Evening, we are inform'd that Capt. [Joseph] White the Day before, in a privateer,¹ had arriv'd there, having 40 men on board, with the particulars of the following prizes he had taken, viz. The Brig *Fanny*, 130 Hhds Rum from Antigua, – Sloop *Betsy*, 150 Hhds Rum, and a Brig from Antigua for Liverpool, with 230 Hhds Rum – Brig *Harlequin* from Nevis for London, 273 Hhds Sugar, & 65 Hhds Rum – Ship *Polly*, from Antigua, 450 Hhds Rum, 12 Hhds Sugar. Ship *Anna Mariah*, 495 Hhds Sugar, & 52 Pipes of Wine, and some Bails of Cotton, carried into Falmouth. The Captain also took a seventh Vessel, which he gave the Prisoners, – Capt. [Tobias] Lear, and Capt. Hoply Yeaton, of this Town, we hear, are on board one of the Vessels, which put into Towns End at the Eastward.²

1. The Massachusetts privateer sloop *Revenge*.2. The *Anna Maria*, William Pringle, master, and the *Polly*, Tobias Lear, master, were brought around from Townsend to Boston and libeled in the Admiralty Court of the Middle District, *New England Chronicle*, August 29, 1776.JOURNAL OF H. M. S. *Liverpool*, CAPTAIN HENRY BELLEW¹

Augt 1776 C: Ann No 62 W 28 Leags

Saturday 3 gave chase to a sail fir'd at her and brot her too, Sent a Boat onbd found her to be from Antigua, laden with rum, for Ireland, but was in possessn of the Rebels. took the Rebels out Sent a Petty Officer onbd her, and 4 men.²
Prizes in Company.–
First and middle parts fresh gales and fair, latter, hazey, lying too, for the prizes, made sail at 5 PM³

1. PRO, Admiralty 51/548.

2. The *Devonshire*, Fisher, *Public Advertiser*, London, October 2, 1776.3. The *Liverpool* with two prizes and one recapture arrived at Halifax on August 10, 1776, *New-England Chronicle*, September 5, 1776.

ACCOUNT BOOK OF WILLIAM SEVER¹

[Kingston] August 3d

Cash pd for 1 Months Advance pay to Crew of Brig <i>Independence</i>	}	230.18. --
-------------------------------------------------------------------------	---	------------

1. Sever Account Book, 264. Courtesy of Captain and Mrs. Noel Sever O'Reilly, Glenview, Illinois.

WILL OF JOHN ERNEST KESSLER, SURGEON ON BOARD THE CONTINENTAL
SHIP *Columbus*¹

I John Ernest Kessler now Resident in Providence in the State of Rhode Island and Providence Plantations, and Surgeon on Board the Ship *Columbus*, belonging to the Free States of America, being Bound on a Cruise against the Enimies of the American States, and Considering the uncertinty of my Lifes being continued, and the chance of being Captivated by the Enemy and having no Relations in America. Do by these presents make, constitute, and Appoint my Friend William Bowen of the Town and County of Providence, Phesitian, my Attorney in all Cases whatsoever. (*cum Facultate substituends*) more Especially to claim and Receive for me all my Wages, that shall be Due to me from these States, and all shares of Prize Money, that is or may be due to me from Time to Time, and in Case of my Decease or of my not Returning again to America, I do hereby Give and Bequeath to my said Friend Doctor William Bowen, to his Hires and Assigns, all my said Effects and Estates that I shall leave in America. Reserving and Giving first of all the Sum of Twenty Pounds (Lawful Money) to my Friend Daniel Nauman, Surgeon in Philadelphia as some acknowledgment for Favours already Received from him. and I do hereby annul and make Void, any former Will or Power of Attorney that I may have made, Ratifying and Confirming This as my Last Will and Power of Attorney.

In Witness of all the above I the said John Ernest Kessler have hereunto put my Hand and Affixed my Scale This Third Day of August Annoq. Domini nostre Millissimo Septengentissimo Septigessimo Sexto et anno Libertatis Americani Republicee Primo. 1776 Signed Seald and pronounced By the said John Ernest Kessler as his Last Will and Power before us

James Munro
Obadiah Bowen

John Ernest Kessler, Surgeon
to the ship *Columbus*²

[Endorsed]

August 3d A D 1776.

In Providence ss. Doctor John Ernest Kessler the Signer of the Instrument on this sheet of paper Appear'd in Person and Acknowledged that the same was done Freely and Voluntarily By him.

Corum

Jabez Bowen

Justicario Pacis

1. Miscellaneous Collection, Vol. 12, RIHS.

2. Kessler entered on board the *Columbus* on January 18, 1776, as surgeon's mate and was promoted to surgeon on January 25, 1776. He succeeded Dr. Henry Malcolm who was transferred that day to the Continental sloop *Providence*, *Columbus* Muster Roll, Transcript of Military Papers, Arch.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL
FRIGATES IN RHODE ISLAND ¹

[Providence] August 3d 1776

Whereas we have had the Misfortune in heaving out the Ship *Warren*, this Day, to carry away her Fore Mast, and to spring h[er] Main Mast which must greatly retard compleating the said ship [illegible] but that we do all in our powers to have them repla[ced] This Voted that Col William Russell go [to] Middletown, and their procure one Main Mast Work 28 Inches, 87 Feet long. one fore Mast [illegible] Inches. Diamiter 80 feet long one Mizen Mast [illegible] Inches Diamiter 78 feet long. also Sparrs For Main and Topsaile Yards and Topmasts and that a Vessell be procured to bring them Round hear on the best Termes they can. and as soon as possible, if Sparrs are to be gott the Vessell is to be Loaded with them.

Voted That Mr Daniel Hawkins go to Portsmouth and their procure Masts and Sparrs of the above dimentions. that he have a Vessell on the best termes he can. and freight the Sparrs hear takeing smaller ones enough to Load her, that he spare no reasonable Expençe in dispatching this Business as soon as he can. and that the Treasurer supply him with Money.

Voted that Jabez Bowen Write Letters to Mr Barnabs Dean of Weathersfield and John Langdon Esqr of Portsmouth to procure the above Sparrs for this Committee

Voted that Mesers Russells be desired to write to Mr William Foster and request him to purchase Two Hundred Butts for Water Cask for the Ships and have them Transported hear as soon as possible.

Voted That their be a Bill drawn on the Honble Stephen Hopkins Esqr at Philadelphia for one Thousand Dollars in favour of Mr Wili[a]m Arnold. he paying the Cash hear in One Month.

Voted That Mr James Sumner be paid Ten Shilling pr Day for his and his Boys Wages. from last Monday Morning provided he keeps steddily to Work till he has finished [illegible] Gun Carriges. also that Cord be allowed five shillings P Day, from this date provided he continues to Work with Mr Sumner.

1. Journal of the Committee who built the Ships *Providence* and *Warren* for the United States AD 1776, RIHS. Hereafter cited as Journal R. I. Frigates, RIHS.

LIBEL OF CAPTAINS DANIEL BUCKLIN AND JOSEPH WHITE AGAINST
THE PRIZE BRIGANTINE *Harlequin* ¹

State of Rhode Island and Providence Plantations.

Providence, ss.

A Libel is filed before me, in Behalf of Daniel Bucklin, of Providence, in the County of Providence, in the said State, Mariner, and Commander of the private Sloop of War called the *Montgomery*, duly commissioned by the Hon. Nicholas Cooke, Esq; Governor of said State; and also in behalf

of John White, Mariner, and Commander of the private Sloop of War called the *Revenge*, belonging to Salem, in the State of Massachusetts Bay, also duly commissioned with Letters of Marque and Reprisal, to cruize against the Enemies of the United States of America, against the Brigantine called the *Harlequin*, of the burthen of about 180 Tons, with her Appurtenances, late commanded by Capt. John Goodwin; and also against the Cargo of the said Brigantine, consisting of about 119 Hogsheads, 137 Tierces and 20 Barrels of Sugar, 62 Hogsheads of Rum, 2 Boxes of Shell-work, &c. bound from the English Island of Nevis, in the West Indies, to the Port of London, in the Kingdom of Great Britain; which said Brigantine, her Appurtenances and Cargo, as 'tis said, were lately taken and captured upon the high Seas, by the said Daniel Bucklin and John White, their respective Officers and Men, belonging to said Sloops of War, and brought into the port of Providence aforesaid, and at and before the said Time of Capture, belonged to and were the Property of some of the Inhabitants of Great Britain, and were used for the Purpose of carrying Supplies to the British Fleets and Armies now acting against the said United States.

The Justice of the above Capture will be tried, at the Court erected in and for said State of Rhode Island and Providence Plantation, for Trial of maritime Causes, to be holden at Providence on the 19th Day of August, A.D. 1776, at the Hour of Ten in the Forenoon. This Notice is given, pursuant to Law, that the Owner or Owners of the said Brigantine, her Appurtenances and Cargo, or any Person or Persons concerned therein, may appear and shew Cause, if any they have, why the same should not be condemned.

John Foster, Judge of said Court.

1. *Providence Gazette*, August 3, 1776. This issue also carries notice of libel against brigantine *Mary* sent in by privateer sloop-of-war *Diamond*, William Chace, but also taken earlier by Wingate Newman in Philadelphia privateer *Hancock*.

Providence Gazette, SATURDAY, AUGUST 3, 1776

Providence, August 3.

Sunday last the *Montgomery* Privateer, Capt. Daniel Bucklin, of this Port, returned from a Cruize, during which she took three valuable Prizes, also two others in Company with a Privateer belonging to Salem:¹ She brought in with her a Snow of 180 Tons, Capt. [John] Goodwin, bound from Nevis to London, having on board 119 Hogsheads, 137 Tierces and 20 Barrels of Sugar, 62 Hogsheads of Rum, &c.²

On Monday arrived a Brig. taken by the *Diamond* Privateer, Captain William Chace, of this Port; her Cargo consists of 195 Hogsheads and some Barrels of Sugar, 65 Bales of Cotton, 25 Tons of Fustick, and a Quantity of Staves and Heading: she was bound from Tortola to Liverpool.³

Extract of a Letter from a Planter at Tortola to his Friend in Liverpool, dated July 1, 1776, found on board the last mentioned Prize.

If this unhappy Dispute between Great-Britain and America should be brought to a Conclusion, and they be once more united, there will be an Opening for Sale of Rum, though to the Windward the Price keeps up I hear to 2s.6d. per Gallon owing to Government contracting with Mr. Blackburn for One Hundred Thousand Gallons for the Troops in America, I am afraid many Planters here will suffer for want of Lumber, as they have it not in their Power to send for it. I am informed there is a Deal of good Lumber to the Southward of Georgia.

1. Captain Joseph White, of the Massachusetts privateer sloop *Revenge*.
2. The brigantine *Harlequin*.
3. The brigantine *Mary*.

PARTIAL PAYROLL OF THE CONTINENTAL BRIG *Andrew Doria*¹

Cash Paid by Mr [Benjamin] Dunn to the following People 3rd Augt 1776

Mr [Dennis] Leary	15drs	£4-10-0	Andw Scott	7drs	£2- 2-0
Mr [William] Lamb	9	2-14-0	Saml Dobbins	2	12-0
Mr [William] Moran	15	4-10-0	Robt Cockran	8	2- 8-0
Mr Cheles	9	2-14-0	James Brown	4	1- 4-0
Mr. [John] Dent	12	3-12-0	Danl Duffy	7	2- 2-0
Mr. [Elias] Rohl	9	2-14-0	James Williams	3	18-0
[John] Young	10	3- 0-0	Isaac Diverse	7	2- 2-0
Geo Dickson	3	18-0	Wm Kenedy	12	3-12-0
Jas Brade	6	1-16-0	Geo. Cowell	2	12-0
Jno Mackee	8	2- 8-0	Alexr Liviston	9	2-14-0
Jas McGuire	7	2- 2-0	Jerry Towhig	7	2- 2-0
Jno McCoy	7	2- 2-0	Timy Ohara	3	18-0
Patk Kinney	7	2- 2-0	John McNeal	7	2- 2-0
Jas Heath	8	2- 2-0	James Campbell	4	1- 4-0
Michl Bready	8	2- 8-0	Benjn Tate	5	1-10-0
James Hayse	8	2- 8-0	Saml Johnson	12	3-12-0
Jasper Chamberln	4	1- 4-0	Nichs Cooney	5	1-10-0
Cornelus Grimes	4	1- 4-0	George McCain	7	2- 2-0
Richd Wilson	5	1-10-0	David Clark	7	2- 2-0
Bill Adams	7	2- 2-0	James Duffen	9	2-14-0
Jno Glacker	7	2- 2-0	Andw Campbell	7	2- 2-0
David Edmiston	15	4-10-0	Danl Harper	3	18-0
Jno Christian	7	2- 2-0	James Angus	7	2- 2-0
John Anderson	7	2- 2-0	John Campbell	3	18-0
Thos Fisher	8	2- 8-0	Henry Frazer	7	2- 2-0
Willm Haselip	7	2- 2-0	Lawrce Meadows	2	12-0

Cash Paid by Mr [Benjamin] Dunn to the following People 3rd Augt 1776

Dick	3drs	£ 18-0	212	} 505 Drs
Peter Miller	7	2- 2-0	156	
Jacob. Cook	7	2- 2-0	137	
John McCormick	5	1-10-0		9¾
Willm Robertson	5	1-10-0		514¾
Wm Hughes	5	1-10-0		
Wm Johnston	4	1- 4-0	Receiv'd	534
Willm Steward	7	2- 2-0		514¾
John Lee	5	1-10-0		19¼ Dollers
John Cook	6	1-16-0		
John Lee	2	12-0		
Dragoon	3	18-0		
Mr Jennings	14	4- 4-0		
Wm Henderson	8	2- 8-0		
Mr Leary	2	12-0		
John George	1	6-0		
Jerry Mahaney	7	2- 2-0		
Willm Wilding	1	6-0		
John Pindor	2	12-0		
Robt Kearns	4	1- 4-0		
Danl Duffy	9	2-14-0		
Geo Kelly	10	3- 0-0		
John Chisnell	10	3- 0-0		
Michl. Bready	10	3- 0-0		
	137 drs	£ 151-10-0		
Wm Johnson		. - 8-0		
Saml Dobbins		. - 6-9		
Ml Bready		. - 1-6		
Patk Kenney		1-17-3		
John Mackee		. - 5-0		
		£ 154.8.8		

1. Nicholas Biddle Papers, HSP.

NATHANIEL SHAW, JR. TO CAPTAIN NICHOLAS BIDDLE ¹

N Londn Satturday [August 3, 1776]

Dr Sir/

4 ocock after Noon

This day we din'd on a Turtle wich you Sent in hear, and was taken out of the Wreck ² and as he was destin'd for the Support of the Pres't Infamous Ministry in Great Brittain we Condemn'd him as a Tory—and have dealt with him Accordingly—and I hope you'll have the Good Luck to alter the Course of many more of them, that are sent on the same Purpose Viz to fill their Damn'd Gutts &c

—how Ever to the Purpose Next time you send a Prize oblige the Prize Master to Bring them Safe into N^Londn & [not] Run them on Rocks &c—but Capn [Elisha] Hinman desires you'l take up his People and Send them up in Irons—³

—I have all the shirts shoes &c you desir'd me to git—The Ladys are much Concern'd about your Health are Certain if you were well you would be hear

—God Bless you if you Can Read this Letter its more Than I Can—I wish you Luck—Never Quit the *Andrew Doria*—

Remember I give you this advice—a Frigate is not the Thing— I am Dr Sir [&c.]

N Shaw Jr

Nicholass Biddle Esqr Commandr of the
Continantal Briggnt *Andrew Doria* att New Port

1. Nicholas Biddle Papers, on deposit at HSP.
2. The prize ship *Nathaniel and Elizabeth* which had been driven on the rocks by H. M. S. *Cerberus*.
3. Probably the prize crew that had taken the ship *True Blue* into Providence on June 8, 1776.

"EXTRACT OF A LETTER, DATED TICONDEROGA, AUGUST 3, 1776."¹

We have now on the Lake two schooners which mount 12 Guns each, two Sloops, and five Gundaloes, the Gundaloes mount 4 Guns each; and five Gundaloes more are almost finished. I hope we shall be able to give our Enemies a warm Reception if they should dare to come.

1. *Boston Gazette*, August 12, 1776.

CAPTAIN RICHARD VARICK TO GEORGE WASHINGTON¹

Albany August 3d 1776

May it please Your Excellency

Agreeable to General Schuylers Orders I do myself the Honor to Inclose you three Lists of Articles wanted for the Public Service on Lake Chamblain, contained in the Paper marked A and do also inclose Your Excellency another Paper marked B containing a true Account of such Articles of these Lists as cannot possibly be procured at this Place.²

An Express is sent from this Place to Connecticut, with Instructions to purchase the Sail Cloth & Cordage; which General Arnold says is to be had in that Colony—And an Express is also sent to the Forges & Furnaces at Livingstons Manor & Salisbury to procure the Swivel & Grape, double headed & Chain Shot—if to be had there—None of the other Articles are to be had nearer than New York—and I am directed by the Genl to request your Excellency in his Name to Order the several Articles which are wanting, to be sent up with all possible dispatch to this place—With the Assistance of the Public Store keeper, I have procured from the Proprietors of Vessels and the Merchants of this Place & Schenactady all

the Anchors, Cables & Cordage that was to be had from them—for which I have made a full allowance. — I am with Respect & Esteem [&c.]

Rich^d Varick Secry
to M. Gen: Schuyler

1. Washington Papers, LC.

2. *Ibid.*, the various lists which are in minute detail, from sail needles to speaking trumpets, are headed as follows:

A. List of Articles wanted for the Gundaloes Arm'd Vessels & Batteaus

Articles wanted immediately for the Vessells and Gundaloes on Lake Champlain,
July 20 – 1776

List of Articles wanted for the Vessells on the Lake Champlain July 24th – 1776

B.

No. 1 Return of Articles wanted for the Public Service on Lake Champlain, which cannot be procured at Albany, or at any Place between this & New York – except for NB at the Bottom Albany August 3d 1776

No 2d Genl Arnolds first Requisition Articles wanted immediately for the Vessells & Gundaloes on Lake Champlain – July 20 – 1776

No 3 General Arnolds second Requisition – List of Articles wanted for the Vessels on Lake Champlain July 24th 1776.

CAPTAIN RICHARD VARICK TO HERMANUS SCHUYLER,
ASSISTANT COMMISSARY GENERAL ¹

Dear Sir

Albany Augt 3. 1776

Your Letter as well as that of Colo: [Cornelius D.] Wynkoop of the first instant, directed to General Schuyler were delivered me Yesterday Afternoon.—

I have some Days since sent a Bellows & set of Blacksmiths Tools, one Ton of Iron 1 Hogshhead of Oakham & a Quantity of Junk to Tyonderoga, to be forwarded to You & have sent Orders to have It pushed on with Dispatch. By the Genl Directions I have ordered the Pitch & Tar & steel to be sent to You from Fort George.—

I shall however by the Very first Waggon, send to Mr [Christopher J.] Yates at Cheshires, for Your Use 500 Iron 200 steel 3 Grindstones, some more Oakham & spades & Axes.—The General desires that all Your Requisitions may be made in Time, that the Service may not suffer.

A Captain Bernard Eddy from Rhode Island is on his Way to Skenesborough with fifty Ship Carpenters under his Command, these persons are to be Employed in Constructing such Vessels as You shall direct.—You will prepare for their Reception & Employ them in the most advantageous Manner possible to forward the public Service. I am &ca

Rich^d Varick

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 28 June, 1777; NYPL.

CAPTAIN RICHARD VARICK TO CAPTAIN BERNARD EDDY ¹

Sir

Albany Augt 3. 1776

You will proceed with the Carpenters under Your Command with all possible Dispatch from Williams Town by the best & most closest Rout to Skenesborough. Upon Your Arrival at that Place, You will put Yourself

under the Direction of Harmanus Schuyler Esqr Assistant Deputy Quarter Master General, who has General Schuylers Orders & will furnish You with Directions for Employing Your Men.—

As in the present state of Affairs, Every Article allowed You by Your Contract may not be had, the General hopes Nay he has the fullest Confidence that You will be Contented with such as can, Especially as the General engages that Every Deficiency will be made up in Money.—

The General hopes that You & the Men Under Your Command, will be early & late at a Work as the Constructing Vessels to maintain our Superiority on the Lake. —

The General wishes & Expects that little Jealousies Which are the Bane of Every service will not take place in Your Minds, but that You will harmonize with every Person Employed in the public Service.—I am Sir [&c.]

By Order of the Genl — R.V. Secry

1. Schuyler Papers, Letters & Orders, 18 April, 1776–28 June, 1777, NYPL.

CAPTAIN RICHARD VARICK TO LIEUTENANT TIMOTHY HUGHES ¹

Sir

Albany Aug 3. 1776

You, with the Party of Men under Your Command, will immediately embark in three large Batteaus & proceed from this Place with all possible Dispatch to Poughkeepsie, where You will deliver the Letter directed to Mr [Jacobus] Van Zandt or in his Absence, to the Gentlemen having the Direction of Building the Fr[i]gates there, & will there receive from him or them six Coils slow Match, six Dozen large Sail, Bolt Rope & Marline Needles, one hundred Weight of Twine & as many Blocks, as are already finished for the Northern Army & a Quantity of Oakham & other Articles, which You will take on Board & Immediately Reembark & Return with Your Charge to this Place.—

Captn Peter Dop of this Place is to Embark with You on Board one of Your Batteaus, he has Orders to purchase Anchors & Cables & Other Articles from the Proprietors of Sloops between this Place & Poughkeepsie, You will order one Batteau to attend him & stop at such Places as he shall chuse to land It, for the purpose of fullfilling his Orders, And proceed with the Others to Poughkeepsie without Delay.—²

If the Articles to be procured at Poughkeepsie & the [anchors] & Cables to be purchased by Captn Dop shall prove too Burthensome for Your Batteaus, You will embark Part of Your Cargo on Board of Sloops coming up to this Place, taking the Skippers Receipt, thereby promising to deliver It, to Mr Ph: Van Rensselaer, at this Place.—

I have the fullest Confidence that You will make No Delay in Executing this Business.—I am Sir [&c.]

By order of the Genl R. V. Secy.

1. Schuyler Papers, Letters & Orders, 18 April, 1776–28 June, 1777, NYPL.

2. *Ibid.*, Varick wrote his instructions to Captain Peter Dop this date.

CAPTAIN RICHARD VARICK TO CAPTAIN LEONARD VAN BUREN¹

Sir

Albany Augt 3. 1776

I do herewith deliver You an Invoice of Sail Cloth & Cordage wanted for the public Service, on Lake Champlain, Which You are to purchase for the United states, at the Cheapest Rate they can be procured, in the Colony of Connecticut or Elsewhere.

Mr [Jonathan] Trumbull [Jr.] the Paymaster General will furnish You with a Letter of Credit, to the Amount of the Articles mentioned in the Invoice.—

General Arnold informs Me, that the Sail Cloth may be had of Mr Thomas Mumford of New London & Cordage of Mr Mortimer of Middletown, to which Places & persons You will be pleased to go & Endeavour to procure these Articles; But You are not to confine Yourself to these Persons only; If the Articles are to be had nearer to this Place or at a Cheaper Rate, You will purchase them & bring them to this Place without Delay, [or] forward them by a safe Hand, by the quickest Cheapest & most direct Rout.

If You should need Assistance in procuring or forwarding any of these Articles, You will apply to His Honor Governor Trumbull for his Order, to be furnished therewith.

You will make no Delay in procuring & dispatching these Articles to Albany, as a Delay in this Matter May prove detrimental to our Army in the Northern Department.

A Captn Bacon who left this Place last Tuesday for New York, has Directions from General Arnold to procure the Articles mentioned in these Lists, in Connecticut, You will probably meet him at Governor Trumbulls, You will make Enquiry for him there, & in Case he shall not have reached that Place, You will leave a Letter for him there, Informing him that You are sent to Connecticut on this Business, & requesting him to desist from purchasing; That double the Quantity ordered, may not be procured. — I am Sir [&c.] By order &ca

Rich^d Varick Secy

[Enclosure]

Invoice of Articles to be purchased for the Use of the United Colonies — by Mr Leonard Van Buren.

50 Bolts Thick Sail Cloth

20 Do Light Toe Cloth or Oznabrigs

15 Hawsers 4½ & 5½ Inches—

10 do 4 — 4½ do

1 Coil 6 Inch Rope

1 do 5 do

1 do 4 do

2 do 3½ do

2 do 3 do

50 to 60 Fathoms

50 to 100 do

60 Faths

60 do

60 do

60 do

60 do

1 do	21½ do	120 do
4 do	2 do	120 do
2 do	1¾ do	120 do
4 do	1½ do	120 do
4 do	Ratlin Stuff	
1	Coil spun Yarn 2 & 3 Threads	
20	Hausers 5 to 5½ Inches	40 to 120 Faths
5	Coils Cordage 4 Inches	120 Faths
5.	Coils Cordage 4 Inches	120 Fathoms.
5.	do do 2½ do	120 do
10.	do do 2 do	120 do
10.	do do 1¾ do	120 do
10.	do do 1½ do	120 do
5	do 12 Thread Ratling.	
5	do 9 Thread Ratling.	
20	Cwt Spun Yarn.	
16	Cwt 2¼ Inch Rope.	
20	Cwt 5 Inch Shrowd Hauser.—	

Sir You will be pleased to give the Bearer Mr Leonard Van Buren a Credit on the public Account for the Amount of the Above Articles, to be purchased by him & forwarded to this Place. Dated this 3d of August 1776.

By Order of General Schuyler.

Rich^d Varick Secy.—

1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 28 June, 1777, NYPL.

MEMOIRS OF WILLIAM SMITH¹

[Haverstraw] 3 Aug.

The *Phoenix* and *Rose* mean to escape and joined the Fleet at Staten Island – The River was nearly obstructed off the North End of N York Island & Preparations made to set them on Fire. The *Phoenix* got aground in Tappan Bay above Fort Washington.

1. William H. W. Sabine, ed., *Historical Memoirs from 12 July 1776 to 25 July 1778 of William Smith, Historian of the Province of New York, Member of the Governor's Council and Last Chief Justice of That Province under the Crown* (New York, 1958), II, 2. Hereafter cited as Sabine, ed., *Memoirs of William Smith*.

LIEUTENANT COLONEL BENJAMIN TUPPER TO GEORGE WASHINGTON¹

Sir

Dobbs's Ferry 5. Afternoon 3d August

I am now to inform your Excellency that my Flag being hoisted on board of the *Washington* I came up with the Ships & attacked at ¼ past One this Afternoon. The *Pheonix* fired the first Gun which was return'd by the *Lady Washington* whose Shot went thro the *Pheonix* – Upon my Orders the *Lady Washington* put about to form a Line the tide was such that the *Washington* & *Spit fire* was exposed to the Broad Sides of the Ships for ½ of an hour without Suffering mutch Damage, we en-

gaged them an hour & a half and then we thought to retreat to Dobbs's Ferry about 4 miles below the Ships The Damages we Sustained is as follows. Viz

Washington 4 Slightly wounded Sail & riging mutch Damaged 13 Shot in her hull—

Lady Washington Craiht her 32 Pounder no other Damage
Spit fire one killed 2 badly wounded hull & riging mutch Damaged—
Shark none kill'd or wounded hull'd four times.

The *Whiting* one Man lost both leggs and 4 more wounded riging mutch Damaged two Men wounded one of them mortally, it is thought of but not yet determin'd whether we shall retreat to Spiking Devil or not we wish to give them another Drubing we Saw many Splinters drifting down, I am Your Excellency's [&c.]

Benj^m Tupper.

Lt Colo and Commander

1. Papers CC (Letters from George Washington), 152, II, 337, NA. Enclosed in Washington's letter of August 5 to the Continental Congress.

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

August 1776.

At Single Anchor in Tapan-Bay

Saturday 3d A M Weighed the Best and let go the Small Bower at Day light Five Sail of Vessels in Sight. —

Light Airs and fair Wr at 1½ past Noon three Schooners and four Row Gallies, in sight working up the River; carried the Stream Anchor out for a Spring and hove the Ship broad-side too; at 1 Six of Rebels Schooners & Row Gallies attacked us; we began, & kept up a constant Fire at them for two Hours, at which time they Row'd away down the River & came to an Anchor in sight of us. Perceived one of the Gallies to have Recd considerable damage, by the Rebels being under the Necessity of hauling one on shore. At 1½ past 3 hove Short on the Stream & Weighed the Best Bower Anchor, in order to Run down to the Rebels Vessels but the wind coming more to the Westwd The Pilot thought it to dangerous an Attempt, the Channell being so narrow as not to allow the Ship room to Cast, let go the Small Br Anchor & Veer'd to 1½ a Cable. In this Action we Recd two Shott only in our Hull.

1. PRO, Admiralty 51/694.

JOURNAL OF H. M. S. *Rose*, CAPTAIN JAMES WALLACE¹

August 1776

In Hudsons River New York

Saturday 3d AM at 9 saw the Galleys under way turning up the River, clear'd Ship for Action at Noon Calm, 6 Galleys and 12 Launches about 3 Miles below us rowing up to board us.

At $\frac{1}{2}$ past Mer[i]d[ian] weigh'd and drop't near the *Phenix*, came too 6 $\frac{1}{2}$ fm Cheaton-Hook-head N $\frac{1}{2}$ Wt Tarry Town EBN $\frac{1}{2}$ N carried out the Stream Anchor and Cable to the Westwd for a Spring a[t] $\frac{1}{4}$ before 1 the Galleys began a smart fire on us brot our broad side to bear and kept a Constant fire, at 3 the Gally's much disabled row'd off it being Calm we could not follow them. Thos Mayet Marine Kild 1 Do Wounded & 3 Seamen: The Starbd Quarter Gallery Shot away, some of the Rigging hurt & several Shot in the Hull, the small Br Stranded 5 fm from the Clinch at 4 light Airs at 5 Weigh'd the Best Br and hove to $\frac{1}{3}$ on the Stream, at 6 weigh'd the Stream and let go the best Bow'r the Gally's 6 miles below us.

1. PRO, Admiralty 51/805.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION ¹

Saturday Morning

[White Plains] Augt. 3d, 1776.

A letter from Pierre Van Cortlandt and Zeph. Platt, Esqrs. was received and read, and is in the words following to wit:

Head-Quarters, Mouth of Croton, Augt. 2d, 1776.

Gentlemen—The enemy's ships lie off here, and their barges row up and down the river a nights; and notwithstanding our utmost exertions some infamous rascal must have given them information that the New-England troops went off on Saturday last, and not a sufficient number coming in to guard the shore, they landed at one Bailey's on Sunday night, and went back a half a mile and drove off one pair of oxen, two cows, one calf, one heifer and eleven sheep: no doubt had the assistance of some tories on shore. . . .

1. *New York Provincial Congress*, I, 554, 555.

Constitutional Gazette, SATURDAY AUGUST 3, 1776

New-York, August 3.

Last Thursday, a number of ships, arrived at Staten-Island. They are supposed to be part of the fleet, with the Hessian troops on board.

JOHN COVENHOVEN TO THE NEW JERSEY DELEGATES IN THE CONTINENTAL CONGRESS ¹

In Convention of the State of New Jersey
New Brunswick Augt 3d 1776

Gentlemen— As it is of great Importance that the Communication between New York, this & the Southern Colonies be preserved, and no adequate provisions that we know of, having been made to keep open the Ferries over Pasaick & Hackinsack Rivers between Newark & Powles Hook,

which in their present Situation may not only be safely obstructed by a single armed Vessel of the Enemy lying near them; but the Ferry Boats may be seized & the passing & repassing of our Troops on emergent Occasions, thereby, for a considerable time impeded; And as from the exposed & unguarded Situation of the Settlements up said Rivers, the Creeks & Country adjacent to Newark Bay the Enemy may receive Supplies of Provisions either by Plunder or from disaffected Persons; And the making Provision for the above Purposes; as they intimately consider all the United States belonging to Your honorable House, We must desire You to propose, at first Opportunity, in Congress, that the most speedy & effectual Measures may be adopted to obtain these salutary Ends—

We conceive there are but two Practicable Methods—Vizt By Batteries at the Several Ferries or by armed Vessels.—The Ground on each Side of the Ferries, being low salt Marsh, will not, without very great Expences, admit of being fortified; but if this had not been the Case, a larger Number of heavy Cannon wou'd be necessary to answer our Purposes than perhaps can be procured; or if procurable, than wou'd be necessary if employed on board one or more Vessels of the Row Galley or Gondola Construction—Protection by armed Vessels have a further Advantage over Fortifications at the Ferries; the Fortifications must have great Strength, a considerable Number of Cannon & a large Body of Men station'd there, or a Descent of the Enemy might take Cannon & Men together, as the Cannon cou'd not be retreated with, and the Distance of the Ferries from Succour, too great to expect Supplies in Time—On the Contrary, an armed Vessel stationed at or near each Ferry of the Row Galley or Gondola kind, carrying only an 18 Pounder each, with Swivels, Cohorns or Blunderbusses may be sufficient, & their Forces may be occasionally united; for being so contiguous, they may readily act in Concert; and by being made to draw but little Water and to row swiftly, may if they find the Force attacking them too powerful, secure a safe Retreat where the Enemy's Tenders cannot pursue them—

But perhaps heavy Cannon may be spared for one Gondola & not more; in such Case a Vessel of the Cat Schooner kind might be usefully employed for the other Vessel:—We are informed there are two in Pasaick River, well built & almost new & that either of them may be hired for a small Consideration provided their Owners are assured of their being returned in as good Order as when delivered or of being paid the Value in Case they shou'd be irreparably damaged—The Dimensions about 45 feet in Length—14 feet, Breadth $4\frac{1}{2}$ feet depth, draw but little Water & one of them sails remarkably swift.

Altho Gondolas may not so advantageously attack Ships of War, yet their Tenders, or Vessels of such Size as can approach the Ferries will not chuse to come in the Way of an 18 or 24 Pounder—

If not a single Cannon of this Weight can be spared; perhaps both the above-mentioned Cat Schooners may be usefully employed in this

Service; they will probably carry either two six Pounders on each Side, & a 6 or 9 Pounder in the Bow, or three 4 Pounders on each Side & a 6 Pounder in the Bow—besides Swivels, Cohorns & Blunderbusses (as they may be procurable,) Spears & small Arms—

We were so perfectly convinced of the Importance & Utility of making Provision for the above Purpose, that had the State of our Funds permitted it, as much depends on Dispatch, We might probably have gone into the Measures necessary to that End, not doubting but Congress, when convinced of their general Utility to the United States wou'd have ordered a Reimbursement of the Expences—&c

Two other armed Vessels might be advantageously stationed at proper Places between the Ferries abovementioned & the Mouth of Raritan River; they might Cooperate occasionally, either for the Purposes afd, or for annoying the Enemy, or be employed to protect the Ferry from South to Perth Amboy & the Navigation of Raritan River; which Protection wou'd be a great Saving either in Troops crossing the Ferry to Amboy or in transporting Provisions, Baggage &c. from Brunswick, by Water, to the Camp at Amboy—

As it is important that no Time be lost in making the afd Provision; And as from the Multiplicity of interesting Business before Congress, this may be delayed; If Congress will provide for the Expence, & request it, We shall be willing to give a helping hand towards carrying their Resolutions on this Subject into Effect

We are Gentlemen [&c.]
By Order of the Convention
John Covenhoving Vice President ²

1. Papers CC (New Jersey State Papers, 1775–88), 68, VI, 203, NA.

2. This letter was read in Congress August 6. It was resolved that provision should be made "for keeping open the communication between that state and New York, by way of the ferries over the rivers Passaick and Hackinsack . . . and that this Congress will reimburse the expences of such service to the state of New Jersey." Ford, ed., *JCC*, V, 634.

CAESAR RODNEY TO THOMAS RODNEY ¹

[Extract]

Philada. August the 3d 1776

Yesterday Came to Town a Ship belonging to the Congress from France with ten Tunns of Powder, about forty Tunns of Lead, one thousand Stand of Arms &c. &c. And the Same day an Armed Veshell taken by Captain [John] Barry ²

At sea —

Since I finished my other Letter have been up to Congress where We Recd Inteligence by letter from Captn. Weeks [Lambert Wickes] in the Congress ship, the *Reprisal*, That he has at Sea on the 13th of July taken two prizes, a Ship and a Schooner bound for Liverpool Loaded with Cotten, Sugar Rum &c.³ The Letter Came by the Prize Schooner which

arrived in an Inlet near Egg Harbour—and the Ship Prize has been Seen off the Capes of Delaware and Supposed by this-time got in ⁴. . .

1. George Herbert Ryden, ed., *Letters to and from Caesar Rodney 1756-1784* (Philadelphia, 1933), 100-01. Hereafter cited as Ryden, ed., *Letters to and from Caesar Rodney*.
2. The sloop *Lady Susan*.
3. The ship *Friendship* and schooner *Peter*.
4. Two letters were written to Thomas Rodney this date. This entry is an extract from both letters.

"EXTRACT OF A LETTER FROM PHILADELPHIA, AUGUST 3." ¹

Since my last, we have arrived, a sloop from North-Carolina with naval stores, and a sloop of 8 four pounders; she belonged to the Goodrich's of Virginia, and was commanded by one of them; was out 3 days from Bermuda, when he discovered and gave chase to the brig *Lexington*, Captain Barry, but finding his mistake, put about too late; for in about an hour and a half, Barry ran along side, when she struck. She has 8 Negroes on board; all, or most of the men, to the amount of 25, entered on board of Barry — ²

This morning we have an express from a schooner taken by Captain Weekes, in the Continental ship *Reprisal*; she was bound from St. Vincents for Liverpool, with upwards of 100 hogsheads of rum, and is safe at Absecomb Inlet. They bring an account of his having taken a ship of 4 or 500 tons burthen, from Grenada for London; she was quite full, and by the captors said to be worth 35,000 l. A ship was seen last Wednesday to the southward off our Cape, by the North-Carolina man, which we hope is the prize.³

Captain Fowler, in a sloop belonging to your city, is arrived safe in port with 4,000 l. worth of indigo, in 12 or 13 days from Charlestown; she passed the [British] fleet in a thunder storm. — By him we learn, that two deserters from the fleet confirm the accounts which General [Charles] Lee received from the five deserters, already published here, and further add, That the brig that had the Captain of the Commodore on board for London, had returned off Spencer's Inlet: the said Captain died soon after he got on board, and was buried on Long-Island the 3d of July: That the men began to grow sickly, and they are dissatisfied with General Clinton's conduct; they suspect he keeps a private correspondence with General Lee: That there was some talk of his being under an arrest: That the last rumour among them was, of their embarkation for Long-Island in New-York government. The Commodore's ship is so much shattered, it will take them some time to refit. The 4th of July he hoisted his pendant on board the *Experiment*. One shot from the fort, took off three midshipmen's heads, who happened to stand in a range, one of whom is a Nobleman's son.

A few days before Captain Fowler sailed, the whole fleet was in mourning, supposed for the death of Sir Peter Parker, who was wounded, and lost a part of his breeches in the late engagement. — ⁴ Captain Fowler

thinks the two large ships will not be able to go over the Bar, so as to get out.

1. *Constitutional Gazette*, August 7, 1776.

2. The *Lady Susan*, Captain William Goodrich. Among those who entered on board the *Lexington* was Richard Dale, whose Memoir in *The Port Folio* (June, 1814), reads in part: "upon his return from Bermuda—whither he had gone with William Gutteridge [sic]—he was captured by captain John Barry, commander of the United States' brig *Lexington*, and on the same day entered as a midshipman on board said brig. This occurred in July, 1776." The owner of *Lady Susan*, Joseph Hinckson of Bermuda, challenged the capture on the grounds that his sloop had been illegally taken over by Lord Dunmore. On August 22, 1776, the Admiralty Court in Philadelphia ruled that the owner receive one half the money arising from the sale of *Lady Susan*. The remainder to go one third to Barry and his crew, and "two-thirds for the Use of the thirteen united States." Records of the Admiralty Court of Pennsylvania, April 13–December 3, 1776, LC Photocopy.

3. The schooner *Peter* was the vessel arrived at Absecon, and the prize ship *Friendship* was the one sighted by the North Carolina sloop.

4. Sir Peter Parker remained very much alive after the engagement, but the nature of his wound brought forth a satirical verse in the *Constitutional Gazette*, July 27, 1776:

If "honor in the breech is lodg'd,"

As Hudibras has shewn;

It may from thence be fairly judg'd

Sir Peter's honor's gone.

JOURNAL OF THE VIRGINIA NAVY BOARD¹

[Williamsburg] Saturday the 3d day of August 1776 –

Ordered that Mr. Gabriel Maupin keeper of the public Magazine deliver unto Thomas Meriwether One hundred and twenty Gun Flints and six Quire of Musquit Cartridge paper for the use of the Cruiser *Liberty* Capt [Thomas] Lilly—

Ordered that Colo. William Aylett keeper of the public Store deliver unto Doctor William Christie four pounds of Bark for the use of the Cruiser *Liberty* Capt Lilly—

Ordered that Cornelius Forrest do supply Capt Deane with two thousand pounds of Bread for the use of the Schooner *Revenge*—

Ordered that a Warrant Issue to Doctor Thomas Christie for Ten pounds and eight pence for Medicine furnished for the use of the Brig *Liberty* Capt Lilly—

Ordered that a Warrant Issue to Captain Thomas Lilly for One hundred and fifty nine pounds three shillings and ten pence upon Account for Disbursements of the Brig *Liberty*—

Ordered that a Warrant Issue to Capt William Deane for forty four pounds fifteen shillings and four pence the Ballance of his Account this day settled for the payment of his Seamen on Board the Schooner *Revenge* from the time of their Enlistment to the thirtieth day of July One thousand seven hundred and seventy six also for sundry Disbursements and pay of Carpenters on Board the said vessell—

1. Navy Board Journal, 31-32, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Saturday August 3d 1776.

Ordered, That Commissions issue appointing Edward Travis Esquire Captain of the *Manley* Galley, John Harris first Lieutenant, and Joshua Singleton Second Lieutenant.

Also Commissions appointing Thomas Lilly Esq Captain, Thomas Herbert first Lieutenant and George Rogers second Lieutenant of the Brig *Liberty*.

Ordered That a Commission issue appointing James Quarles Gentleman, first Lieutenant of Marines under Captain [John Catesby] Cocke.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 107.

DIXON & HUNTER'S *Virginia Gazette*, SATURDAY, AUGUST 3, 1776

Williamsburg, August 3.

We have just received at a certain port in this colony a supply of 450 barrels of gunpowder, and near 200 stand of arms.

GOVERNOR SIR BASIL KEITH TO VICE ADMIRAL CLARK GAYTON ¹

Sir

Spanish Town Aug 3: 76

I met the Council this Morning, when I laid your Letter of yesterdays date before them, which gave the greatest Satisfaction to the Board, and in consideration of the protection and Assistance of those Ships & Vessels you assure us are to remain in the Ports of the Island for that purpose, and that the Stormy Season is fast advancing they have unanimously advis'd me to take the embargo off the Trade which is done, and they may consequently proceed to Great Britain as soon as you are pleased to give orders, and regulate their time of Sailing I must beg you will inform me what day the Man of War is to Sail from Port Royal and the last day of sailing from Bluefields that I may be guided accordingly

The Inhabitants of Hanover express themselves in terms of the greatest respect & Gratitude for your most ready Concurrence with me for their Assistance. I am Sir with great respect [&c.]

Basil Keith

[Endorsement by Gayton] August 3d 1776 Copy of a Letter from the Governor of the Embargo being taken off with the Thanks of the Council and the Principal Inhabitants of the Parish of Hanover for my Assistance during the late general alarm of an intend'd insurrection.

1. PRO, Admiralty 1/240.

VALENTINE MORRIS TO VICE ADMIRAL JAMES YOUNG ¹

(Copy)

St Vincent, August the 3d 1776.

Sr: Least you should not have heard it, I take this opportunity of informing you, that the day before yesterday an American Vessell mounting Twenty six Carriage Guns was at Souffnir bay in St Lucie, and in that

Bay and the Carenage were from ten to twelve other Americans, Whalers and on Traffick; the Privateer is represented as an uncommon fine Vessel, whether a consort of the one the *Shark* had her engagement with I cannot say: you Sr may rely on this information, which I could not forgive myself not forwarding to you as early as I could with any tolerable degree of safety do, and remain Sr [&c.]

Valentine Morris.

1. PRO, Admiralty 1/309.

4 Aug. (Sunday)

CAPTAIN CHARLES DOUGLAS, R. N., TO VICE ADMIRAL RICHARD
LORD HOWE ¹

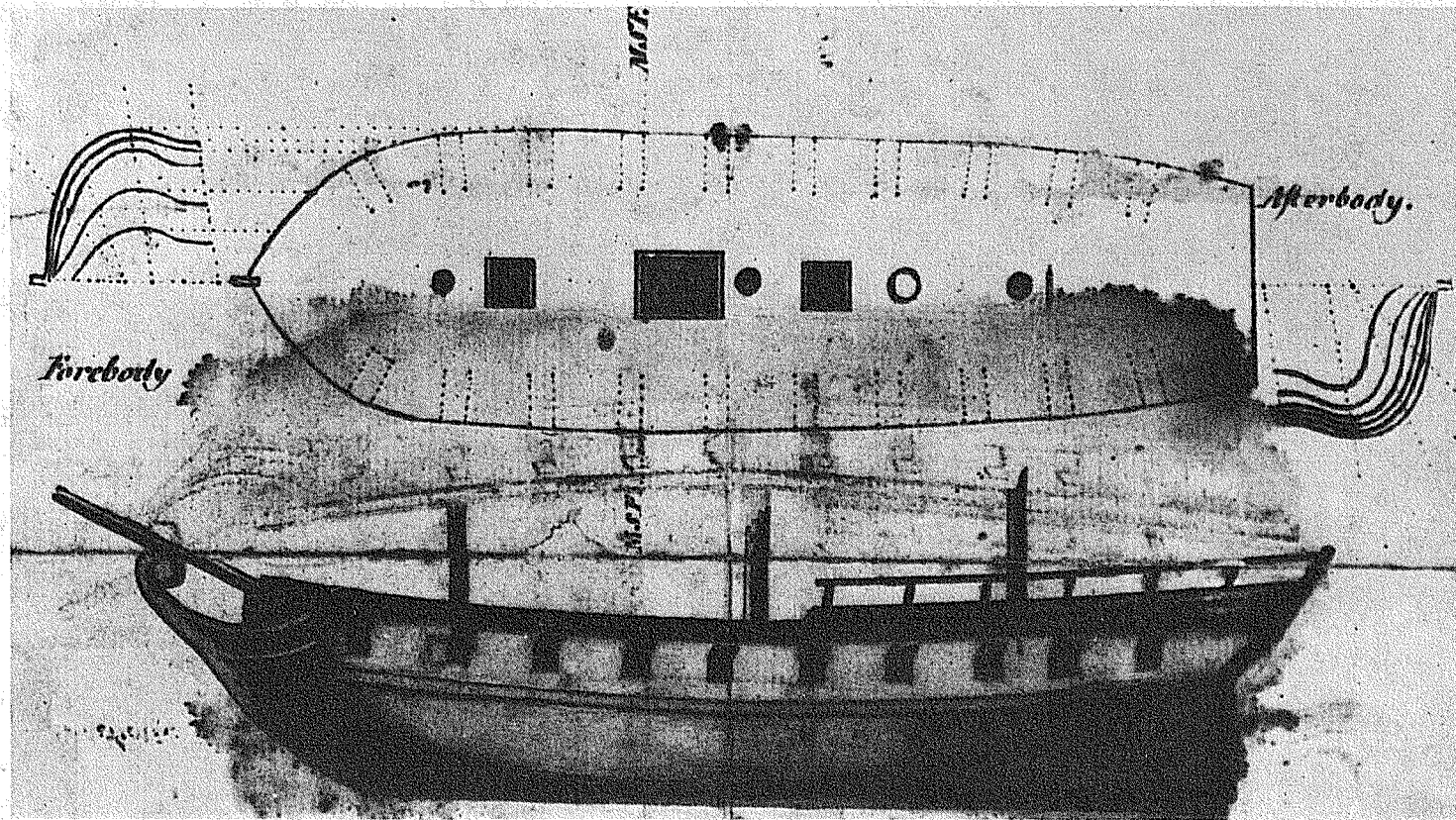
My Lord,

Isis, Quebec, August the 4th 1776

This is conveyed by the *Pearl*, having under her Convoy, three Transports carrying round the Rebel Prisoners. And the *Tartar*, forthwith to be relieved by the *Bute* at the Isle of Bic, after ranging round a great part of the Gulph of St. Laurence, taking a State of the several Fisheries, & cruising until the 15th of September between Cape Ray and Scatari, is to wait upon your Lordship.

Very shortly after my last was sent away, I received Information by Express from Chambly, that because of Want of density of the Ground, thro' which the Engineers were preparing a Road, the Enterprize of getting the Hulls of the three Vessels, transported overland from thence to St. Johns, would not answer: as to remedy the looseness thereof, would require more time and Labour, than the Season and several other Circumstances could admit of. General Carleton being just then returned from Montreal, and approving of the measure, all the Artificers I could muster superintended by Lieutenant [John] Schank who commands the *Canceaux*, were set to Work on the 23d Ultimo, to take down the Frame of a Ship building here—On the 26th her Stern frame, Stem, Keel, and some of her Floor Timbers went away in Long-boats for the River Sorel, and I hope are by this time at St. Johns; where Blocks were previously ordered to be laid, for her Reconstruction; her length from Stem to Stern is eighty Feet—the said long boats My Lord were willingly ceded, as may appear by the herewith inclosed, And are to be employed on Lake Champlain. I flatter myself that the Masters of the Transports, above the Rapids of Richlieu, may still (for since my last they have made Difficulties,) be prevailed upon, to follow the laudable Example Set them by their Brethren here—Who are all to depart for Spithead, the moment their men return from the Sorel.

In Consequence of the pressing Requisition of General Carleton, apprized of Mr Schank's Men instead of reserving the *Canceaux* arm'd Ship, to carry his more recent dispatches to the Eastward as was intended (keeping the *Gaspée* for that purpose) I have sent her up to the Sorel. Lieutenant Schank is to superintend the Reconstruction of the Vessel at



Drawing of British Warship Used on Lake Champlain, 1776. Possibly HMS Inflexible.

St. Johns, which he saw pulled to pieces at Quebec, and to command her on the Lake, with his Officers and Men from the *Canceaux*, about forty in Number making Part of her Crew—A Frame taken down in the Sorel, & that of the *Maria* arm'd Schooner, are some time ago taken in hand—but how soon all our Force will be afloat, is impossible for me to ascertain; so much being necessary, & our Means respecting the Magnitude of the Enterprize, so scanty; & the Loss of Time in getting every thing sent so far up against predominating Westerly Winds and opposing Currents, so great; Yet I'd fain hope it might be brought to Completion, some time in September.—The Major part of the Seamen necessary for this Equipment, must be furnished by His Majesty's Ships; are to be attached to the three Vessels above alluded to; (when rebuilt,) to our flat bottom'd and the Gun-boats; And are to be commanded by Capt. [Thomas] Pringle of the *Lord Howe*—Lieut. [Joseph] Nunn has declined serving on Lake Ontario, and resumed the Command of the *Magdalen*. Mr John Stone 2d Lieutenant of the *Lizard* by my order, & Mr John Curling Mate of this His Majesty's Ship, who were to have served as Lieutenants under him, are transferred to Lake Champlain, where a good many Officers of that Rank are wanted.—All such Officers & Seamen, thus to be employed, are only lent or to be lent, from their respective Ships, until further Order: and for their Encouragement, are to have extraordinary Pay from General Carleton, equal to what they would have in their several Classes, on board His Majesty's Ships of War at Sea—Capt. Pringle & Lieut. Schank, are paid as Masters and Commanders—Warrant and petty Officers, the same Pay as in the Ships to which they belong, and each able and ordinary Seaman is to have 17s/6d P Mensem added to his Navy Wages—His Excellency wishes the *Isis*, the *Juno*, the *Blonde*, the *Triton* and *Lord Howe* to continue in this River, & in their present Stations; the *Canceaux* in the Sorel; the *Bute* at the Isle of Bic, the *Gaspée* & *Magdalen* Schooners, to be kept in readiness for carrying Dispatches as is the *Juno* for any particular Exigency—The *Triton* is returned to the Foot of the Rapids of Richlieu.

For farther particulars, I beg leave to refer You to Captain [Thomas] Wilkinson, And have the honor most respectfully to remain [&c.]

Ch^s Douglas

P.S. I have been under the necessity of ordering Guns, with their Carriages, proportion of Shot, Tackle, Furniture &c. to be spared from His Majesty's Ships 'till the Lake Business be over: vizt. from the *Isis*, ten twelve, & four Six Pounders. *Blonde* Six twelve Pounders. *Juno* four twelves & two Sixes. *Pearl* the same; *Triton*, four Nines and the *Lord Howe* and *Bute*, also four Nine pounders each.

1. PRO, Admiralty 1/487.

MEMORIAL OF AGREEN CRABTREE ¹

To The Honorable Council of the State of the Massachusetts Bay Sitting at Watertown the 4th Augst 1776

The Memorial of Agreen Crabtree, Commander of the Schooner
Hannah & Molly
 Humbly Sheweth –

That your Memorialist would Set forth to Your Honors that there was a Proclamation Issued out at Hallifax the 17th October 1775 to Encourage persons to take Shelter in the Province of Nova Scotia and that there are Numbers who Resort there for the Sake of their Trade, and many of Our profess'd Enemies that belong to that Government are known to be Supplying them. Your Memorialist Prays that in Case he shall find any Such in the Seas or on our Coast, He may have Your Honors particular Directions therein, and Your Memorialist as in Duty bound Shall Ever Pray &c—
 Agreen Crabtree

1. Mass. Arch., vol. 164, 45.

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

Remks on Sunday 4th of August 1776

At 7 A M saw two sail gave Chaise to the Eastermost one at 10 spake her a Briggt from St Nicola mould [Mole] bound to Novascotia Sent first Leiutenant 6 men on board took the Capt Joseph dean and 6 men on board of us Gave Chaise after the Other sail the Briggt foll[ow]ing after us left the Briggt very fast at half after 11 made the other sail to the west ward pleasant weather

Lattd in 38d.55m Longd in 63d.57m

1 [P. M.] Pleasant weather in Chaise of the schooner Came up with
 5 her found she was from Domin[jica] bound for halifax sent the 2 Leiutenant and 6 hands on board put A prize master & hands on board both Vessels and Ordered them both for salem ²

1. John Fisk Journal, AAS.

2. The brig was the *Betsey*, Joseph Dean, master; the schooner was the *Three Brothers*, David Smith, master.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*,
 CAPTAIN JABEZ WHIPPLE ¹

Remarks on Sunday August th 4 1776

At 8 AM One Eight Dollar Bill Lost
 a 10 Am took In the top Gaelon Sail the wind Breses Forwards the Laters part plesant A Good Ozservation

Lattd 38:55 Londgd in 63:49

The First of these 24 Hours Begins With plesent wether smuth See handed Sail Atd took In topsail and set for sail a [illegible] in Flying Jibb Reefs Ma[in]sail In foursail at PM Sot Trysail a Large [sea ahead] ² sot Fo[re] sail at 12 Do Took in Topsail

1. *Independence* Journal, RIHS.

2. *Ibid.*, taken from what seems to be a mate's log.

“A LETTER FROM A GENTLEMAN, WHO WAS IN THE ENGAGEMENT
WITH THE MINISTERIAL PIRATES OFF TARRY-TOWN, DATED
SUNDAY MORNING, AUG. 4.”¹

Sir, I have just Opportunity to inform you, that Yesterday at 1 o’Clock, P.M. the Gallies attacked the *Phoenix* and *Rose* off Tarry-Town. The *Lady Washington* fired the first Gun on our Side, in answer to one received from the *Phoenix*; this first shot from us, entered the *Phoenix*. The *Washington* Galley, on board of which the Commodore’s Flag was hoisted, then came up within Grape-Shot of the Ships, and singly sustained their whole Fire for above a Quarter of an Hour before any other of our Vessels took a Shot from her (the Tide wasting them more than the Pilots expected, to the Eastern Shore, and the *Lady Washington* falling back to take her Station in the Line according to Orders.) The *Spitfire* advanced in a Line with the *Washington*, and with her behaved well. We had as hot a fire as perhaps ever was known for an Hour and an Half. The *Washington*, on which I was on board during the whole Engagement, had the Ledgings of her bow Guns knocked away, which prevented our working them, and was otherways considerably damaged, being thirteen Times hulled, had three Shot in her Waist, many of her Oars carried away, &c. The *Lady Washington*, after hulling the *Phoenix* six Times, had her bow and only Gun, a Thirty-two Pounder, on which we placed much Dependence, split seven Inches, and her Gun Tackles and Britchings carried away. The *Spitfire* was hulled several Times, and received one Shot between Wind and Water, which not being quickly discovered, occasioned her making much Water. The rest of the Gallies received considerable Damage in their Rigging, Sails and Spars. Under these Circumstances, our Commodore, Colonel Tupper, thought it prudent to give the signal for our little Fleet to withdraw, after manfully fighting a much superior Force, for two Hours.—Never did Men behave with more firm determined Spirit than our little crews; one of our Tars being mortally wounded, cried to his Messmates, “I am a dying Man, revenge my Blood, my Boys, and carry me along Side my Gun, that I may die there.”—We were so preserved by a Gracious Providence, that in all our Gallies (which consisted of Six), we had but two Men killed and Fourteen wounded; two of which are thought dangerous.—We hope to have [an]other touch at these Pirates before they leave our River, which God prosper.

P.S. The following are the Particulars of the Gallies, with their killed and wounded:

The *Washington*, Capt. Hill, 4 wounded.

Whiting, M’Clave, 1 killed, 4 wounded.

Spitfire, Grimes, 1 Killed, 3 wounded.

Crane, Tincker, 1 wounded.

On board a whale boat 2 wounded.

1. *New-York Gazette*, August 12, 1776.

MASTER'S LOG OF H. M. BRIG *Halifax* ¹

Augst 1776

Remarks off Staten Island, New York

Sunday 4

A M Perceivd the Rebels at New York towing some Old Vessels up the No River which we Supposed were to Sink in the Channel to prevent the Passage up or down. Sent on bd the Adml to Acquaint him there with

1. PRO, Admiralty 52/1775.

JOURNAL OF AMBROSE SERLE ¹[On board H. M. S. *Eagle*]

Sunday, 4th [August].

In the Afternoon the *Renown* of 50 Guns and the *Flora* of 32 Guns, with 22 Sail of Convoy, came into the Harbor. We have had so many Arrivals of late, that the Rebel Commanders, we learn, give out to their People, that we send Ships down in the Night, which come up in the Course of the next Day, as a manoeuvre to intimidate them.

The Structures, which we supposed yesterday to be Fire Stages, were towed up the North River this morning; and seem to be intended for Cheveaux de Frize to block up the Passage, either to prevent the Ships, that are now above, from coming down, or our Fleet from getting up, without being raked by their Batteries. It is of a peculiar Construction; and all the Industry of malevolence, which is the most active Sort of Industry, has been used to complete it. Our People don't seem to regard it, and fancy they can easily run it down, or remove it out of their way.

1. Tatum, ed., *Serle's Journal*, 54.

DIARY OF DR. THOMAS MOFFAT ¹[On board H. M. Sloop *Swan*]

Sunday Agust 4th Thermometer 68. noon 74 P M the *Renown Flora* and a Transport Ship and Brigantine with a Prize Sloop from Hamburgh passd up to the Fleet and the *Niger* came to Anchor at the Hook.

1. Thomas Moffat's Diary, LC.

DIARY OF CHRISTOPHER MARSHALL ¹

[Philadelphia] 4th Augst 1776

. . . wrote 2 passes . . . one to James M'Cluer Liuetenant Marines Ship *Randolph*, to the Camp.²

1. Diary of Christopher Marshall, HSP.

2. James McClure was commissioned a Marine second lieutenant on June 25, 1776. Ford, ed., *JCC*, V, 478. The above entry is the only evidence that he was assigned to the *Randolph*. His Marine service seems to have ended with his departure for camp. McClure, on January 1, 1777, was commissioned a captain-lieutenant in the 2d Regiment of Philadelphia Artillery, Hazard, *et al.*, eds. *Pennsylvania Archives*, 5th series, III, 1030.

LORD DUNMORE TO LORD GEORGE GERMAIN ¹

[Ship *Dunmore* in Potomac River,
Virginia], 4th of August –

Seeing a Tender of Captn Hamonds (that he had sent to Sir Peter Parker) coming up I would not close my letter till I saw Mr [Richard] Whitworth, who commands her, and I am extremley sorry to find that No 4 contains but too true an Account of our loss before Charles Town. I have letters from Sir Peter [Parker] and General Clinton, both informing me that it is perfectly out of their Power to give me any sort of assistance, which will render my Situation (if possible) more intollerable than it has been for these fourteen Months past, that I have been constantly pened up in a Ship hardly with the common Necessaries of life, but what makes it now a thousand times worse, in that I am left without even the hope of being able to render His Majesty the smallest Service, this I must say is truely discouraging, and leaves me in the utmost difficulty to determine what to do; my utmost desire is (when I do resolve) that I may do what may be most agreeable to His Majestys wishes and the best for His Service. Mr Simenton, the bearer of this, or Governor Eden, who accompanies him, will be able to inform your Lordship particularly, of the forlorn State in which they have left us; and I have the Honor to be, My Lord [&c.]
Dunmore

1. PRO, Colonial Office, 5/1353. Continuation of July 31 letter.

VICE ADMIRAL JAMES YOUNG TO COUNT D'ARGOUT ¹

English Harbour, Antigua,
4th August, 1776

Sir

Captain Chapman of His Brittannic Majesty's Ship the *Shark* has transmitted me an Account of His being attacked off St Pierres road, Martinique, by an American Pirate, called the *Reprisal*, carrying 120 Men, and 18 Six pound Guns; which He would have taken, had She not been protected by the Forts, and received into the Road of St Pierre. Captain Chapman acquaints me he desisted from Engageing the Pirate, as soon as the Fort at St Pierre's by firing at him, had Signified they deemed the Vessel under their protection; as He supposed they believed her to be only an American trading Vessel comeing into their Road; however afterwards when Captain Chapman followed her into St Pierre's Bay, and acquainted Your Excellency, with the particulars of his Engagement; and desired your permission to Seize and take possession of her as an American Pirate; who could carry no Kings Commission, nor be Armed by any lawful Authority to Wage War; I am certainly very much Surprized to find you should hesitate or make any difficulty to permit him to do so. Surely, your Excellency cannot intend to Open the Ports of His Most Christian Majesty and give an open and avowed protection to Ships Armed for Offensive War, by His Brittannic Majesty's Rebellious Subjects in America, who are professedly sent into these Seas to Cruize & Annoy, and take the

Vessels and property of the King of Great Britains Faithful and Peaceable Subjects. After this Explanation, I cannot suppose your Excellency will any longer protect the Pirate abovenamed; and I have sent Captain [Thomas] Eastwood of His Brittannic Majesty's Ship of War the *Pomona*, to Demand in the Name of the King of Great Britain (my Master); the delivery of said American Vessel, her Men, Arms &c., that I may bring them to tryal for the Offences Committed by them contrary to the general Law of Nations, and their Duty as Subjects.—

Since I have had the honour to Command the British Squadron in these Seas, I have endeavoured all that lay in me, to Cultivate friendship, and good faith, with His Most Christian Majesty's Governors at all his different possessions in these Seas, as likewise with those of other European Powers in Amity with Great Britain and whenever during the present trouble, any mistakes may have happened, have readily entered into proper Explanations concerning them, and if I thought the Officers, under my Command, at any time wrong, I have blamed, and Reprimanded them for such Conduct, and given all due Satisfaction in my power; after such friendly behaviour, and inclination in me towards the Allies of Great Britain, I could not but expect an equal return, and confess the greatness of my Disappointment to find so gross an Insult now offered to the British Flag, through your Excellency's Acquiescence—Whilst the American Vessels came into these Seas unarmed, ('tho the Traffick they were employed in, was often very pernicious and dangerous,) I did not in any instance, suffer the Ships under my Command, to attack them within the limits of any Port in Amity with Great Britain; however I presume your Excellency, as well as I do will readily draw the Line of distinction, between Vessels Manned and Armed for Offensive War, and Trading Vessels, and that the Neutrality and protection which was afforded and claimed by the latter, cannot be given the former, but they must be treated by all Powers in Amity with Great Britain as Pirates.—I wish to receive you[r] Excellency's answer, and a clear explicit explanation of your Sentiments on this Subject; by which my future Conduct must be regulated, and that I may likewise transmit the same to the Court of London, by a Ship of War I shall send to England, immediately on Captain Eastwoods return: I have the honour to be Your Excellency's [&c.]

[James Young]

P.S. I must entreat your Excellency will signify your determination about giving up the American Vessel to Captain Eastwood; that He may be enabled to Act in that matter agreeable to Commands he has received from me.

[Copy]

VICE ADMIRAL JAMES YOUNG TO CAPTAIN THOMAS EASTWOOD,
H. M. SLOOP *Pomona* ¹

(Copy)

Secret Orders

In case the American Vessel [*Reprisal*] you are directed, by my Order of this date, to Demand the delivery of, from the Governor of Martinico, is still remaining in that Bay; You are to Anchor in the *Pomona* as near to her as you can; and constantly to watch her motions; and be ready to Slip and follow her in case She should attempt to get away from thence before you receive the Governor's Answer, You are in that case to follow her (notwithstanding the Forts may fire to prevent your doing so) until you get beyond the Limits of the Port, and then attack, and use your utmost endeavours to take, burn, sink, or otherways destroy said American Vessel. Should you Succeed in your Endeavours to take her you are not to return back to St Pierres but bring her forthwith to me.— However should the Compté D'argout agree to give up the Vessel, her Arms, Tackle, Furniture &c. to you, but Object to Giving up the Company of said Vessel to be tryed by the Laws against Pirates; You are in that case to accept the Vessel, her Arms, Tackle, Furniture &c, and Suffer the People to go on shore, bringing away the Vessel as directed in your other publick order of this date.— During your Stay in St Pierres Bay you are to use your best Endeavours to get the best Intelligence you can, concerning the American Vessels, and the Trade now carried on by them, and report the same to me at your return; but you are to be careful to make these Enquiries with privacy and delicacy so as to give no publick offence to the French Government; for which this shall be your Order.²

Given under my Hand onboard
the *Portland* in English harbour
Antigua the 4th August 1776.

1. PRO, Admiralty 1/309.

2. *Ibid.*, Young directed Captain Eastwood to make his request for the *Reprisal* "with firmness, tho in such decent terms as cannot be deemed affrontive."

MASTER'S LOG OF H. M. SLOOP *Hawke* ¹

August [17]76	At Anchor in Prince Rupert Bay Dominica Custom house NE 2 Miles
Saturday 3d	at 7 weighed & Stood out of the bay Under Single Reefed TSls Standing to the SoWd after the <i>Seaford</i> Made a Shortend.Sail Occasionally First & latter Parts fresh Gales & Cloudy Middle fresh Gales & Squally with Constant Rain Attended with Thunder & lightning at Noon Standing for Martinico the <i>Seaford</i> in sight at 3 PM spoke a french Ship from St Piers to Marsails at 5 Spoke the <i>Seaford</i> brot too hoisted out a boat & sent the Captain on Shore Ship Plying in for St

Piers & the *Seaford* stood to the No Wd to speak a sail 1½ past saw the *Seaford* fire at a brigg in Shore on which the Batterys fired 6 Shoats at the *Seaford* at 8 the Captain Returned on board Hoisted in the boat & Plyd off & on till 4 in the

Sunday 4th

Morning then brot too at 7 saw the *Seaford* to Leeward bore Down & spoke her Hoisted out the boat & sent on board her 1½ past she Returnd Hoisted in Do Made Sail & parted Company with the *Seaford*

1. PRO, Admiralty 52/1780.

5 Aug.

CAPTAIN CHARLES DOUGLAS, R.N., TO VICE ADMIRAL RICHARD
LORD HOWE¹

(Copy)

[*Isis*, Quebec] August the 5th

An Account from St: Johns just received, gives me reason to believe, that the Frame which was building in the Sorel, & which I (with General Carleton's Approbation) ordered to be taken down, before I left Chambly, will be ready for Launching about the 16th and the *Maria* about the 30th of this Month—the Lieutenants Butler & Starke² (such by my Order only) superintend their Reconstruction—Captain [Thomas] Pringle's Command, My Lord, on Lake Champlain will be very extensive, & I dare assure myself, his Execution of the important Duties thereof, will justify my having appointed him thereto; As also General Carleton having solicited, my so doing: And I'd fain hope recommend him to such advanced Rank, as your Lordship only can bestow.

It has been represented to me, since the foregoing was written, that there is an additional Number of prisoners, (hourly expected down the river) to be sent away, I have added the *John & Christopher* to the three other Transports.

As many of the Transports are immediately to sail, I confine the *Tartar's* Cruize between Cape North & Cape Ray, until the 15th of next Month, & shall send Orders to Capt'n [Thomas] Mackenzie of the *Lizard* at St. John's, to take a State of the Fisheries for your Lordship. Tho' our preparations for Lake Champlain, will at any rate be late, seeing many things have been in a Manner to create, yet if the hourly expected Victuallers do not arrive, I most fear Delay from a want of salted Provisions for the Army, on their leaving this Country—We are able to supply all the Seamen to be employed on the Lake; either belonging to His Majesty's Ships, or others, being in number about three hundred; but out of our Stock of four Months victualling sent out under the *Tartar's* Convoy, and the Remains of what We brought with Us (comparatively little) We can do hardly any thing at all for the Troops.

1. PRO, Admiralty 1/487. Continuation of August 4 letter.

2. Lieutenant John Starke, of the *Maria*, wrote, of this period:

The *Maria* was the only Vessel on the establishment of the Navy ordered for this

Service, the rest being Provincial Vessels—Lieut Starke had her taken to pieces, and carried over land, the distance of twelve Miles, together with her Masts, rigging, Guns, Stores &c and had her rebuilt, and again equipped for Service, in a short time. He also exerted himself with zeal, in the carrying over the other vessels and craft intended for the expedition on the Lake, and in the equipment of them. These services were beyond the usual course of his duty as an officer serving under a Commission from the Admiralty, whose authority does not extend to the Lake; but the advantage and even the necessity of His Majesty's Service required them—His indefatigable diligence and activity upon this occasion, and also his knowledge in various branches of the Mathematics, displayed in constructing Machines, and in applying the various mechanic powers, necessary for transporting the Vessels and craft from the foot of the Rapids of Chambly to St John's, have been mentioned much to his credit by the officers who were present, particularly by Sir Charles Douglas the commanding Naval Officer, who directed and superintended these operations; and for which, he had the honour to receive the thanks of Sir Guy Carleton the Commander in Chief, given out in Public Orders.

This very extraordinary and singular piece of Service, which can scarcely be paralleled in any age or country, of carrying twelve Miles over land, and dragging up the rapid and shallow stream of the River Sorell, a number of Vessels of various sizes and constructions to form a great Naval Armament, was carried into execution and completed with great exertions of ingenuity and labour, in the space of three months.

"The case of Lieutenant John Starke of His Majesty's Navy, together with a Short Sketch of the Operations of the War in Canada, in which he was employed, during the years 1775, 1776 and 1777," NMM, Ms. 49/129. Hereafter cited as Lieutenant Starke's Narrative, NMM.

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

August 1776 Anchored abreast of Deschembeaux Point [St. Lawrence River] —

Monday 5 At 4 A M the Capt set out for St Johns —²

1. PRO, Admiralty, 52/1638.

2. Lieutenant John Schank had been detached to take command of one of the British vessels outfitting for service on Lake Champlain.

JOHN LANGDON TO WILLIAM WHIPPLE¹

[Extract]

Portsmouth 5th August 1776

My Friend — Your favo'r of the 22d ult is now before me, in which you mention the number of Men, that are to be allowed each Ship, and that they must be shipped for One Year, or more, this is the very first of my knowing these two matters — I am very impatient to know my Department as we may Expect some prizes bro't in by the Schooners, every Day, in that Case I should not be able to Act. if there is only to be one Agent let me Know it, & also inform General Washington, that Orders may be given to those Armed Vessels employed by the Continent, to call on me for Supplies, and deliver Prizes &c. I understand that Captain Bradford the Agent for Prizes for Massachusetts has the direction of those Armed Vessels. I hope it is only meant while in that Coloney. when they are in this Colony, I hope the Agent here, will have as much Power as the Massachusetts this you'll look into, as I think there are some Schemes on foot to keep every thing in their own hands, by no means let the Agent of any Colony have it in their power to order Continental Vessels to Cruize where he pleases, and to bring the prizes into his own Colony when other Harbours are more handy, pray dont fail to see this matter done

immediately that there might not be any interference of Agents it is very Odd that the President does not Signify to me my Appointment, and what I am to do, all this time I am Agent and other People doing the Business, I mean of what comes in now since my Appointment, it is not so when any one appointed for the other Colony –

You say you tho't I had ample power, to fit the Ship for Sea I tho't the [Marine] Committee meant so, but it was impossible for me to prevail on them to say so, and therefore could not Act upon Uncertainties – It is very unaccountable that Governor [Stephen] Hopkins will say the Ships at Providence are as foward as this, when he has not seen neither. I have myself seen both, and when its certain we have waited since first of June for Guns to go on withall and those at Providence not a Mast made, or Tops, and the Ships tho' Launched not more than three Quarters or two thirds done at this time now these things are fact, for which you have my word, which I hope is equal to Mr. Hopkins's, and if that will not do, can produce Thousands of Witnesses, by our not having the first Guns, and proper attention paid our Ship the Continent have lost full as much as would pay for the whole 13 Sail, however things will go on Just so, it is hard that we can't have Orders for some of them Carbines which were taken for our Marines they are the proper Guns, only 100 would do very well, I suppose the Ship to find all Arms of all sort . . .

Pray what Wages had the Master builders at Phila who built the Ships P Day? am glad the Officers are appointed agreeable to Memo—as some of them have been Employed on board . . .

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

JOHN LANGDON TO JOSIAH BARTLETT ¹

[Extract]

Portsmouth 5th Augt 1776

. . . I am at a loss for words to Express my feelings on the good News from the Southward [Charleston] they behave most manfully, the Regulars poor Devils How an Admiral or a General looks with his Breetches shot away it would been happy if they had lost what was in them. . . .² We have Just got glorious News from the Eastward, one of our Privateers has taken Six prizes West India Men, one of which is Capt Lear of this Place, who owns his Ship himself, tho' she is made over to Lane & Co for Security against British Ships only, pray you and Brother Whipple, ask about that matter, there can be no doubt but the Ship & his Adventure is Lears, and never in the Hands of our Enemies, they are all Loaden with Sugar & Rum &c taken by one Privateer from Salem to the Southwd of Bermudas, and Eastward the British Ships and Cargoes will be Condemned and the Cargo of Lear but it will be hard to have him loose his Ship as he is worked hard for it and is a staunch Friend to his Country –³

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

2. Commodore Sir Peter Parker had his trousers shot away during the action at Charleston.

3. The prizes were taken by Captain Joseph White, in the Massachusetts privateer sloop *Revenge*. See *The Freeman's Journal*, August 3, 1776. Captain Lear was the father of Tobias Lear, who became Washington's secretary after the war.

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

Remks on Munday 5th of August 1776

4 [A. M.] Stood to the Southward
 12 Ends pleasant weather

Lattd in 38d.5m Longd in 64d.23m

Squally weather and rainy at 1 P M saw a sail to the southward gave Chaise at 7 spake with her the Brigg *Salley* from Rode Island for Suranam Jno Tower Master

1. John Fisk Journal, AAS.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Monday August 5th 1776

On a Certificate, from Henry Gardner Esqr it appearing that Agreen Crabtree, Commandr of the Armed Schooner, *Hannah & Molly* had given Bonds Agreeable to the Resolves of the General Court, his Commission as Commander of said Schooner was delivered to him as Also his Instructions – The Petition of Benjamin Goodhue & Miles Greenwood both of Salem, Humbly Sheweth –

That your Petitioners in Company with several other persons are fitting out a Privateer Schooner of War call'd the *True American*, to be Mounted with Ten Carriage Guns, and to be Navigated with Eighty Men And whereof Daniel Hathorne is intended to be Captain – Your Petitioners Humble Prayer therefore is that the said Daniel Hathorne may be Comissionated as Captain of the said Privateer Schooner of War; and your petitioners as in duty bound Shall ever pray &c &c –

Read & Ordered, that a Commission be issued to the Above named Daniel Hathorn as Commander of the Schooner *True American*, on his giving Bonds Agreeable to the Resolves of Congress – ²

1. Mass. Arch., vol. 19, 146, 147.

2. *Ibid.*, vol. 7, 243, Continental Bond, \$5,000, was given this date.DAVID COBB TO ROBERT TREAT PAINE ¹

[Extract]

Boston Augt 5th 1776

My Dear Sir I[t] wou'd give me great pleasure & satisfaction to have a line now & then from Philadelphia so that I might peep into the Secrets & Mysteries of the Grand Book of Temporal Fate; but if I do not, my Weekly Journal will go on, such as it is, 'till eternal fate, prevents it.

Monday 29th Benja Davis & others that were taken yesterday, landed at the Long Wharf from Marblehead & from thence conducted to the prison; they have a number of Women with 'em. – the Cargo of the Ship consist of £15,00 Sterling in Cash, a quantity of English Goods, 200 Tierces of Beef &c ²

Tuesday 30th Nothing. –

Wednesday 31st A Schooner was bro't into this port today, taken by two Whalemen; she is from Jamaica to Liverpool, Nova Scotia, Laiden with Rum & Salt; she is said to be own'd by Derby of Salem & sail'd from thence above a year ago, when the Capt had orders to make her Jamaica property; since which he has been Trading from Jamaica to Nova Scotia – her Condemnation is uncertain.³ – the Tory Ship came from Marblehead to this port to day –

Thursday, Augst 1st A General Fast. – no particular occurrence –

Fryday 2d A Large Jamaica Ship is arriv'd at Townsend at the Eastward, sent in by one of our Privateers⁴

Saturday 3d The *Juliana* a Jamaica prize Ship, was tri'd at Salem yesterday, when the Mate claim'd $\frac{1}{8}$ of the Ship & some of her Cargo, as being Jamaica property; the evidence was so clear, that the Jury were oblig'd to acquit the part claim'd. – it gives some uneasiness. – but I am just inform'd that the Congress have allow'd the seizure of all West India property, except Bermudas & the Bahamas, which I rejoice at –⁵

Sunday 4th Capt [Joseph] White of Darby's Privateer has arriv'd at Casco Bay with two very large Jamaica Ships, having taken on this Cruize no less than 4 or 5 of sd Ships – what grand fortunes will soon be amass'd.⁶ . . .

1. Robert Treat Paine Papers, MassHS.

2. The ship *Peggy*, from Nova Scotia for New York, taken July 27 by Washington's schooners *Hancock* and *Franklin*.

3. Probably the schooner *Patty*, taken east of Mount Desert and libeled against August 15, 1776. *New-England Chronicle*, August 15, 1776.

4. The ship *Anna Maria*, taken by Captain Joseph White in the Massachusetts privateer sloop *Revenge*.

5. The *Lady Juliana*, taken by Captain John Adams in the Pennsylvania privateer sloop *Chance*. Cobb refers to the Congressional resolve (July 24) to 'no longer respect British West India property. Ford, ed., *JCC*, V, 606.

6. Captain White commanded the Massachusetts privateer sloop *Revenge*. She was the property of Joseph Lee, Miles Greenwood and others, rather than Richard Derby. Lee was a resident of Beverly; Greenwood, of Salem, Mass. Arch., vol. 6, 339.

JOHN BRADFORD TO JOHN HANCOCK¹

Dear Sir

Boston 5th Augst 1776

I have the Honour to inclose You an Ac/ct of the Ship *peggy's* Cargo, as it stands in her Clearance from Hallifax, I have not yet begun to unload her being all the last week at Salem Attending the trial of the scotch Vessells which are Apportion'd as follows vizt $\frac{9}{16}$ of the ship *Lord How[e]* to the Schooners $\frac{4}{16}$ to the Connecticut Brig $\frac{3}{16}$ to this Colony Sloop. $\frac{11}{16}$ of the Brig *Annabella* and the ship *George* to the Schooners $\frac{5}{16}$ to the Brig²

The principal part of the Cargo's of the Scotch vessells being sent to [New] york, and as it will be some time Ere any moneys will be Recd for any of the vessells wch are in my hands and my not being Able to git

any from the late Agents, Occasions a great want of money. I flatter my self some way may be found out to Supply me, it gives me pain to be thus troublesome Sir but if the intercourse was not shut up between philada & here, I shou'd be able to get supplies the Brig *Dispatchs* Cargo Amounts to near 10,000 Dollars, and her out fit is very Considerable, and I've paid of three portlidge Bills one of wch had run Six months, besides a great sum I've been Oblig'd to advance for the schooners. which are very Expensive; I hope Mr Morris will send my dispatches forward for the Brig, as she has been Ready for the Sea five weeks, with fish a perishable, and Oil a wasting Article on board.³

I cant yet Obtain any Accounts from the Late Agents But they tell me they have Ballances due to them. I shou'd feel happy to Receive my Commission, as it woud give me a Sanction with the Late Agents, which at present they are unwilling to allow me, its marvelous to me that [Jonathan] Glover & Bartlet [William Bartlett] shou'd not have money's in their hands belonging to the Continent as they've had so many valuable prizes. I shall not add but present You my most Respectfull Salutations praying for a Continuance of your health, that your importance in the States of America, may be continued till she becomes very Respectable among the Nations of the Earth I am Dear Sir [&c.]

Jn Bradford.

1. Walter Fuller Don Collection, SI.

2. Five of Washington's armed schooners, the Connecticut state brig *Defence*, and the Massachusetts state sloop *Tyrannicide* shared in the proceeds.

3. The brig *Dispatch*, formerly the prize *Little Hannah* taken by John Manley in Washington's armed schooner *Lee* on December 8, 1775, was purchased by Bradford at the end of May. He acted on orders from Robert Morris who planned to send dispatches by her to France, and to put on board, a certain John Philip Merkle who was to sell the *Dispatch's* cargo and invest the proceeds in munitions.

ADVERTISEMENT OF SALE OF THE CARGO OF PRIZE SHIP *Lady Juliana*¹

On Wednesday, 7th of August at ten in the morning, will begin the sale of the cargo of the prize ship *Lady Juliana*, from Jamaica, now lying at the Hon. John Hancock, Esqrs Wharf,

consisting of

315 hogsheads and 57 tierces of choice sugars, 94 puncheons and hogsheads of rum. 180 bags and 14 casks of piemento, 390 bags of ginger, 19 tons of dying wood 568 Jamaica hides, very large, 63 planks of Mohogany, 19 Tons o' Fustick, 25 tierces Spanish cocoa, 1 cask tortoise shell, 1 hogshead of old copper, brass and pewter, 17 elephants teeth

Conditions of Sale

1. That every bidder shall advance 5 per cent on every bid, and the highest to be the purchaser.

2. That every purchaser shall pay down as earnest money 10 per cent, and the remainder in three days after the purchase, on forfeiture of the advance money.

3. If any dispute arises between two or more bidders, the article in dispute shall be put up again.

J. Russell, Auctioneer.

1. *Boston Gazette*, August 5, 1776. The sale was not completed on that day, and the *New-England Chronicle* for August 8 advertised: "To-morrow Morning, at Eleven o'Clock, Will be continued the Sale of the Cargo of the *Lady Juliana*, at Hancock's Wharf, J. Russell, Auctioneer." The *Chronicle*, August 15, announced that *Lady Juliana*, "an excellent Ship and well found," would be sold the next day.

CAPTAIN ABRAHAM WHIPPLE TO NICHOLAS BROWN & CO.¹

Gentlemen

Cranstown August. 5. 1776 -

In my first Vige in your Sloop *George* to Barbados and Martnico the Harbour-Master att. Martnico Gave me the Two Guns that Stands by Mr Nicholas Browns & John Browns hous which att the time they was Sot there I Lent them to you to Stand thare While the Next War Which has Now Cominsed the 4 July thare foare I Desiare that you Would Dilver the Guns or pay me the price that they may Valued at by Inde-frant men I Licke wise Lent Nicholas Brown & Company one pare of Swivel Guns When Comdoar Hopkins Was A Going to Gunia In the Briggt *Salley* Which you Never Returned to Me Which I Desiare that you will pay the price of New pare Reday Swivld or Return me the Guns As you Know I want the Value of them from Yours att Comand.

Abraham Whipple

N B - Settle it With Mrs Whipple²:

1. Nicholas Brown Papers, JCBL.

2. *Ibid.*, Whipple wrote again the same day asking the Browns to settle with Captain William Wall. This letter contains the following endorsement: "Memodm Brother Jno Brown bot & paid for the 2 Guns to Capt Whipple @ 50 Dols for the two & I paid John my half wch he Indost with a pencil on Sd Recpt Novr. 1776. Test Nich^s Brown."

Newport Mercury, MONDAY, AUGUST 5, 1776

Newport, August 5.

Last Friday se'nnight a sloop from Bermuda arrived at Nantucket, who the day before, to the southward of that island, saw 53 sail of square rigged vessels, standing to the westward; which 'tis likely, are part of the Hessian fleet.

Last Wednesday arrived at New-London, the sloop *Betsey*, Capt. Benjamin Bigelow, in 15 days from St. Eustatia, with a large quantity of duck, 6 tons of powder, some small arms, &c. Mr. William Turner, of this island, came passenger in the above vessel, and informs that a large number of troops have lately arrived at Martinica and 9000 at Portorica.

Last Monday morning two brigs went up the east side of the island; one of which is an Antiguanman, loaded with sugar, rum and cotton, sent in by the privateer *Diamond*, Capt. Chase, but had been taken before by Capt Newman, of Philadelphia, and was taken again by Capt. Chase, because she had no copy of Capt. Newman's commission on board: - The other brig is a whaleman, which is released.

1. The brigantine *Mary*. She was condemned as a prize in favor of Captain Newman, September, 2, 1776. Admiralty Papers, vol. 9, 1776, R. I. Arch.

CAPTAIN JAMES WILKINSON TO CAPTAIN RICHARD VARICK, ALBANY¹

[Extract]

let me inform you my Dear Sir that Genl Arnolds Character has been here traduced lately in the most villainous assassins like manner, and I understand the aspersions prevail with you. allow me then to obey the Dictates of justice, by asserting that I have been a spectator of His Conduct in the Hour of Danger, in the Moment of Gay Security have observed His exertions where the public Interest was concerned & have always found Him, the intrepid, generous friendly, upright Honest Man—is it for Men, who cant boast more than an easy enjoyment of the Continental Provision, to blast the Reputation of Him, who having encountered the greatest perils, surmounted extremest hardships, fought and bled in a Cause which they have only encumbered? No forbid it Honor, forbid it Justice—these are effusions of a Heart actuated by no partial Tie or prejudiced View. —

We have an Acct from Canada (which wants confirmation) that the Enemy had left St Johns with their Artillery, all to two hundred Men who remain in the Garrison, and this in consequence of the Arrival of a French Fleet—whether this is a Fact, whether it is meant only as a Decoy or whether they have drawn their Force from this, in order to penetrate the Country in a different Quarter is the Question. We understand that in attempting to bring several Vessels into the Lake from Chamblee the Carriages failed and they were destroyed—that they had continued their old mode of Tyranny in such a Degree as again to establish the Canadians Our Friends, and that the foreigners deserted in great Numbers to the back settlements or Country.

Our Navy are in great forwardness but I seriously believe we shall have no other use for them than to transport our Army into Canada. —
Mount Pleasant on Mount Independence

5th August 1776

1. Andre de Coppet Autograph Collection, PUL.

GEORGE WASHINGTON TO JOHN HANCOCK¹

[Extract]

New York, August 5, 1776.

The inclosed copy of a Letter from Col: [Benjamin] Tupper, who had the General Command of the Gallies here, will inform Congress of the Engagement between them and the Ships of War up the North river on Saturday Evening and of the Damage we sustained; what injury was done to the Ships I cannot ascertain. It is said they were hulled several times by our Shot. All accounts agree, that our Officers and Men, during the whole of the Affair, behaved with great Spirit and bravery; the damage done to the Gallies shews beyond question, that they had a warm time of it, the Ships still remain up the river and before any-thing further can be at-

tempted against them, should it be thought advisable, the Gallies must be repaired. . . .

By a Letter from General Ward of the 29th. Ulto, he informs me, that two of our armed Vessels the day before had brought into Marblehead, a Ship bound from Halifax to Staten Island, she had in about 1509 £ Cost of British Goods, besides a good many belonging to Tories. A Hallifax paper found on board her, I have inclosed, as also an Account sent me by Mr. [Ebenezer] Hazard transmitted him by some of his Friends, as given by the Tories taken in her; their Intelligence I dare say is true, respecting the arrival of part of the Hessian Troops. General Ward in his Letter mentions the day this prize was taken, Capt. [William] Burke, in another of our Armed Vessels had an engagement with a Ship and a Schooner which he thought were Transports and would have taken them, had it not been for an unlucky accident in having his Quarter Deck blown up. Two of his men were killed and several more were wounded.²

The Hulks and three Cheveaux de frize that have been preparing to obstruct the Channel, have got up to the place they are intended for, and will be sunk as soon as possible.

1. John C. Fitzpatrick, ed., *The Writings of George Washington* (Washington, 1931-1944), V, 370-72. Hereafter cited as Fitzpatrick, ed., *Writings of Washington*.

2. The ship *Peggy*, taken by Washington's armed schooners *Hancock* and *Franklin*. Captain Burke commanded Washington's schooner *Warren*.

GEORGE WASHINGTON TO JOHN BRADFORD¹

Sir

Head Quarters N Yk. 5th Augt 1776

Yours of the 29th Ulto is duly Received; for the future I must desire all Warlike Stores & Necessaries for an Army, taken by the Armed Vessels in Public Service, may be safely Stored, under care of the Different Agents 'till they receive Orders from proper Authority. you will please to enjoin it upon the different Commanders of the Continental Cruisers, to be particularly careful no Embezelment is made by their Crew or others. - I am sir your [&c.]

G. Washington

To Mr John Bradford one of the Continental
Agents at Boston

1. Washington Papers, LC.

GENERAL ORDERS OF VICE ADMIRAL RICHARD LORD HOWE¹

Memo/

[H.M.S. *Eagle*] August 5th. 1776

The Captains & Commanders of His Majs Ships & Vessels of War in this Port, are respectively to keep their Provisions & Water compleated to a Proportion for three Months unless they are otherwise, particularly directed / & to hold their Ships in Constant readiness for Sea. -

1. Order Book of Captain William Cornwallis, R. N., NYHS.

JOURNAL OF THE CONTINENTAL CONGRESS¹

[Philadelphia] Monday, August 5, 1776

The Board of War brought in a report, which was taken into consideration: Whereupon,

Resolved, That the commanders of all ships of war and armed vessels in the service of these states, or any of them, and all letters of marque and privateers, be permitted to enlist into service on board the said ships and vessels, any seamen who may be taken on board any of the ships or vessels of our enemies, and that no such seamen be entitled to receive the wages due to them out of the said prizes, but such as will so enlist, and that all other seamen, so taken, be held as prisoners of war, and exchanged for others taken by the enemy, whether on board of vessels of war or merchantmen, as there may be opportunity:

A petition from Esek Hopkins, commander in chief of the continental fleet, was presented to Congress, and read; setting forth, that "he has been informed that certain complaints, interrogatories and report, charging him with sundry crimes and misdemeanors, had been exhibited to the honorable Congress; the purport of which complaints, &c. he is ignorant of; and praying that he may be furnished with copies thereof, and of all other proceedings against him, which are now before this honorable body; and that time may be allowed him to prepare for, and a day assigned for, his being heard before Congress in his own defence."

Resolved, That the prayer of the petition be granted, and that Friday next be appointed for hearing Commodore Hopkins.²

Resolved, That the Marine Committee be directed to order the ships and armed vessels, belonging to the continent, out on such cruizes as they shall think proper.

Resolved, That Monday next be assigned for hearing and determining the Appeal against the verdict and sentence passed on the schooner *Thistle*.

1. Ford, ed., *JCC*, V, 630, 631.

2. *Ibid.*, 641, on Friday, August 9, the hearing was "postponed to Monday next, at 11 o'clock, and that Captain [John Paul] Jones be directed to attend."

JOSIAH BARTLETT TO JOHN LANGDON¹

[Extract]

Philadelphia August 5th 1776

Sir, Since my last, a vessel fitted out by the Secret Committee has arrived here from Marseilles in France which place she left the 8th of June. She has brought for the use of the American States 1000 good muskets, about ten tons of powder and about 40 tons of lead &c &c. — A small privateer from this City called the *Congress* has taken a vessel bound from the West Indies to Halifax and sent her safe into port beside a cargo of West India goods — there was found on board 1078 Joes — 672 guineas and some other gold coin.² — Capt Barry in the *Lexington*, one of the Continental vessels

has taken and sent in here a privateer of six carriage guns commanded by another of them infamous Goodrichs of Virginia.³ – Capt Weeks [Lambert Wickes] in the *Reprisal* another Continental vessel has taken and sent in a sloop bound from the West Indies to Liverpool – he has also taken a ship from Grenada to London which is not yet arrived – both loaded with West India goods⁴ . . . Your [&c.]

P.S.

Josiah Bartlett

August 6 yesterday arrived here two prizes taken by Capt Weeks. – one the ship before mentioned, having on board it is said 500 hogsheads of sugar – the other a brig bound from the West Indies to Ireland taken since the ship and sloop – the particulars of her cargo I have not heard.⁵ This is the best way of supplying ourselves with necessities since Britain will not suffer us to procure them by trade and I expect another year we shall be well supplied this way – Yours &c

J.B.

1. William Whipple Papers, Force Transcripts, LC.
2. The ship *Juno* was bound to Bristol; not to Halifax. She was taken jointly by the Pennsylvania privateer sloops *Congress* and *Chance*.
3. The sloop *Lady Susan*, William Goodrich, commander.
4. Wickes's first two prizes were the schooner *Peter* and the ship *Friendship*.
5. The brig *Neptune* with a cargo of rum.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY¹

In Council of Safety,

[Philadelphia] August 5th, 1776.

By order of the Board, Ab'm Mason was directed to deliver to Tho's Hazlewood as much old Sail Cloth as he may want to Cover Fire Rafts.

1. *Pennsylvania Colonial Records*, X, 668.

ROBERT SMITH TO THE PENNSYLVANIA COUNCIL OF SAFETY¹

Gentlemen,

I am now ready to raise a Number of frames, But the depth of water oposite to where we have framed them, is not sufficient to bear them off, we must go lower down. The water there is deeper, but we have not room enough on the Beach to raise them, I wo'd therefore propose that a Number of Labourers should be set to work at a gully that has been made in the Bank by the rains that has fallen from time to time, to enlarge this gap, that we may have room to lay the floors at a sufficient distance from the water, till we can erect the upper works in order to add weight that the tide may not Carry them off before we have finished the frame.

Mr Hicks tells me that he cannot employ the Labourers under his care at the fort, before they are discharged. Suppose you should order him to set twenty-five or thirty of those People on this service, and put him in a way how they are to be vituald; there is Lodging ready near the place for 312 men, there they may sleep. I Beg, Gentlemen, that this may be

attended to, otherways I shall be hindered much, and the public business will lag behind. I am, Gentlemen, [&c.]

Robt. Smith.

Bellengsport, August 5th, 1776.

Directed. To the Committee of Safety, Present.²

1. *Pennsylvania Archives*, 1st series, V, 8.

2. Smith was not aware that the Committee of Safety had been succeeded on July 23, 1776 by the Council of Safety.

MARYLAND COUNCIL OF SAFETY TO VAN BEBBER & HARRISON ¹

No. 112

Gentn We have recd by Captn [John] Martin all the Goods you sent us according to Invoice and Bill of Lading, except 10 Bbls of Gun Powder, which he says is a mistake & that they were never put on board – if there be any mistake, you must rectify it, if no mistake, – charge the captn with the Powder.

Captn [William] Stone has presented us a memorial claiming the Brig *Friendship*, as his property, copy of which we send you inclosed, & to which we Shall be glad hereafter of having y[our] Answer. –

We shall endeavour to make you remittances by every opportunity, we do not know the cargoe of the Brig *Friendship*, Colo [Robert] Hooe is down at Chingoteague & will write you fully of the cargo put on board, Some Tobo bread & flour are the chief articles, you will do the best you can for us and send by first good opportunity follg articles Vizt Guns with Bayonets, coarse Woollens, coarse Linens – Gunflints, Lead, Powder & Salt Petre – we have heretofore wrote you by Captn Handy, a Duplicate whereof is now inclosed, when the Fall & Winter comes on, we shall do better we hope – Dunmore's fleet is gone off from the mouth of Potowmack very sickly and in great distress, – perhaps our bay will be clearer of Ships of war, than it has been, if so we shall remit you fully – in the mean Time draw on us if you are in want of Cash, payable either in Maryland or Pennsylvania, and we shall pay due honour to your drafts. –

Captn [Thomas] Conway is safe arrived in great Wiccomico in Virga, we shall get his cargo up Soon, and dispatch him as quick as possible, we are with due regard [&c.]

[Annapolis] 5th Augt 1776

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

MASTER'S LOG OF H. M. S. *Roebuck* ¹

August 1776	Geo[rge's] Island [Potomac River] NW $\frac{1}{2}$ N 2 Miles
Thursday 1st	A M at 11 The <i>Fowey</i> made the Signl to Weigh – First Part Squally with rain Thunder & Lightning. Latter Modt & Cloudy P. M. sent Men on Board some of the Vessels to Prepare them for sea.
Friday 2d	A M at 8 the <i>Fowey</i> & <i>Otter</i> with Part of the Fleet Weigh'd

- & made sail, at 9 Made the Signl for sailing, & Set the Remainder of the Brig we had Cut Wood from, On fire
First & Latter Part, Light Winds & fair, P. M. Burnt Several unserviceable Vessels, & made the Signl & Weigh'd with the Remainder of the Fleet, The *Pembroke* Tender join'd us with her Prize² at 9 Departed this Life M Sellers Seaman, at 10 Made the Signl & Anchor'd in 7 fath Point Look Out NEbN 4 or 5 Miles,
- Saturday 3d A M. at 5 Made the Signl & Weigh'd as did the fleet the Galley fill'd halld a Longside & took the 6 Pounder out of her and what Arms we could find & Veer'd her a Stern again Sailing Round Smith's Point, Wind Mill Point SW $\frac{1}{2}$ S 4 Lgs
First & Latter Parts Modt & fair P M Saw a Sail to the NE & made the *Otters* Signl to chace & the Signl for the fleet to Close $\frac{1}{2}$ pt 7 Made the *Otters* Signl. to Leave off chace at 8 New Pt comfort S W 6 Lgs
- Sunday 4th A M. at 8 made the Signl and Anchor in 5 $\frac{1}{2}$ fath Cape Henry SbE 4 Miles at 12 Made the *Foweyes* Signl to chace Modt. & fair, P. M. The *Otter* Weigh'd & sail'd with Part of the Fleet
- Monday 5th A M. got some Cyder out of the *Pembrook's* Prize
Do Weather
P M the *Fowey* sail'd with the ships bound to the Eastwd

1. PRO, Admiralty 52/1965.

2. *Susannah*, from Rhode Island for South Carolina, with cider and chocolate, Howe's Prize List, March 31, 1777, *ibid.*, 1/487. The *Susannah*, a sloop, had sailed from Rhode Island June 15. Her master was Peleg Remington; her owners, Richard Salter, Welcome Arnold, and William Wall, all of Providence, and her cargo consisted of "80. bbls Cyder, 6 Hhds N.E. Rum, 10 bbls Flour 1100 lb Cheese 150 pair Lynn Shoes, 10 Boxes Chocolate, and 6 Boxes hand Soap," Outward and Inward Entries, R. I. Arch.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO HANS STANLEY¹

Dear Sir,

Roebuck in Virginia 5th Augst 1776

You hear seldom from me for want of opportunitys to write to you, and because I have nothing material to acquaint you with. The history of a defensive kind of war, which has been my misfortune for some time past to have been engaged in, is painful for me to relate, and would give you no pleasure to read. In short, the support & protection that I have been under the absolute necessity of giving to Lord Dunmore & his floating Town, consisting of a Fleet of upwards of 90 Sail, destitute of almost every material to Navigate them, as well as seamen, has given full employment for three Ships, for these three month past, to prevent them from falling into the hands of the Enemy; and had we to deal with People the least enterprizing, we should not have been able to have done it so long. However this inconvenience is now nearly at an end, as I am sending all that is able & in a condition to go to Sea to St Augustine, after having destroyd



Chesapeake Bay.

about twenty sail, and put the people that inhabited them into other Vessels. We shall then be much more at liberty to act offensively against the Enemy than we hitherto have been, which if we had a sufficient force to do might be done to great advantage, as on Account of the Navigable Rivers of this Country, there is no part of the continent where ships can assist land operations more than in this. But unfortunately my Lord Dunmores Troops have been so few in number, such a motley set, and so full of disease, that it has been totally impossible to do or attempt any thing of consequence; and our whole exploits have amounted to nothing more than burning & destroying Houses on the Banks of the Rivers, and taking the Cattle off the Farms; which decides nothing. Whenever a Thousand Men can be spared, properly equipt, for the service of this Colony, with eight or 10 sail of small Ships to act with them, they may distress the Colonys of Maryland & Virginia to the greatest degree, and employ more than ten times their numbers to watch them.

I say nothing to you about what is going on at head Quarters, as from a want of small Vessels for Packets, our communication and correspondence with each other is less frequent than you can possibly imagine. I hope that defect will be supplied us from home, as we cannot here get proper Vessels, and if we could, we should want both Guns & Men for them; and without them we shall never be able to stop the kind of Trade the Rebels mean to carry on during the Winter, which is to be done in fast sailing Pilot Boats, and caried on from the small inlets on the Coast, where our Ships will not be able to get near them; and to confess the truth, I am clearly of opinion that unless we can withhold the foreign supplies from getting into the Country, this is likely to be a very tedious war. The Troops in these two Colonys have scarcely a second shirt, and their Coats are allready in Rags, so that they will certainly feel great distress next winter. They however talk largely of resources within themselves, but, upon my word, from the best authority I can get, the fact is much other ways.

I have the pleasure to tell you that since the Congress have declared themselves independant states, there is a spirit of loyalty broke out in the lower Counties of the Delaware and on the Eastern Shore of Maryland, which properly managed & cultivated may turn to a very good account. It seems they have long had divisions among them on religious accounts, and the Churchmen are clearly of opinion that it is the Presbyterians that have brought about this revolt, and aim at getting the government of America into their hands, which they (the Churchmen) are rather determined to die than submit to. These Friends are numerous, and inhabit a Country that forms a Peninsula, by the Chesepeak Bay on one side and the R. Delaware on the other, which from water to water is only about twelve miles. Whenever an Attack is made upon Philadelphia, which I hope will not long be delayed, these People declare they will assist; and want only arms & ammunition (which the other party have by degrees got from them) to do it by themselves.

In the beginning of the Year I sent to Admiral Shulldham to ask for such a force to be sent to me, that would authorize me to make an attempt to clear the passage of the Delaware and an attack upon the Town, which at that time was very defenceless. By unfortunate and unavoidable delays, it was the end of April before I received his answer. He agreed with me, he said, in every article of my request, but from the distress of the Army, which had obliged them to evacuate Boston, no troops could be sent to assist me, nor was there a cohorn or Howitzer in store. Upon this, I gave up all thoughts, as you may conclude, of attacking so formidable a pass; but being desirous of reconnoitring the River, and seeing a little what the thing was, to enable me the better to proceed when a force should arrive, I took the *Liverpool* with me and sailed up the River within a few miles of their Chevaux de frizes, as they call them, which are immense frames of thick wood, sunk with Ballast in a narrow part of the River, defended by batterys on each side, and a floating one in the middle; together with 13 Row Gallies, each carrying one Gun, from a thirty two pounder, to an eighteen pounder, and from Seventy to fifty Men.

As soon as the Enemy perceived that we had stoped, and were busily employed in filling out empty water Casks, they sent all the armd craft down to attack us, and brought with them a Vessel fitted as a fire ship for the purpose of destroying us. We met them under sail (as the Tide ran too rapid to ride with a spring upon the Cable) and lay under the disadvantage of being obliged to engage them at the distance they chose to fix on, which was scarcely within point blank shot: and being such low objects on the water, it was with some difficulty that we could strike them; so that we fired upon them near two hours before they thought proper to retire & row off.

unfortunately at this juncture the *Roebuck* grounded and being high-water, could not be got off 'till 4 the next morning, but as it was soft mud, the ship did not receive the least damage.

It was then so thick a fogg, that nothing could be discerned 'till about 8 o'Clock, when it clear'd up, and we perceived the Gallies at Anchor about 3 Miles above us. The wind had changed and now blew up the River, and we pursued them imediately with all our sails; and they as industriously avoided us by plying their oars & sails. This Chace lasted only about two hours, when it fell so little wind, that we were not able to stem the tide of ebb, and not having six inches water more than the Ship drew in the best of the Channel (which was not above a quarter of a Mile wide, though the River from bank to bank was about a Mile & half) I was under the necessity of Anchoring.

The Gallies rowed to a point of land on the western shore & anchored also.

When I found there was no prospect of bringing them to a close engagement, but that they meant to retire as I advanced, and not having a force sufficient with me to make an attack upon the chevaux de Frize, I found it would answer no good purpose to go further up the River,

which every mile made more intricate; but it was best to try if we could draw the Galleys down to a wider part of the River, where we should be in less danger of getting aground, when we could run near them and have a better chance for destroying them: Accordingly when the ebb tide made, about 5 in the afternoon, we got under way and turned down the River with an easy sail; The Galleys with their former attendants, increased by several large Launches, with each a Cannon in their Bow, immediately followed us, and kept up a smart fire, but cautiously remained at their usual distance. This gave me great hopes, I should be able to draw them into a wider part of the River, but about 10 at Night they thought proper to stop near New Castle. when I found I could not get them any further I anchored also for the Night, intending to pursue them again at day light, which when I attempted to do, they run again up the River; at least those that we saw did, which was only 11 sail; the rest I conclude were disabled: but have never to this hour been able to get an exact account of what they suffered.

after waiting in their Neighbourhood three days, finding there was no prospect of getting them down, and having fully executed all I had in View in going up the River, and entirely repaired the very little damage they did us, I came down the River, and finding letters from the Admiral acquainting me that Sir Peter Parker was gone to Attack Charles Town: I immediately intended sailing to join him thinking the *Roebuck* could be of more use there than to remain cruizing off the Delaware. However in this I was dissappointed for when I came off the Capes of Virginia, I received such an Account of Lord Dunmore's situation, as obliged me to look in upon him, wher[e] I found I had just arrived in Time to save him out of the hands of the Rebels.

Before this letter reaches you I conclude you will have heard of the ill success of the unfortunate expedition; on which I shall make no comments, but least you may have heard the story imperfectly send you the General's letter. These little miscarriages I trust will have a good effect in the end. Englishmen allways rally when things are at the worst, and I have not the least doubt but our Affairs at the end of the Campaign will wear a better aspect than they do at present. One thing I must own astonishes me, which is the astonishing delay the Troops have made in getting out here. They arrive now in the very worst season. The Heat of these two months is more than an Inhabitant of the northern parts of the World can endure, and an Army acting here should go into Summer Quarters, as well as winter ones.

The letter you did me the honor to write to me in January, came to me about two months ago, and made me extreemly happy; as I ever shall be to hear of your health & wellfare, events that I can never be indifferent about, while I have breath to draw.

The Vessel that carry this is now getting under sail therefore am under the necessity of concluding it. Pray give my kindest love to Mr Sloane & his family Pon Brewer & all Friends.

I allways am my Dr Sr with the sincerest attachment [&c.]

A. S. Hamond

1. Hamond Papers, UVL. Stanley was governor of the Isle of Wight.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Monday August 5th 1776.

Resolved That Captain William Mitchell with the Quota of the Company of Marines under his Command, repair on Board the Cruiser Brig *Liberty* Captain [Thomas] Lilly, to perform Duty; and that a Commission be granted him, to continue in force during the time of his present Cruise and no longer. Captain Mitchell was sworn Commission issued and delivered.

Ordered that the Keeper of the Magazine deliver Captain William Mitchell for use of his Company of Marines fifty-four Bayonet Belts and a hundred weight of Lead.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 108.

VIRGINIA NAVY BOARD TO JOHN HERBERT, PORTSMOUTH ¹

[Williamsburg, August 5, 1776] ²

Sir The Commissioners having determind to build the two Gallies up the Southern branch of Elizabeth River, would be very glad to agree with you, to undertake the building them altogether by the Ton, You'll therefore please to come up or send your Son to agree on terms by Monday sen'night I am [&c.]

Tho^s Whiting 1st Comr

1. Navy Board Letter Book, VSL.

2. Date is approximated. Entry appears in letter book between an August 2 letter from John Hutchings, 1st Commissioner, pro tem., and one from Thomas Whiting, 1st Commissioner, August 13. However, the Navy Board adjourned from August 7 to August 12, 1776, so the letter probably was written on Monday, August 5, the day that Whiting resumed his position as 1st Commissioner.

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

August 1776	At Single Anchor [in Potomac River]
Thursday 1	A M fired a Gun and made the signal for Sailing Smith's Point SEBs 3 or 4 Leagues. Modt with some rain -
Friday 2	at 5 A M made the signal for Sailing at 6 Weighed and lay too with the Maintopsail to the Mast for the Fleet to get Underweigh. Fresh Gales and Clear at ½ past 6 P M made the signal and came too with the Bt Br in 6 fm
Saturday 3	½ past 5 A M Made the signal and Weigh'd - Fleet in Compy - at 10 fired Two Shot [at] a Sloop which proved to be a Sloop Driven on the Eastern Shore last Night
Sunday 4	Modt and fine Wear at 9 A M the <i>Roebuck</i> made the

Signal for Anchoring – Do repeated it $1\frac{1}{2}$ past came too with Bt Br in 7 fm Veerd to $\frac{1}{3}$ of a Cable.

Cape Henry HE $1\frac{1}{2}$ E Smiths Island NEbN off Shore about 5 Miles –

Do Wear P M Sailed hence his Majesty's Sloop *Otter* with part of the Fleet

Monday 5

A. M. Washed and cleaned between Decks.

Light breezes and fine Wear at 4 P M. fired a Gun and made the signal for Sailing – Weighed and Came to Sail with part of the Fleet in Company, at 10 Anchored Cape Henry West distance 4 Miles ²

1. PRO, Admiralty 51/375.

2. *Ibid.*, the *Fowey* parted with a portion of Lord Dunmore's fleet on August 7, cruised off the Virginia Capes for two or three weeks, and arrived at Sandy Hook on September 7.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Halifax] Monday August 5th 1776.

Resolved That John Webb of Halifax be permitted to Export to any of the French or Dutch Islands in the Sloop *King Fisher* James Ducaine Master eighteen thousand Hogshead Staves he having entered into Bond and Security in the sum of two thousand pounds to import into this province the Net proceeds of the Staves abovementioned in Salt Arms, Ammunition and other Warlike Stores

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

STEPHEN EGAN TO GOVERNOR PATRICK TONYN ¹

(Copy)

[St. Mary's River] Monday 5th August 1776

Sir, An express is just arrived from Mr [John] Martin with an account that a Schooner with 40 men a large flat and another Vessel force not known are now on their way to take [Lieutenant William] Grant plunder this place and do what mischief they can, the whole number of men between 240 and 300.² I have sent intelligence to Captain Graham, Mr Grant thinks proper to go off directly when tide turns and abandon us and leave your Sloop a prize. I think with our force here, we may give a good account of them, but he will not risque the King's Vessel and so many brave fellows. Martin is taken but found means to send off Anderson, who says if no accident happens they must be here next Ebb, which will be this Evening. this instant Grant sends me word he'll wait off the Barr – I am your Excellency's [&c.]

(Sign'd) Stephⁿ Egan –

[Endorsed] Copy Mr Egans letter to Governor Tonyn No 1. in Govr Tonyn's No 20 of 15th August 1776

1. PRO, Colonial Office, 5/556, 707, 710.

2. *Ibid.*, 719.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

Augt 1776

Anchor'd in St Mary's River

Monday 5

at 7 (A M) unmoored weighed & Came to sail & turned down towards the No point of Amelia Island & came to Anchor upon receiving information that 3 Armed Vessels from Sunbury were on there passage here with an intent to destroy the King's Schooner & take Wrights & Egans Negroes off Amelia Island, they are said to be on their passage 1 Flat with one 4 Pdr & 8 Swivels 1 Schooner They did or would not tell her force No of men said to be in the Vessels are 220 sent an Express to Capt Graham of this bad news, Cleared Ship for Action and put all the Arms in readiness Modt & clear weather at 2 P: M: Weighed & Came to sail, plied round Amelia No Point in Co with a Brigg at 3 Anchor'd with the Bt Br in 4 fath: water Veered to $\frac{1}{2}$ Cable Amelia Island No Point W:N:W: 2 miles St Mary's Bar E by S 5 Miles Off Amelia shore $\frac{1}{4}$ of a Mile at 8 sent the Boat Manned & Armed ahead to lie Guard & make Signls in Case the Rebell Fleet should come, sailed hence the Brigg for the West Indies. Exercised the People at small Arms and kept them under Arms all night

1. PRO, Admiralty 51/4330.

GOVERNOR PATRICK TONYN TO THE COMMANDING OFFICER OF THE
BRITISH SHIPS IN SAVANNAH RIVER ¹

(Copy)

Sir, An expedition against this Province being preparing, by all accounts in Carolina and Georgia, a part of the operations is to be carried on by the inland Navigation.

Cockspur situation will not prevent a communication between Savannah and South Carolina, from whence several Vessels have lately passed laden with Indigo, and have been shipped on Board a fast sailing Vessel at Savannah, which has proceeded down a Creek called the St Augustine passage. A Vessel lately which had eight thousand pounds sterling of Indigo on Board made this passage, and is gone to the foreign Islands; since the middle of June three Vessels with Rice have done the same, and are gone to a foreign Market.

This has induced me to send you the inclosed sketch, which will shew the Situation, the Rebels take the opportunity of a dark night to make the passage. —

For the enterprize intended against this Province Row Boats to carry Cannon in the Bow an eighteen pounder, four of these Boats I know are building at Beaufort, two at Savannah, and several in other parts. A privateer is fitting out at Sunbury, and other armed Vessels are equipping in the different Creeks in Georgia. —

Six Vessels are dayly expected to slip into some of the Ports on the Coast of Georgia from the Islands, they have supplies for the Rebels.

Mr Thomas Young a Gentleman of large Property in Georgia, was strongly recommended to me as a loyal Subject, he obtained two or three protections from me for his Vessel to supply His Majestys Islands with Provisions, under the sanction of his recommendation, and loyalty to His Majesty. I hear since he has also procured protections from the Rebel Congress for his Vessels, and his motives are to supply the Rebels. I hope you will let this circumstance be known to all His Majestys Ships under your Command, that proper search may be made in any Vessel belonging to Mr Thomas Young that comes in their way. —

The *Pensacola and Jamaica Packet* is arrived here, Lieut: Clark [Arthur Clarke] who commands her informs me that some Rebel Cruisers have been in the Keys to the Southward of this Province, this should be made known to any of the King's Ships that may be passing in those parts.

If we can here be of any use to any of the Ships at Cockspur you have only to command it, I shall be happy to render you all the Service in my power. —

Sir Peter Parker having added to the station at Cockspur the *Active* and *Sphinx*, I hope you will be enabled to have some Success against these frequenters of the Georgia Coast, and extend your Cruising to this Province, particularly to St Mary's River—Wishing you all success—I am Sir [&c.]

(Sign'd) Pat. Tonym —

St Augustine 5th August 1776 —

[Endorsed] Copy—Governor Tonym's letter to the Commanding Officer of His Majesty's Ships Savannah River—No 2—In Govr Tonym's (No 3 private) of 26 Aug—1776.

1. PRO, Colonial Office, 5/556, 755-58.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS¹

Sir

Antelope Jamaica August 5th 1776

I beg leave to acquaint their Lordships that His Majestys Ship *Pallas* was to have Sail'd the 26th of last Month with near a hundred Sail of the Trade had not an intend'd general Insurrection of the Negroes been discovered, which oblig'd the Governor with the advice of his Council to lay a general Embargo on the Shipping, to establish Martial Law, & to request me, to keep the Ships under my Command in Port for the safety & protection of the Island which I comply'd with.

On the 3d instant he inform'd me that as the Season of the Year was so far advanc'd; it might be attend'd with great loss to the Trade detaining them any longer should a Hurricane happen; and that as the Measures which had been taken prov'd so effectual in suppressing this Rebellion (which I apprehend was to have been General throughout the Island) he had with the advice of his Council taken off the Embargo, but stil thought it necessary to continue Martial Law for some time longer, and requesting

that the *Atalanta* & *Racehorse*; might not be recall'd from the North Side of the Island, where I had instantly dispatch'd them on the first account of this Rebellion and given their Commanders directions to give every Assistance in their Power to quell the same.

I have therefore order'd, Captain [William] Cornwallis to Sail the 6th inst for Bluefields, to remain their Forty eight Hours to give the Trade time to compleat their Water after being detain'd so long and then to proceed with them into the English Channel agreeable to my former orders. I have order'd the *Maidstone* to go with him but have desir'd that as soon as ever he judges the Convoy to be in Safety to make her Signal to sepearate and have order'd Captain [Alan] Gardner to return with all possible dispatch & join me here as the Governor & Council have request'd me to keep the Ships in Port as much as possible for the safety and protection of the Island, as they are still apprehensive of the Negroes taking the Advantage of their absencé to rise.

As the *West Florida* Sloop is ready to Sail, and I judge it of great consequence her getting on her Station in the Lakes of the Mississippi I have order'd Captain Cornwallis to take her under his Command as she might be of Service in going through the Gulph with the Convoy and then to make her Signal to Seperate to go to Pensacola, all which I hope will meet with their Lordships approbation.

I beg leave to acquaint them that His Majestys Ship *Antelope* arriv'd the 27th of last Month after having seen the Trade in Safety, she brought in two American Sloops; one with Rice the other with Lumber which is a great acquisition to the Island those Articles being much want'd.²

I further beg leave to acquaint their Lordships that I have given Mr Thomas Lloyd a Commission appointing him Master & Commander of the *Atalanta* (in the room of Captain Underwood Deceased) and have order'd him to be Borne as a Supernumerary on board the *Antelope* 'til her arrival I have likewise given Mr Thomas Cadogan the Second Lieutt a Commission for First and have appoint'd Mr Chas Holmes Everitt, Second, and Mr James Cotes to be Lieutenant of the *Porcupine* Schooner, and Inclosed is a list of Officers Made; with the State & Condition of His Majestys Ships & Vessels under my Command for their Lordships information.

In the latter part of my Letter of the 2d July, I inform'd their Lordships of my having purchas'd a fine Brigg of near 130 Tons Burthen, & that she & the *Racehorse* were capable of bearing Masters & Commanders, with proper Officers & Eighty Men, submitting it to their Consideration puting them on that Establishment, which I beg leave to say I think would be great use; as the Americans have a Number of Arm'd Vessels superior to those, with their present Complements. I am, with respect Sir [&c.]

Clark Gayton

1. PRO, Admiralty 1/240.

2. Sloops *Hope*, George Cuzens, master, with rice, and *Flying Fish*, Littlefield, master, with lumber; both from North Carolina. Gayton's Prize List, February 26, 1778, *ibid*.

CAPTAIN WILLIAM CORNWALLIS, R. N., TO PHILIP STEPHENS ¹

Pallas, Port Royal, Jamaica
5th August 1776.

When I was at Cape Coast I received information that there was an American Brig in the River Gabon with Arms and Ammunition on board; I fell in with Captain Warren in His Majesty's Sloop *Weasel* at Accra and detached him to the said River, and as I imagined a small Vessel would be necessary to examine the River, I ordered Lt Bray of his Majestys Ship under my Command on board a Prize of the *Atalanta's* to accompany Capt Warren. Lieut Bray has since joined the *Pallas* and acquainted me they had seized the Brig and carried her to Antigua I am Sir [&c.]

W: Cornwallis

I. PRO, Admiralty 1/1611/3/7, LC Transcript.

WILLIAM BINGHAM TO SILAS DEANE ¹

[Extract]

St. Pierre August 5th 1776

Sir The Committee of Secret Correspondence having honor'd me with the Appointment of their Agent in the West Indies to transact their Affairs, both in the commercial & political Line, have instructed me to inform you of it, & to cooperate with you in giving them constant Intelligence & Advice concerning every Matter that may be connected with the Interest or improved to, the Advantage of the United Colonies. And as frequent opportunities present from this Place to the different Ports in France as well as America, they are very desirous that we should maintain a regular, frequent & well serv'd Correspondence, in order that both they & you may be duly & reciprocally informed of every interesting Event that may be passing on either side of the Water, for which Purpose I shall endeavor to obtain a correct & extensive Knowledge of the Affairs of my Department. I shall examine & inform myself of everything I see or hear that is relative to the Situation or Interest of America, & shall transmit you by every opportunity the Result of my Enquiries & Observations.

The Committee desire that "You will address your Current Despatches to me under Cover to the General, but when you have any particular Matters to communicate, either to Congress, themselves, or me, that you think should not be risqued thro that Channel for fear of Inspection, that you would procure a Mercht in France to put such Despatches directly for me under Cover to a Mercht in Martinico, with an express Injunction to deliver them into my own Hands. But as soon as I had made Acquaintance with an established Merchant of good Reputation in Martinico, that I had best name him to you, that you may so address your Despatches without the Intervention of a Merchant in France" You will therefore plan to direct them to Monsr P Begorrat Negotiant au St Pierre, Martinique, pour remettre a Monsr Bingham de Philadelphie. . . .

From the Reception I have met with from the General, I have the greatest Reason to believe that France is very favorably disposed towards America. He has informed me that by a Frigate which had just arrived,

he had received some Dispatches of a very important Nature from his Court. That his Orders were to favor the Americans throughout all their Ports & protect their Commerce at Sea, whenever & wherever they should find an opportunity.

The Continental Sloop of War the *Reprisal* of 16 Guns, & one of the Ministerial Fleet the *Shark* of the same Weight of Metal, but better man'd, have lately had an Engagement opposite the Port of St Pierre. I was a Spectator of the whole of it from on shore.² And to the honor of America, the *Reprisal* damaged the *Shark* so much, that She was forced to sheer off in order to refit, when the Fort fired upon her & put an End to the Engagement. Never did I feel the Sensation of Joy in a more lively Degree, than upon viewing the different Treatment which the two Commanders met with from the Inhabitants of St Pierre; Capt [Lambert] Wickes was complimented & caressed beyond measure, whereas Capt [John] Chapman was under the necessity of procuring a Guard of Six Men to protect him from the Insults of the Mob . . .

Since writing the above his Excellency has done me the Favor to show me a Letter he has just received from Admiral Young sent express by the *Pomona* Sloop of War. He therein demands in the Name of the King his Master, that these American Pirates (as he stiles the *Reprisal* & her Crew,) that have taken Refuge in the Harbor of Fort Royal, may be delivered to him, in order that they may be brought to Tryal & proceeded against accordingly; & calls the Protection given them a gross Insult offered to the British Flag & with his Excellencys Acquiescence. he mentions that he shall dispatch a Ship of War immediately to London, with his Excellencys Answer, which is as spirited & animated as we could wish or the occasion require; Prudential Reasons would not admit of his saying more, but he refuses his request in a categorical decisive Stile.

1. "The Deane Papers," *Collections of the Connecticut Historical Society*, XXIII, 31-32, 33-34.

2. Bingham came as a passenger in the *Reprisal* from Philadelphia. He must have been landed, probably at Pointe du Prêcheur, before the engagement.

6 Aug.

ISAAC SMITH TO JOHN ADAMS¹

[Extract]

Salem August 6th 1776

Yours of the 17th Ulto I have recd As to the Massachusets raising more Men - would say the sea ports are draind very much by those going a privateering &c. and the late success of One belonging here (Capt White) who with Another has taken four ships &c. two are in att the Eastward. One between 4 & 500 hhd laid Barbadoes Sugars the Others from Antigua his success, now with two Other prizes sent in before,² which makes every body this way going upon the business. there is now four or 5 fiting Out. One sails to day — We have had Our Coast pretty clear for sometime till lately, & A ship or two are att the Eastward, & have taken A Number of Coasters [illegible] fishermen &c Amongst which I have One, by which shall suffer £300 Ste[rg]—& last week a ship off Cape Codd took a brig

with flour from Phila – We have & are still paying for a Vessell to gaurd the Eastward Coast: but has been lying in harbour the chief of his time & doing no service, (Obrian!)³

I am Ancioun[s]ly concernd as to the event of Our Affairs att [New] York as there must happen some, grand event soon may itt please God to disappaint Our enemies in all there scheams & bless all Undertakeings for Our defence & priveledge's—I have he[a]rd to day As though a Number of Vessells were culecd from Cannecticut, which I think would be of great importance, properly managd to stop or set fire to the fleet when they may come to Attack the Town—I suppose the first division of the Hessians are Arr[ive]d before now att [New] York, after which there will be a movement –

- 1 Adams Papers, MassHS. Materials drawn from the Adams Papers in the Massachusetts Historical Society are copyrighted and are printed by special permission of the Society.
2. Captain Joseph White in the Massachusetts privateer sloop *Revenge*. See *The Freeman's Journal*, August 3, 1776 for description of prizes.
3. Captain Jeremiah O'Brien of the Massachusetts state schooner *Machias Liberty*.

JOURNAL OF THE MASSACHUSETTS COUNCIL.¹

[Watertown] Tuesday – August 6th 1776 –

Ordered.–that the Comissary General be and he hereby is directed to deliver out of the Colony Stores to John Lambert Commander of the Schooner *Diligent* or to his Order five Barrels Pork, One Barrel Rum & half Barrel Molasses –

Ordered – that the Comissary be and he hereby is directed to deliver out of the Colony Stores unto Capt John Clouston, Commander of the Sloop *Freedom*, or to his Order the following Articles takeing proper Receipts for the same Vizt –

half Ton Powder, One Iron Hearth & Copper, One Drum & fife, Six Bolts Sail Duck for the light Sails, two Boxes Candles, half Barrel Lamp Oil, One hundred & twenty Gallons Rum –

The Memorial of John Stickney In behalf of Himself Thomas Jones & Joseph Marquand all of Newbury Port in the State aforesaid in behalf of Himself & the Above said Owners of the Schooner Call'd the *Washington*, Humbly Sheweth that your Memorialist, have fitted out the said Schooner *Washington*. Burthen fifty Tons, mountg Six three Pounders, Ten Swivels & two Cohorns, Nathl Odiorne Commander. Thos Clough first Leut John English Second Leut – with Thirty five Men, with Twenty Barrels of Beef & Pork, Twenty hundred Bread, Two hundred wt Powder with Ball Answerable thereto, Your Memorialist Pray your Honors would Commissionate said Schooner *Washington*, for a Private Vessel of Warr, & Whereas your Memorialist Cannot procure a Sufficient Quantity of Gun Powder Prays your Honors would spare so much out of the Colony Store, for the use Aforesd he paying a Proper Consideration therefor, and your Memorialist as in Duty bound shall every pray &c &c –

John Stickney –

Read & Ordered that Nathaniel Odiorne be Comissionated as Comander

of the Schooner *Washington*, he giving Bond and Complying with the Orders of Congress as Also the Commissary General be directed to deliver Mr John Stickney two Hundred weight of Gun powder he paying for the same –

Bonds being given by John Stickney & Nathl Odiorne a Comission was Issued out to the said Odiorne as Commander of the Schooner *Washington* fitted out by them to make Captures of Our Enemies Vessels, and Instructions were delivered Him –

1. Mass. Arch., vol. 19, 147, 148, 149, 150.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*,
CAPTAIN JABEZ WHIPPLE ¹

Remarks on tusday Augst th 6 1776

At 6 AM. Bunets on the forsail Refs out Mad Sail Got out flying
Jibb Boom sot Jibb @ 11 AM Saw two sail. Gave chase provd
to be A man of war and tender hove a Bout Gave Chase to us
Lattd In 36 Longd in – 62 – 13

Saw the two formentioned Vesels In Chase of us heavy sea we
Draw from the ship but the Sloop Gains upon us all hands to
Quarters @ 6 PM the Sloop Gave over Chase Bore Away toward
the ship @ 7 Lost sight of them we sot sqr Sail to ward Estward

1. *Independence Journal*, RIHS.

JOURNAL OF LIEUTENANT JOHN TRÉVETT ¹

[June 22 to August 6]

We carried w[ith] us one of the bills, which the Hon. President received with pleasur[e] ² We tarried one day longer than we needed, on the account of seeing Independance declared, which was on the 4th day of July 1776.³ The next day we set out for New York, on our way for Rhode Island When we arrived at Newport, we went immediately on board the privateer which was lying in the harbour of New Port, we brought dispatches for Capt. [Nicholas] Biddle, whom we had the pleasure of finding on board, we found they had made a short cruise since we were taken, and had captured one Jamaica Ship, but being chased hard by a British Frigate, they ran her on shore at Fisher's Island reef, and lost the Ship, and all her sugars, but saved 100 puncheons of rum, sails & stores, which were sent to Mr. Nathaniel Shaw of New London, who was appointed Agent, and Capt. Biddle gave me my share of prize money, which I received from Mr. Shaw, so ends this Cruise.

1. Trevett's Journal, NHS.

2. Trevett and the prize crew from the recaptured transport *Oxford* had arrived at Williamsburg on June 21. Trevett recorded: "I drew a bill on the Hon. John Hancock, then President for the cash we received from the State of Virginia," *ibid*.

3. The Declaration of Independence was not publicly announced in Philadelphia, until July 6, 1776, when it was read by Thomas Mifflin in the square before the state house. Trevett's departure from Philadelphia was probably on July 12, 1776, as Charles Biddle, writing to his brother Nicholas on July 11, stated: "some of your Men are here Waiting for you," Nicholas Biddle Papers, HSP.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT PRIVATEER
SLOOP *American Revenue* ¹

1776	Sloop <i>American Revenue</i> Wm. Packwood Commdr		Dr
August	To the Hull Guns &c.	£2700..--..-	
6	To 20 Tons Piag Iron £193.13..6½		
	To freight ditto from Nor[wi]ch 5..--..-		
	To Scow hire for Shingle Ball[as]t 6..--	193..19..6½	
	To pd. Robinson Mumford for a Boat, Sails & Oars	20..--..-	
	To 5 Long Oars Conta[ining] 125 feet, @ 6	3..2..6	
	To 8 Short ditto 120 feet @ 4d	2..--..-	
	To 2 Barrells Tarr	2..8..-	
	To 1 Barrell Pitch	1.10..-	
	To Use Kettles & Stage Scow &ca	1.10..-	
	To 3 Barrells Tallow wt 610 lb a 8d	20..6..8	
	To 30 lb White Lead @ 1/	1.10..-	
	To 4 Barrells Lampblack 2/6	10..-	
	To 3 Gallons Oyl 8/	1..4..-	
	To 2 Tallow Brushes @ 1/6	3..-	
	To 40 lb Oakam 3d	10..-	
	To 20 lb Spikes 1/	1..--..-	
	To 29 lb Nails 1/	1..9..-	
	To 200 feet plank pine 2d	1.13..4	
	To 600 feet pine Boards 8/4	2.10..-	
	To pine Sparrs for Stantials	1..4..-	
	To ditto to line the ports	12..-	
	To ditto for the Comboose	18..-	
	To platform for ditto	1.18..-	
	To Brick, Lime & Mason	1.17..-	
	To Iron Comboose from Brig. Boulton } To 1 Copper Funnell for do }	25..--..-	
	To 1 Green Hide	8..-	
	To 2 sides Leather	1.15..-	
	To 1 ditto	1..4..-	
	To 2 lb Twine @ 3/	6..-	
	To 4 Sceans Marline 1/	4..-	
	To 10 lb Cordage 110/	53..--..-	
	To Single & double Blocks Strapt with Hoops & thimble }	3.18..-	
	To Nath Hemsteds Bill for 120 lb Cordage	5..--..-	
	To Alexr Merrills Bill	8..2..3	
	To James Telleys ditto	10.16..7	
	To pd Saml Coit for 5¾ days work 5/	1.14..6	

To pd Jno Turner for 11 days do	6/	3..6..-
To pd James Darrow 4 do	6/	1..4..-
To pd Peter Darrow 10½ do	6/	3..3..-
To pd Peter Darrow Junr. 8½ do	3/	1..5..6
Amo Carrd Forwd		£ 3084..1.10½
To Amo Brot Forwd		£ 3084..1.10½d
To Thomas Holt 4 days w[ork]		1..4..-
To Victualg people 43¾ days	1/	2..3..9
To pd Jona Setchell for 7 days work	5/	1.15..-
To pd Wm Boulton 10 ditto	3/	1.10..-
To pd Davd Robinson 5 ditto	3/6	17..6
To pd Daniel Brown 8 do	3/	1..4..-
To pd Wm. Powers for 21 do	4/	4..4..-
To pd Thomas Williams 8 do	3/	1..4..-
To pd Josh Champlin (pd by packw[oo]ld)		0..0..0
To pd Wm. Potter for 5½ do	4/	1..2..-
To pd Soldiers for Work		6..5..4
To pd 3 hands from Stonington		9..-
To pd Jona Leeds Bill		3..6..-
To pd Mrs. Waterman Boardg bill		2..0..8
To 30 Galls Rum fitt[in]g Out	5/	7.10..-
To pd Ichabod Powers Bill		4..7..7
To pd Jno Owens ditto		10..2..9
To pd Boardg a SeaMen		6..-
To pd Phineas Stantons do		3.13..6
To pd Walter Dunns Bill		1.13..-
To Wm Leeds Bill		21.16..6
To pd Doctr Nemans Expences to Norwich		12..-
To pd David Pool for 2 days Work		8..-
To Benja Dyers Bill		3..4..8
To Doctor Lathrops ditto		32..4..-
To Chest Lock & Rags as p Leffingwells Bill		19..5
To 16 barrells Beef @ 60/		48..-..-
To 7 barrells ditto 60/ of Jno McCurdy		21..-..-
To 5 barrells Pork @ 90/		22.10..-
To 6½ barrells ditto 80/		26..-..-
To 12 barrells do from Jno M'Curdy 80/		48..-..-
To 4 barrells do. pr Braddick		16..-..-
To 10c 1q 19lbs Bread		11.18..9
To 19. 2. ditto @ 21/		23..8..-
To 9..0..14 Flour 18/		8..4..3
To 2 Bushells Indian Meal 3/6		7..-
To 7 Bushells Corn 3/6		1..4..6
To p Freigt. provisions from Lime & Norwich		4..3..6

To 16 Cheeses wt		
1 barr Beans		
p[ar]t Cask Rice		
a few Rags &		
other Medicines		
		10..8..4¾
Amo Carrd Over		£3420.18..2¼
To Amo Brot Over		£3420.18..2¼
To pd Springer freight ditto		11..-
To p Docter NewMan Bill for		
Shoates poltery potatoes &c		17..4.10
To 1 Firkin Butter wt 77 lb a 10d		3..4..2
To ½ bushell Salt		3..-
To 50 lb Coffee	@ 1/	2.10..-
To ½ C Sugar		1.16..-
To 30 Galls Rum	6/	9..-..-
To 2 Keggs Brandy	60/	6..-..-
To p Saml Belden for a bbr Vinegar		1.10..-
To p David Gardiner's Bill for 1 bbl do		
& 1 Lock		1.16..-
To p Arche Robertson for Candles		2..9.11
To 4 Load Wood	7/	1..8..-
To p Wm Brookes for Fresh beef		1.18..-
To p W for potatoes &c		5..2..-
To Expresses to Lebanon &c	65/	5..-..-
To p Governr for Commissn	35/	
To 1 Arm Chest		3..-..-
To 1 Small ditto		15..-
To 4 Small ditto for Cartridges		10..-
To 11 P Pistolls	@ 25/	13.15..-
To 19 Musketts	60/	57..-..-
To 20 Cartouch Boxes Belts &c	5/	5..-..-
To 17 Bayonets belts frogs &c	7/	5.19..-
To 5 Boarding Hatchetts	5/	1..5..-
To 13 Powder Horns fill'd & Priming Wires		3..5..-
To 54 lb Muskett Ball	6d	1..7..-
To 1 rheim Cartridge paper		3..-..-
To 6 Quire fine Paper		7..6
To spare ram rods		1..6
To Box Partridge Shott & Language		3..-..-
To 250 Flints		11..-
To 1054 lb Powder	5/4	281.14..-
To pd the Armorer for		
Sundrys bot of Cobb	£ 8..7	
To p ditto for files &c	12..5	
To p ditto for Brush	1..-	

To pd do for Gun Screws	7..6	
To pd Doctr Woolcot for Sweet Oyl	1..6..-	2.15..6
To Lember Calkins Bill for 12 p Hand Cuffs & Shackles		7..4..-
To Saml Latimers Bill for Broad Ax Draw Knife & Hd Cuffs		7..3..3
Amo Carrd Forwd		£3878..3.10¼
To Amo Brot Forwd		£3878..3.10¼
To 300.three pound shott		27..-..-
To 5 Boxes Conta[ining] 60 Canisters shot		16..-..-
To 15 Cartridge Boxes for three Pounders		1.10..-
To 74 Iron Bound Water Casks		74..0..-
To 6 Water Hogsheds @ 9/		2.14..-
To 1 sounding Line 10		2..-..-
To 1 Sounding Lead 10		1..-..-
To p W Saltonstall for Hooks & Palms		2..8
To p ditto for 3 Brushes		2..3
To p for Sail Needles		10..6
To 2 Speakg Trumpets £ 1..-..-		
To 1 Spy Glass 3..-..-		
To p for Collars 6..-..-		
To p Pat. Angel for drum &c. 1.14..2		
To 3 Cod Lines & Leads 1..-..-		
To 1 pr Steelyards 1..-..-		
To 1 Grindstone & traught 1..-..-		
To 12 lb Chalk 2..-		14.16..2
To Jno Ways Bill		6.12..1
To pd Ichabd Youngs for Carpenters Tools		4..5..6
To p for Steel 1/ p Bellows 4/6		5..6
To pd. Tormintors & Ladle		6..6
To Hour Glasses		10..-
To Compasses		1.17..-
To 4 lb Twine @ 2/6		10..-
To Jno Wards Bill for Masthoops		11..-
To Tin for the Oars		12..6
To p Henry Jepson for Gimblets		2.11
To John Deshons Bill Wharfg storage & filling Water		9..7..6
To Joshua Starrs Bill		4.12..6
To 97 Yards Light duck @ 3/6		16.19..6
To 4 yards Canvas 5/		1..-..-
To 15 Yards Ticklingburg 3/		2..5..-
To Richards Deshons Bill		5..6..6

To 40 yards Old Canvas for Hammocks	2/	4..--
To 29 Yards Ticklingburg	@ 3	4..7..-
To Wm Packwoods Bill		15..6..4
To Josh Packwoods Bill		78..8..-
To advance Seamen as pr Bill		12..4..-
		<hr/> 4187.17.9
To mistake in McCurdys port £10 short		10..--
		<hr/> 4197.17.9
5 Pct Comms £ 209.17..9		
		4197.17..9
		<hr/> £4407.15..6

1. Nathaniel and Thomas Shaw Papers, Ledger 4, YUL. A rough draft, with omissions, and not totalled, is in Ledger 9, *ibid*.

COLONEL THOMAS THOMAS TO GEORGE WASHINGTON ¹

[Extract]

from the scituation of the Men of Warr and Tenders now opposite this place in Hudson's River think it my duty as Commanding officer here to Inform your Excellency of the Advantageous scituation of the Ground here for placing some Cannon to play upon the shipping whilst Attacked by our Gallies; the Cannon may beplaced upon an Eminence within near half a Mile of the shipping, and if your Excellency should think the above plan Expedient, an Engineer might be Necessary to form abreast work for three or four peices of Cannon which I beg your Excellency in that case will Order up with the Necessary Apparatus and Intrenching Tools—I Conceive shall be able to collect a sufficient Number of men with those allready under my Command here to throw up abreast work in a very short time in an Evening after planned by an Engineer—

should your Excellency think this Advisable it may be Necessary to Order the Commodore of the Gallies to postpone an Attack upon the shipping untill a proper breast work is thrown up, in case his Orders should oblige an Attack sooner—I dont pretend to dictate to your Excellency but only take the Liberty of stating the above for your Excellency's Consideration with which I would wish your Excellency's Indulgence.

Tarry Town 6th Augt 1776

1. Washington Papers, LC.

JOURNAL OF AMBROSE SERLE ¹

[On board H. M. S. *Eagle*]

Tuesday, 6th. August.

Nothing material occured this Day. In the Evening, it was intended to send up the *Solebay* Frigate of 28 Guns to assist the other Ships above the

Town; but the Wind falling, rendered the Design too dangerous to be prosecuted.

1. Tatum, ed., *Serle's Journal*, 56.

GENERAL ORDERS OF VICE ADMIRAL RICHARD LORD HOWE ¹

Memo/

[H. M. S. *Eagle*] August 6th. 1776

It has been thought necessary to appoint Mr. John Hunter, Master of His Majesty's Ship *Eagle*, to be Master Attendant at the Port or Anchorage where the Fleet shall be from time to time, assembled, for directing the Pilotage of the Fleet, & Placing the Ships in the most Convenient Stations, according to the Orders he will receive from the Commander in Chief for those Purposes—

This General notice of his appointment & authority in such Cases is given.

It hath been further judged expedient to nominate the said Mr. John Hunter to inspect & regulate in Conjunction with the Naval Store Keeper afloat the demands & expences of the Naval Stores furnished for this Fleet, suitable communication of the state of the Naval Stores is therefore to be made to him occasionally, for enabling him to regulate the Expences & Supply's thereof according to the Tenor of the 19th Article of the Standing Orders on these Heads—

1. Order Book of Captain William Cornwallis, R.N., NYHS.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PAUL JONES ¹

In Marine Committee

Philada August 6th 1776

Sir. We have ordered the Provisions & Stores you requested, to be sent onboard the Sloop *Providence* which you Command under Authority of the United States of America so that the said Sloop being now ready for Sea, You are to proceed immediately on a Cruize against our Enemies & we think in & about the Latitude of Bermuda may prove the most favourable ground for your purpose — ²

Herewith we deliver you an extract from the Journals of Congress respecting the Navy Prizes &c by which you will know with precision what Vessels can be made Prizes & which not You have also herewith a list of the Continental Agents in each State & to some of them your Prizes must be addressed according to the Ports they arrive in — Your Cruize may be for Six Weeks, two or three Months just as Provisions, Water & other Circumstances point out to be best. If you gain any material Intelligence You must put into the nearest part of the Continent & dispatch an Express to us with the same

You must by all opportunitys transmit us an Account of your proceedings & of such Occurrences as you meet with, You are to be particularly attentive to protect, Aid & assist all Vessells & property belonging to these States or the Subjects thereof. It is equally your duty to Seize, take, Sink; Burn or destroy that of our Enemys. Be carefull of the Sloop her

Stores and Materials, use your People well thereby Recommending^t the American Naval service to all who engage in it, and we also Recommend Humane kind Treatment of your Prisoners

These things duly observed will recommend You to the attention & regard of this Committee We are Sir: [&c.]

Fra^s Hopkinson

John Hancock

Geo Walton.

W^m Whipple

Rob^t Morris

Arthur Middleton

Joseph Hewes

Fra^s Lewis

Geo: Read

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 161-62, NA.
2. "It was proposed to Send me from Philadelphia by Land to take Command of the *Hampden* in Connecticut, but I rather preferred to continue in the *Providence*, the *Hampden* being a far inferiour Vessel to the discription that had been given of her to Congress," Jones to the President of Congress, December 7, 1776, Papers of John Paul Jones, LC.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH ¹

No 111

Sir, You are requested by the Council of Safety to purchase for the use of the public one good Scow proper for transporting heavy Cannon – also let us know whether you can purchase any flat bottomed boats with 8 or 10 oars, that would carry fifty men each, or any Barges or whale boats – please to let us hear from you, & the Price at which they may be got. – if there be none to be had, whether you would undertake to have some built this fall. We are [&c.]

[Annapolis] 6th Augt 1776

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

JOURNAL OF THE VIRGINIA NAVY BOARD ¹

[Williamsburg] Tuesday the 6th day of August 1776

Ordered that the Schooner now lying in Rappahanock River whereof Richard Taylor is Captain be called and known by the name of the *Hornet* –

It is agreed by this Board that the Contractors of the different Districts for purchasing provisions, Ship materials naval Stores and all other Necessaries which they may by this Board be Acting to purchase for the use of the Navy are not to be Liable or Answerable for any Accidents that may proceed from Fire, Robberies, the Enemy or the Loss of Cattle Dying with the Distemper. –

Ordered that Colo William Aylett keeper of the Public Store deliver unto Capt Thomas Lilly one Bolt of Oznabrig, two pieces of Duck and twelve pounds of Twine for the use of the Brig *Liberty* –

Ordered that Colo William Finnie deliver unto Capt Thomas Lilly thirty five Shirts for the use of the Seamen on Board the Brig *Liberty* –

Ordered that a Warrant Issue to Miles Taylor for Twenty one pounds thirteen shillings and six pence for Scabbards, Swords and other Articles furnished Capt [George] Muter for the use of the *Hero* Gallie –



John Hunter, Master of HMS Eagle.

Ordered that the petition of the Marines from on Board the *Henry Gallie* against Capt [Robert] Tomkins be refered to a future day for a hearing thereof—

Ordered that Colo William Finnie deliver unto Capt [Richard] Taylor four Bolts of Canvas No 3 for the use of the Schooner *Hornet*—

1. Navy Board Journal, 32-34, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY¹

[Williamsburg] Tuesday August 6th 1776.

Warrants from the Navy Board to Captain Richard Taylor² for Two hundred and twenty three pounds sixteen shillings and seven pence— And to Captain Thomas Lilly for Ninety four pounds six shillings were presented countersigned by the President and Ordered to be recorded.

Ordered That the Treasurer be requested to lay before this Board a State of the several Sums of Money paid into the Treasury, and arising from the Sales of Vessels and their Cargoes taken by the Captains, James and Richard Bar[r]on.³

Instructions to Captain Lilly,

Sir, You are to proceed with the Brigg *Liberty* under your Command to Hampton Road or whenever Captain James Cocke is to join him and Captain [John] Calvert of the Row Galley⁴ to act in conjunction with them against the Enemies of America if such Junction shall be judged necessary or seperately as you may think best You are to protect and defend all our Friends to whom it may be necessary and in your power to afford protection and to take, sink or destroy all Vessels belonging to the Enemies of America— As your Cruiser was fitted out principally for the Protection of York River, Vessels trading in that River, and the Inhabitants of its Shores should be Objects [of] your peculiar attention—The Same Instructions are intended for Captains [Edward] Travis and [William] Deane.⁵ It is left to your discretion when and in what manner to engage the Enemy.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 109-10.

2. Taylor was captain of the schooner *Liberty* which was renamed *Hornet* on this date.

3. James Barron was commander of the boat *Liberty*, and Richard Barron of the boat *Patriot*.

4. Calvert commanded the row galley *Norfolk Revenge*; Cocke, the brig *Raleigh*.

5. Travis was captain of the galley *Manley*, and Deane of the schooner *Revenge*.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO CAPTAIN GEORGE MONTAGU,
H. M. S. *Fowey*¹

Roebuck at the Capes of Virginia
the 6th Augt 1776.

Sir

The Sickly and weak State of the Troops under Lord Dunmores command, as well as the bad condition of the Transports have determined His Lordship and my self to proceed with them to New York; being clearly of opinion that remaining within the Capes without power of Acting

against the Rebels only tends to bring disgrace on his Majesty's Arms, and give Spirits to the enemy.

It is therefore my direction to you, that you remain with His Majesty's Ship under your command on this station, and use your utmost endeavours to prevent any of the Rebel Vessels from getting in or out of the Capes, and in every other respect to annoy the Enemy by every means in your power. I have left my Tender the *Pembroke* to cruize with you, but as Soon as you are joined by the *Otter*, or any other Ship or vessel of War, It is my desire that you dispatch her to me immediately at New York and give me an account of every thing that may happen in my Absence from Virginia which I flatter my self will not be above 14 days at farthest.

I am much concerned at the Shortness of your water, but imagine by the assistance of the Tender you will be able to get some small Supplies from Smith's Island, so as not to be obliged to go off the Station untill relieved by some other Ship. I am, Sir [&c.]

1. Hamond, Letters and Orders, 1775-1778, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO RICHARD WHITWORTH¹

By Andrew Snape Hamond Esquire &ca &ca

You are hereby required and directed to Cruize off the Capes of Virginia untill you meet with His Majesty's Ship the *Fowey*, when you are to deliver the enclosed dispatches to Captain [George] Montagu, and follow his Orders for your further proceedings

Given under my hand on board
his Majesty's Ship the *Roebuck* at
Cape Henry in Virginia the 6th
August 1776. A S Hamond

To Mr Richd Whitworth
commander of the *Roebucks* Tender the *Pembroke*.

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

JOURNAL OF H. M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT¹

Augt 1776 Amelia Island No Point W:N:W: 2 miles

Tuesday 6 Fresh Breezes and Clear wr Empd stowing every thing away & clearing the Decks for action, Exercised the Men at small arms, bent a new Foresail Barracaded the Schooner at 4 (P m) the pilot boat & *Rook* returned from assisting the Troops in the *Pompey*, at 8 sent the Boat Manned & Armed, wt an Officer to reconnoitre and row Guard - All hands under Arms at 10 The Boat returned, saw nothing remarkable

1. PRO, Admiralty 51/4330.

LIEUTENANT WILLIAM GRANT, R.N., TO CAPTAIN GRAHAM ¹.

(Copy)

St John Tuesday Morning 6th Augst 1776

Sir, I am glad to see, you have got safe down—I sent Mr Oliver the Pilot and both Boats to your assistance—I would recommend the Sloop and Pilot Boat to join me, where they will be at greater liberty for defence and resistance—If the Vessels should appear, and the superior number should attempt to board the Schooner I command I hope you will send me a reinforcement of twenty men at least, they never shall have her.

You'll please to observe that [Stephen] Egan told me and sent me repeated word, that Wright's Negroes and his own would join and form their Camp under the North end of Amelia, where the Schooner now lyes within a quarter of a Mile of the Shore, it is but just around the point—

I would be glad to consult with you upon the disposition you intend to make, and have sent the Boat to wait on you— And am with great respect Sir [&c.]

(Sign'd) W^m Grant –

[Endorsed] Copy Lieut Grant's letter to Captain Graham No 5 In Govr Tonym's (No 20) of 15th August 1776

I. PRO, Colonial Office, 5/556, 723–26.

GOVERNOR PATRICK TONYN TO CAPTAIN THOMAS BISHOP,
H. M. S. *Lively* ¹

(Copy)

Sir, I beg leave to inclose a copy of intelligence just now come It being also confirmed to yourself by Lieutenant Grant of His Majestys Schooner *St John*—

Considering it a fortunate circumstance that His Majesty's Ship *Lively* under your Command is at this time in this Province, and being confident that His Majesty's Service on an extensive and general view is the true object of your Conduct, I therefore hope you will not think this requisition incompatible with the orders you may be under from the Admiral—

The *St. John* Schooner of four Guns being the only aid in the maritime department, except an armed Vessel fitted out by Letter of Reprisal now in this harbour, and Lord William Campbell's Schooner that arrived at the same time with the *Lively*—

As you are informed of the present situation of the *St. John* and His Majesty's Troops in St. Mary's River, I have directed the Sloop Captain Osborne Commander and the Schooner *Lady William* Captain Gickie Commander to put themselves under your Command—

With this force you will give me leave to request of you to proceed with all imaginable dispatch with His Majesty's Ship *Lively* to St.

Marys River in order to support His Majesty's Schooner and Troops in those parts against all attempts made by the Georgia Rebels, and I further beg that the utmost efforts may be put in force against these invaders of this Province and His Majesty's wise Government—

I trust you will take upon you on your arrival at St. Marys or with His Majesty's forces to give such orders and Commands as you may think fit for the general benefit of this Province consistent with the circumstances of events— I have the honor to be with the greatest respect Sir [&c.]

Signed Pat. Tonym

Council Chamber St Augustine 6th August 1776

Eleven o'clock at night

[Endorsed] Copy Governor Tonym's letter to Captain Bishop No 2.

In Govr Tonym's No 20 of 15th August 1776

1. PRO Colonial Office, 5/556, 711-12.

JOURNAL OF H. M. S. *Pallas*, CAPTAIN WILLIAM CORNWALLIS ¹

August 1776 In Portroyal Harbor Jamaica.

Tuesday 6th ½ past 5 AM Weigh'd and made sail with 22 Merchant Vessels in Company, at 8 Portland Point WBS 4 or 5 leags, ½ past shortened sail for the Convoy.

First part Fresh Breezes and Cloudy latter light airs, At 4 PM Point Pedro NEBE 4 or 5 miles, ½ past brot too, join'd with His Majestys Ship *Maidstone*, close reefed the Topsails, down Top gallt yards, at 6 Point Pedro EBN 7 or 8 miles, Bluefields NWBN,

1. PRO, Admiralty 51/667.

7 Aug.

TRIAL OF THE SHIP *Princess Royal* ¹

Nova Scotia	}	Cause
Court of Vice		
Admiralty		
		John Burr Esqr Commander of his Majesty's Ship of War the <i>Milford</i> VS the Ship <i>Princess Royal</i> a Recapture

5th August 1776 Libel filed and entered order made thereon as on file.

7th August 76 Court opened by making Proclamation as usual. Libel read Judge proceeded to examine Witnesses.

George Davis being duly Sworn deposeth that he is a Mariner on Board the Ship called the *Princess Royal*, that on or about the 10th of July last off of the Island of Bermuda they were chased by an Armed Schooner called the *Sturdy Beggar* fitted out by some of the Colonies now in Rebellion that the said Schooner Fired at and hailed the said Ship *Princess Royal*, and ordered them to hoist out their Boat and go aboard the said

Schooner, that Archibald Duffy the Captain of said Ship *Princess Royal* told them he could not hoist out his Boat as it was Lumbered up, they in the Armed Schooner then hoisted out their own Boat & came aboard with Twelve men all Armed; took Possession of the Ship, & took out the master, Boatswain, 2d Mate, 5 Foremast men, a Black man Passenger & a Prentice Boy And then Shaped their Course for new England, that on the 25th of July last Captain John Burr Esqr Commander of his Majesty's Ship the *Milford* gave Chace to the Ship *Princess Royal*, within about 3 Leagues of Cape Anne, & took her within about 3 Miles of Newbury, & Brought the said Ship *Princess Royal* into the Port of Halifax ² that said Ship and Cargo is owned by Persons residing in England & some of them in Jamaica. Signed George Davis Alexander Lieth late mate now Master of the Ship *Princess Royal*, Appeared & Claimed the said Ship *Princess Royal* & her Cargo in behalf of Archibald Duffy the former Master of said Ship, David Seemoody of London Mercht & others which was read as on file. The Advocate General then moved for a decree. The Judge Ordered the decree to be pronounced as on file, by which the Claimant was ordered to pay, one neat Eighth part of the said Ship and Cargo to the Captors thereof, & on such Payment the Ship and Cargo to be returned to the said Claimt for the use of the owners thereof.

Court adjourned without day in this Cause.—

1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

2. See Master's log of H. M. S. *Milford*, July 25, 1776. Volume 5, 1208.

JOHN LANGDON TO BAYARD, CRAIG & CO., PHILADELPHIA ¹

Gent

Portsmouth August 7th 1776

This will be handed you by Express Mr Greenleaf who is sent off to inform you of the arrival of the prize Ship *Reward* loaded with Sugars, Rum, Cotton &c lately belonging to London, to which place she was bound, from To[r]tola, taken by your armed Vessell the *Hancock* Captain [Wingate] Newman—On the Ships appearing off the Harbour, I ordered Capt. [Thomas] Thompson immediately to send the Boats belonging to the Continental Frigate to give her Assistance and see her safe moored along side of the Wharf, which was soon done. I shall give every necessary Assistance to Mr [William] Barton the Prize master till further Orders from you. I am with respect [&c.]

Jn^o Langdon

P S. Mr Mercer and Mr Moore, who I understand are part Owners where

with me few days since, where they are now I know not —².

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

2. See *New-England Chronicle*, August 15, 1776. According to the register, the *Hancock*, a brigantine, was owned by John Bayard, Joseph Dean & Co., Hazard, *et al.*, eds., *Pennsylvania Archives*, 2nd series, I, 502.

COTTON TUFTS TO JOHN ADAMS¹

[Extract]

[Weymouth August] 7th.

... Am informd that a Jamaica Vessell with 300 Hhds. Sugar yesterday morning got into Providence taken by our Capt. Chase.² — Pray what is Hopkins Fleet about. — Would not our Privateers do service at Newfoundland among the Liverpool Men.

1. Butterfield, ed., *Adams Family Correspondence*, II, 82–83. Continuation of August 6 letter.

2. William Chase, commander of the Rhode Island privateer sloop *Diamond*.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*, CAPTAIN JABEZ WHIPPLE¹

Dayly Remarks On Wensday th 7 Augst 1776

[4 A.M.] sot T Sail and all the small Sail Lattr part plesant
wether smuth Sea a Good o[b]servation

Lattd. OBsrd 35. 54 Longd 60:7

the first part of this 24 hours Begins with plesant wether
smuth sea Middel plesent Light Brezess Beniman Syms
rayising a muteny on Boord the Slupe *Independence* & peleg
hoxey master Gave a Frapping & found it to Be the Method to
take —

1. *Independence* Journal, RIHS.

INTERROGATION OF THOMAS STACY, PRIZE MASTER OF THE BRITISH SHIP *Jane*¹

[Providence]

Interrogatories answered by Thomas Stacy Prize Master of the Ship
Jane.

Aug. 7th 1776

Interro. When was the Ship taken and by whom?

Answr the said Ship was taken the 22nd Day of July 1776 by the
private Sloop of War called the *Diamond* Wm. Chace com-
mander

Interrog. From whence was the said Ship bound and, to what port? —

Answr from the Island of Dominica to the Port of Bristol in Great
Britain

Interrog. Was the said Ship equipped with any Cannon?

Answr She had on board 4 Cannon 4 pounders & some powder and
Shott.—

Interrog. What are the Contents of the said Ships Cargo, and what
Tonage is She?—

Answr She is of the Burthen of about 220 Tuns and her Cargo consists of about 310 hhd of Sugar, about 200 Barrels of Oyle &c - ²

Sworn to Aug. 7: 1776

before me

John Foster Judge in Prize Matters

Thomas Stacy

[Endorsed] No 2 Interogatories answd by Thos Stacy Prize [Master] Aug. 7th: 1776 Wm. Room late master of the *Jane*

1. Admiralty Papers, vol. 9, R. I. Arch.

2. *Ibid.*, the ship's papers list the cargo as follows:

No. 5 General Clearance for 109 Casks of Muscovado Sugar at Dominica - July 1: 1776 -

No. 6. Certificate for 109 Casks of Sugar at Dominica - July 1: 1776 -

No. 7. Certificate for 109 Casks Sugar at Dominica - July 1: 1776 -

No. 9 Certificate for 109 Casks Sugar at Dominica - July 1: 1776.

No. 10. Certificate for 298 Casks Sugar and for 89 Barrels Whale Oyle at Rupert's Bay July 2: 1776 -

No. 11. Certificate for 189 Casks of Muscovado Sugar at Prince Ruperts Bay July 2: 1776

No. 12. Certificate for 89 Barrels of Whale Oyle at Ruperts Bay July 2: 1776.

The prize papers include the register of the Ship *Jane* at Bristol, a square sterned vessel of 120 tons, on April 27, 1775, and a copy of Captain William Chace's Continental commission of July 6, 1776 supplied to the prize master.

AGREEMENT TO SUPPLY MASTS AND SPARS FOR THE CONTINENTAL FRIGATES BUILT AT PROVIDENCE ¹

This Agreement made at New Hartford, the 7th day August in the Year of our Lord One Thousand seven hundred & seventy Six, Between, Abraham Pettibone, Abraham Kellogg, Seth Smith & Martin Smith, On the One part and William Russell in behalf of the Naval Committee of Providence on the Other part, Witnesseth, That the said Pettibone, Kellogg & Smiths hath Under taken and doth hereby undertake & Agree to Supply the said Naval Committee with the following Masts & Sparrs as follows Vizt

One Main Mast, Eighty Eight feet long, to Work Twenty Eight Inches,

One Fore Mast, Eighty feet long -, to Work Twenty seven Inches,

One Mizzen Mast, Seventy Eight feet long, to Work Twenty Inches,

Two Main yards, Seventy five feet long, to Work Seventeen Inches

Two Main Top Masts, Fifty one feet long, to Work Each Seventeen Inches -

Two Fore Top Masts, Fifty feet long, to Work Sixteen Inches,

Two Main Top sail yards, Fifty one feet long, to Work Ten Inches,

Two Fore Topsail yards, Forty Eight feet long, to Work Nine & half Inches -

Two Crockett yards, Fifty four feet long, to Work Eleven Inches.

Two Sparrs for Sweeps, Forty five feet long, to Work Eight Inches, -

All which Masts & Sparrs are to be Good & Sutable for the Ships [of] Warr they are designed for. And Deliver the same at or near the Ferry in Hartford as soon as maybe to the Care of Mr Barnabs Deane—

And The said Naval Committee on their part Agree to pay the said Pettibone, Kellogg & Smiths, on the Delivery of the said Masts & Sparrs as aforesaid at and after the same rate which Mr Barbs Deane payd Abraham Kellogg for those he has Supplied him for the Ship of Warr Building at Chatham, and also over and above said price what Extray, Expence & Damage they the said Pettibone, Kellogg & Smiths, may be obliged to pay in Order to make all possible Dispatch in Gëting such Masts & Spars Down to Hartford ferry.—

In Witness whereof the Partys have hereunto set their hands the day and year above Written—

Witness

Herman Smith

W^m Russell in behalf of
the Naval Committee of
Providence

1. Silas Deane Papers, ConnHS.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL, LEBANON ¹

[Extract]

New London Augst. 7, 1776

... We have purchased the Bermudians Sloop for the Colony at £ 2710.15/6 Phila Cury which was the very lowest price we could git & their was severall people from Providence who whould give the Same Viz what She Cost – We shall fitt her out soon as possible agreeable to your Directions ² ...

1. Shaw Letter Book, YUL.

2. To replace the brig *Défence*, and to take the same name.

MAJOR GENERAL HORATIO GATES'S ORDERS TO BRIGADIER GENERAL
BENEDICT ARNOLD ¹

Upon your Arrival at Crown-Point you will proceed with the Fleet with [*sic* of] the United States under your Command, down Lake Champlain to the narrow Pass of the Lake, made by the Split Rock; or to the other narrow Approach, down the Lake made by Isle-aux-Tetes, and the opposite Shore. You will Station the Fleet in the best Manner, to maintain the Possession of those Passes, according as your Judgment shall determine, cautiously avoiding to Place the Vessels in a Manner which might unnecessarily expose them to the Enemy's heavy Artillery, from the Shore.

You will most religiously observe that it is my positive Order, that you do not command the Fleet to Sail below the Pass of the Isle-aux-Tetes above mentioned, incessantly reflecting, that the Preventing the Enemys invasion of our Country, is the ultimate End of the important Command, with which you are now intrusted. It is a defensive War we are carrying on; therefore, no wanton risque, or unnecessary Display of the Power of the Fleet, is at any Time, to influence your Conduct. Should the Enemy come up the Lake, and attempt to force their Way through the Pass you are stationed to defend in that Case you will act with such cool determined Valour, as will give them Reason to repent their Temerity. But

if, contrary to my Hope and Expectation, their Fleet should have so increased, as to force an entrance into the upper Part of the Lake then after you shall have discovered the Insufficiency of every Effort to retard their Progress, you will, in the best Manner you can, retire with your Squadron, to Ticonderoga. Every Vessel in the Fleet, being furnished with a Batteau, you will have it in your Power to Keep out Scout Boats at Night, and occasionally to annoy the Enemys small Craft. In the Day Time, your Boats can act, when Opportunity offers, under Cover of the Cannon of the Fleet.

As the most Honourable the Congress of the United States, rest a great Dependence on your Wise and prudent Conduct, in the Management of this Fleet, you will on no Account, detach yourself from it, upon the lesser Services, above mentioned. A resolute, but judicious Defence of the Northern Entrance into this Side of the Continent, is the momentous Part, which is committed to your Courage and Abilities. I doubt not you will secure it from further Invasion.

As I am entirely unacquainted with martime Affairs, I shall not presume to give any Directions, respecting the Duty and Discipline of the Seamen and Marines, on board the Fleet. I have traced the great Outline of that Service, which your Country expects from the Rank and Character you have acquired.

I have, as is my Duty, fixed the Limits, beyond which you are not to go; But you must communicate that Restriction to nobody. I wish, on the Contrary, that Words, occasionally dropped from you, with that Prudence which excludes every Sort of Affectation, and which, I believe, you possess, may, together with all your Motions, induce our own People to conclude it is our real Intention to invade the enemy; which, after all, may happen. It will keep up their Spirits, without affecting your Reputation, whatever may be the Event.

It only remains for me to recommend you to the Protection of that Power upon whose Mercy we place our Hopes of Freedom here, and of Happiness hereafter.

You will frequently report the State and Situation of your Fleet, and of every interesting Occurrence.

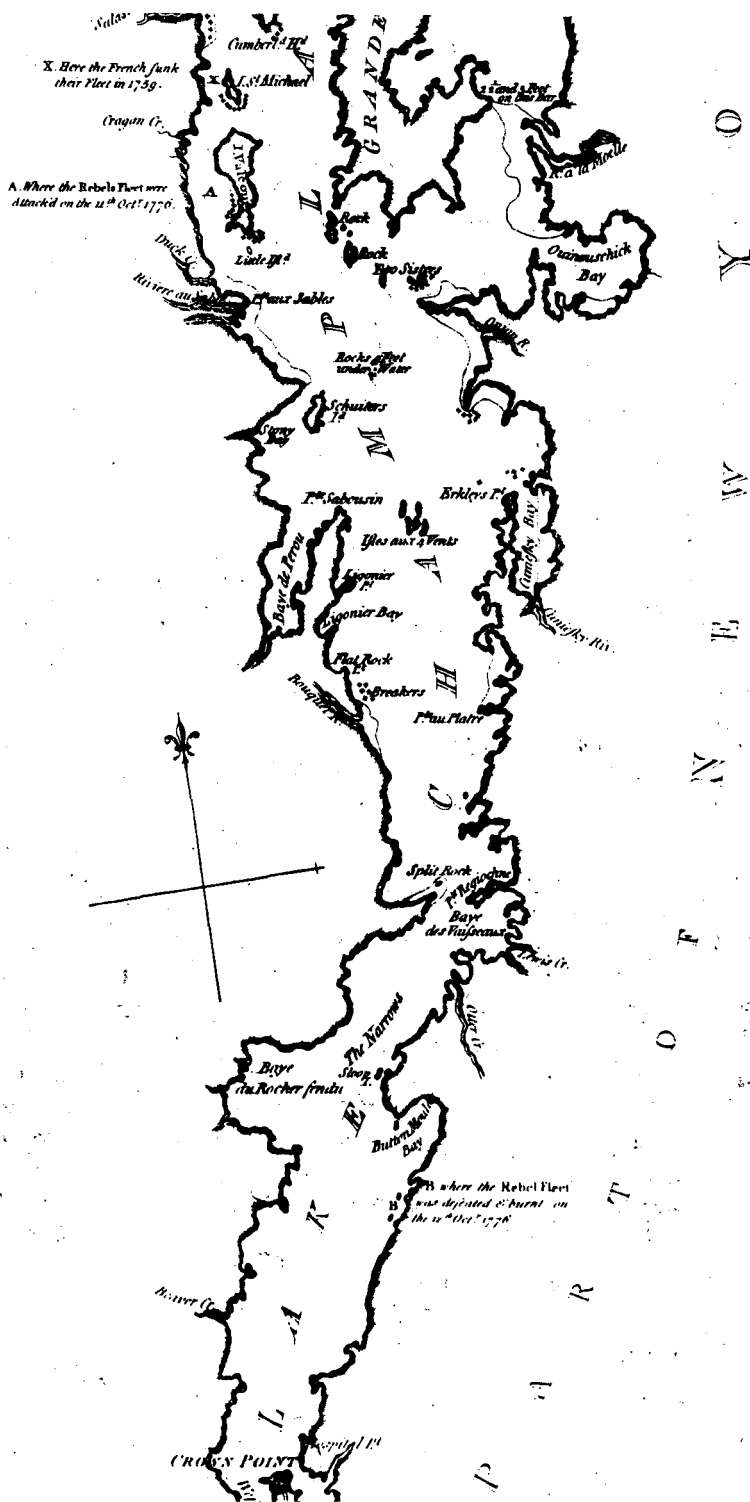
Given at Ticonderoga, this 7th Day of August 1776. —

Horatio Gates

1. Gates Papers, NYHS. Copy in Washington Papers, I.C.

“A LIST OF THE NAVY OF THE UNITED STATES OF AMERICA ON
LAKE CHAM[P]LAIN AUG. 7TH 1776 —”¹

	C. Guns	Swivels	and Men
1. Row Gally. <i>Congress</i>	6.	16	80
2. do <i>Washington</i>	6.	16	80
3 — do <i>Schuyler</i>	6.	16	80
4 — do <i>Lee</i>	6.	10	65
Schooner <i>Royal Savage</i>	12.	10	60



Lake Champlain from Crown Point to Valcour Island.

	G. Guns	Swivels	and Men
Sloop <i>enterprize</i>	10.	10	60
Schooner <i>Revenge</i>	8.	10	40
Schr <i>Liberty</i>	8.	8	35
Gondola <i>Newhaven</i>	3.	8	45
do <i>Providence</i>	3.	8	45
do <i>Boston</i>	3.	8	45
do <i>Spitfire</i>	3.	8	45
do <i>Philada</i>	3.	8	45
do <i>Connecticut</i>	3.	8	45
do <i>New Jersey</i>	3	8	45
do <i>New York</i>	3.	8	45

NB. each Gally Mounts 2. 24 pounders, 2. 12 pounders & 2 – 6 pounders,
each Gondola 1. 12 & 2. 9 pounders

The Sloop & Schooner carry 3 – 4 & 6 pounders

6 Gondola's end compleat – one Gally Launched

The Sloop & Schooners compleated – the whole will be ready compleated in
the course of this month & four other Gally's will be compleated by the
middle of September

1. Hayes Manuscripts, NCDAH.

2. Mr. Edwin N. Rich, Wellfleet, Mass., and Mrs. James Lonergan of Ticonderoga, N. Y., have
done extensive research on Arnold's vessels and their armament. Copies of their findings
are in the holdings of the Naval History Division, Navy Department, Washington, D. C.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES¹

Dear General

Skensborough Augt 7th 1776

I found on my arival here last evening, the Gallies much forwarder
than I expected, three will be launched in a Fortnight; if not sooner &
Timber is Cutt For three or four others, the Carpenters are Very Indus-
trious, & spirited, nothing will Retard the building but want of Plank,
& Iron, I have wrote Capt. Varick to hurry on the Latter, & have ordered
the Carpenters to omit building more Gondalos than those on the Stocks—
as they take a large quantity of Plank, & retard the Building of the Gallies,
which are of more Consequence. One Gundalo will be Launched
To morrow & the eighth & last in a few days—The Seamen will be Drawfted
this afternoon, & to'morrow I hope to have the pleasure seeing you at
Tyonderoga. I am with Sentiments of Esteem & respect Dr. General [&c.]

B Arnold

PS. Militia come In fast, nothing new at Albany the 4th Inst

B A

1. Gates Papers, NYHS.

GEORGE WASHINGTON TO JOHN HANCOCK¹

[Extract]

New York, August 7, 1776.

I have transmitted a Copy of a Letter from Mr. Jona. Glover, setting
forth the nature and Grounds of a dispute between him and a Mr. [John]
Bradford respecting their Agency.² Not conceiving myself Authorized, nor

having the smallest inclination to interfere in any degree in the matter; It is referred to Congress, who shall determine and give direction upon it in such manner as they will Judge best. I will only observe, that Mr. Glover was recommended to me as a proper person for an Agent when we first fitted out Armed Vessels and was accordingly appointed one, and so far as I know, discharged his Office with fidelity and Industry.

1. Fitzpatrick, ed., *Writings of Washington*, V, 379-81.

2. Continental Agent in Boston.

GEORGE WASHINGTON TO JOHN HANCOCK¹

Head Quarters, 1. OClock P. M., August 7, 1776.

Sir: Since closing the Letter which I had the honor to write you this Morning, two deserters have come in, who left the *Solebay* Man of War last Evening. — one of them is a Native of New York. Their Account is that they were in the Engagement with Col. Moultrie at Sullivan's Island on the 9th. July [*sic*]; the particulars they give nearly correspond with the narrative sent by General Lee; that they left Carolina 3 Weeks ago as a Convoy to 45 transports, having on board General Clinton, Lord [Charles] Cornwallis and the whole Southern Army, consisting of about 3000 Men, all of whom were landed last week on Staten Island, in tolerable Health.

That on Sunday 13 Transports part of [Richard] Howe's fleet and having on board Hessians and Highlanders, came to Staten Island: that the remainder of the Fleet which was reported to have in the whole 12000 Men; had parted with these Troops off the Banks of Newfoundland and were expected to come in every moment; that they were getting their heavy Carriages and Cannon on board; had launched 8 Gondolas with flat Bottoms, and 2 Rafts on Stages to carry Cannon. These men understand that the attack will soon be made, if the other Troops arrive; That they give out they will lay the Jerseys waste with Fire and Sword. The computed Strength of their Army will be 30,000 Men. They further add, that when they left Carolina one Transport got on Shore, so that they were not able to give her relief, upon which she surrendered with 5 Companies of Highlanders to General Lee, who after taking every thing valuable out of her brunt her

That the Admiral turned General Clinton out of his Ship after the Engagement, with a great deal of abuse; great differences between the Principal Naval and Military Gentlemen; that the Ships left in Carolina, are now in such a Weakly distressed condition they would fall an easy Prey. I am, etc.

P.S: The Ships are changing their position, and the Men of War forming into a Line but I still think they will wait the arrival of the remaining Hessians before any general attack will be made. Monday's return will shew our strength here.

1. Fitzpatrick, ed., *Writings of Washington*, V, 382-83.

GOVERNOR JOSIAH MARTIN TO LORD GEORGE GERMAIN ¹

On board The *Sovereign* Transport in
the Narrows of New York Harbour

August 7th 1776.

My Lord,

I have the honour to acquaint Your Lordship that I arrived on the 1st instant with General Clinton and his Division of the Army at this place, where I find all manner of preparation going forward for the great scene that is likely to be opened on this theatre; and which I most fervently hope will soon close with all honour and glory to the Vigour and spirit, and to the Wisdom and magnanimity of Britain's Councils.

I am to pray Your Lordships pardon for the omission of some advices in my Dispatches from North Carolina which I ought to have transmitted earlier. — The first My Lord regards the institution of a Court of Vice Admiralty in Cape Fear River, which in the course of its proceedings, took cognizance of prizes, brought into the Port, by the King's Ships of War, after the Act of Parliament prohibiting all trade with that Province, and most of the other Continental Colonies became known there; as well as of such as were brought in previously to the declaration of that law. but I am to observe to Your Lordship, that most, if not all of the condemnations which passed, were founded on breaches of former Acts of Trade. the circumstances My Lord which led me to the measure of instituting a Court of Vice Admiralty at that period, I flatter myself will justify it to Your Lordship, however it may seem, at first view, to militate against the intentions of the Act of Parliament before alluded to.

When General Clinton arrived in North Carolina in March, Provisions were extremely scarce on board The Ships there. At this time and soon afterwards, no prohibition then known, the Cruizers brought in Sundry American Vessels loaded with Rice bread and flour &c. all of which were locked up from use for want of some legal mode of proceeding against them. The Captors urged me to establish a Court of Vice Admiralty that their prizes might be brought to trial. The General saw it absolutely necessary that the Cargoes should be distributed for the immediate support of The Ship's Crews and the few Soldiers who were there, as well as the need there would be of such supplies when the number of mouths should increase by the arrival of the expected Armament from Ireland. The prohibitory Act of Parliament arrives while these matters were agitated. — I saw My Lord that it contained no express restraint of the powers vested in me as His Majesty's Governor of that Province to constitute a Court of Vice Admiralty, while it bore a manifest interdict to the Captors to bring their prizes into the Ports of a Colony of a description too corresponding with the then state of North Carolina. I represented this to the Captains of The King's Ships of War, who acknowledged they were forbid by the Act to bring Prizes into such Ports: Alleging on the other hand, that if following the letter of the

Act, they were obliged to send their prizes to distant Ports, where they might be tried, they should unman their Ships, and render them unfit for service; and that as they confidently relied on the expediency, and necessity of the case for their indemnification, they wished to hazard the trial of their prizes in a Court of Vice Admiralty there. After mature consideration, being clearly of the opinion that the Act of Parliament did not restrain the jurisdiction of the Vice Admiralty Court; discerning no possible ill consequence from the condemnation and sale of Prizes at that Port, and seeing that the ends and objects of the Act of Parliament of preventing succour going to the Rebels were fully answered while the purchase of prizes and their Cargoes was necessarily confined to His Majesty's Fleet and Army, I gave into the measure of erecting a Court of Vice Admiralty, and that relief was afforded by it in a formal course of proceeding, which necessity must otherwise have compelled the Commander in Chief to take by the strong hand of power.

My next omission My Lord was the neglect formally to notify to Your Lordship that with the approbation of General Clinton I hired the Ship *Jenny* John McNeil Master of three hundred and ten Tons burthen for the reception and accommodation of a number of His Majesty's faithful subjects who fled to the Fleet in Cape Fear River for protection, and could not be otherwise provided for. of this circumstance My Lord I shall think it proper at the present opportunity to advise The Lords Commissioners of His Majesty's Treasury and I shall humbly hope that my conduct in both these cases will meet with Your Lordships approbation.

My best information since the unfortunate check of the Loyalists in North Carolina, (of which I had the honour to give Your Lordship the minutest detail then in my power in my Dispatch No. 1.) teaches me to think their good purpose was frustrated at last by egregious misconduct; and that they would have made their way good, even in the small force they appeared, if they had been conducted with a little more prudence; the want of which cannot be enough lamented: more especially as expence to Government, was necessarily incurred, in the course of that unlucky business.

I have now My Lord the sore mortification to find my family inaccessible at only Twenty miles distance: but I trust the time is at hand that will deliver them, and me from misery; my share of which, abstracted of the circumstances of my family's distress in a sort of Captivity, (that Your Lordship will believe have not been a little afflicting to me) I leave to Your Lordship to compute, after observing, that I have now spent nearly fourteen months on board divers ships, under every possible disadvantage, and inconvenience. I have the honor [&c.]

Jo. Martin.

1. PRO, Colonial Office, 5/318, LC Photocopy.

JOURNAL OF AMBROSE SERLE ¹[On board H. M. S. *Eagle*]

Wednesday, 7th August.

A Rifleman, who got off from Long Island last night, was brought on board this Morning, and his Gun with him. It was of a handsome Construction, and entirely manufactured in America. As there are no Flints in this Country, they have smuggled them in from Holland & France.

The *Orpheus* & *Greyhound*, two Frigates sent out upon a Cruise, returned without seeing any thing of the Fleet, which gives much anxiety.²

1. Tatum, ed., *Serle's Journal*, 56, 57.

2. Transports, with Hessian troops on board, under convoy of Commodore William Hotham.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Wednesday, August 7, 1776.

A letter from Captain N. Biddle to the Marine Committee, was laid before Congress, and read; Whereupon,

Resolved, That the General [Washington] be directed to propose an exchange of Lieutenant [James] Josiah, by giving in exchange for him a lieutenant of the navy of Great Britain, and that the general remonstrate to Lord Howe on the cruel treatment Lieutenant Josiah has met with, of which the Congress have received undoubted information.²

1. Ford, ed., *JCC*, V, 635-36.

2. See Hancock to Washington, August 8.

COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS
TO SILAS DEANE ¹

Dear Sir

Philadelphia August 7th, 1776.

The Above is a Copy of our last, which went by the *Dispatch* Captain [Peter] Parker.²

The Congress have since taken into consideration the heads of a Treaty to be proposed to France, but as they are not yet concluded upon, we cannot say more of them per this conveyance.

You will see by the Newspapers which Accompany this, that the expedition against South Carolina is foiled by the gallant resistance made there. The Enemy, much diminished by Sickness, it is thought will attempt nothing farther in those parts. The people of North Carolina, Who at first had taken up their Bridges, and broken the Roads, to prevent the Enemy's penetrating their Country; have since, being ready to receive him, repaired the Roads and Bridges, and Wish him to Attempt making use of them.

Gen: Howe is posted now on Staten Island near New York, with the Troops he Carried to Halifax when he was driven out of Boston. Lord Howe is also arrived there with some reinforcements, and more are expected, as the great push seems intended to be Made in that Province.

Gen. Washington's Army is in possession of the Town, about which Many entrenchments are thrown up, so as to give an opportunity of disputing the possession with G: Howe, if he should attempt it, and of making it cost him something: but it is not so regularly fortified as to Stand a Siege. We have also a flying Camp in the Jerseys, to harass the Enemy if he should attempt to penetrate thro' that Province to Philada.

In the different Colonies we have now near 80.000 Men in the pay of the Congress. The Declaration of Independence Meets with universal approbation, and the people everywhere Seem more animated by it in defence of their Country. Most of our Frigates are Launched in the different Provinces, and are fitting for Sea with all the expedition in our power. They are fine Ships, and will be capable of good service. Our small Privateers and Continental arm'd Vessels have Already had great success as the papers will shew you: and by abstaining from Trade ourselves while we distress that of our enemy's, we expect to Make their Men of war weary of their unprofitable and hopeless Cruises, and their Merchants Sick of a Contest in which so much is Risk'd and Nothing gained. The forming a Navy is a very capital object with us, And the Marine Committee is ordered to bring in a Plan for increasing it very considerably. The Armed Boats for the defence of our Rivers and Bays grow More and More in repute. They Venture to attack large Men of War, and are very troublesome to them. The papers will give you Several instances of their success.

We hope that by this time you are at Paris, and that Mr [Thomas] Morris has joined you, whom we recommend to you Warmly, and desire you May Mutually co-operate in the Public Service. With great esteem We are Dear Sir [&c.]

B. Franklin Benj. Harrison Rob^t Morris.

[Endorsed by Deane] Letter from Secret Committee ³

1. *New England Historical and Genealogical Register* (Boston, 1877), XXXI, 100.
2. The *Dispatch* was taken off the Delaware Capes by H. M. S. *Orpheus*, and the dispatches and letters sent by her were cast overboard before capture.
3. While endorsed from the Secret Committee, the letter was from the Committee of Secret Correspondence; one of the signers, Benjamin Harrison, being a member of the latter committee and not of the former.

MARGARET TARRAS TO CAPTAIN NICHOLAS BIDDLE ¹

Philad August. th 7. 1776.

Sir

Mr pain being gone to the camp I have Taken the liberty to trouble you with a answer to your Letter Capt biddle goodness I know will excuse the Writeing and the Stile. with a heart full of greif for the Fate of a worthy brother obligd to Smother that greif For fear of more distressing an aged father, the prayers of that father and Sister Shall attend and wish you Success in all your undertakeings for your humannity And trouble you took tho without effect for his release ² Poor fellow his letter has a most broke his father heart To think their insults is not enough but to

threaten To wip him two but Shure they dare not do it? heaven and earth will avenge our cause and Such Wretches will not go unpunished? I waited upon Mr hancock With your letter he told me a copy of my brothers letter Was yestarday read in Congress that an order was gone For his immediate release that he was very Sorry to hear of his ill usage and would do all that laid in his power to forward his exchange and that he Should have all the redress in their power to give—Such Assurance has a little abated our trouble as I am in hopes in a little wile, he will be with you again I do Not doubt your Still using your interest when the order arrive to forward his exchange Should you have An opportunity to Send to him please to let him know We are as well as we can be wile he is prisoner amongst Savages that was enough but to hear he is used ill is Double trouble but I hope he will live to repay them Back the whole! his father begs you will accept his Thanks for what you have done for him? for my Self I will ever retain a gratefull Sence of what Capt Biddle has done to Serve my Brother

Margret Tarras

1. Nicholas Biddle Papers, on deposit at HSP.

2. Lieutenant James Josiah, first lieutenant of the brig *Andrew Doria*, who had been captured in the prize ship *Crawford*, and was a prisoner on board. H. M. S. *Cerberus*. He was a son of Emanuel Josiah, an aged former ship captain of Philadelphia, and Margaret Tarras was an older sister, *Pennsylvania Magazine of History and Biography*, LXXIX, 453–55.

DEPOSITION OF JOHN PARKS, PRIZEMASTER OF THE SHIP *Friendship*¹

Port of Philada p —

Personally appeared before me—John Park Master of the Prize Ship *Friendship* (taken by Capt Weeks [Lambert Wickes] in the *Reprisal*) now riding at anchor in the port of Philada who being duly Sworn deposeth & saith that the said Ship is now in so leaky a Condition that there is great danger of injuring her cargoe which consists in part of Sugar & other perishable comodities in case the same be not unladen or some part thereof so as to find out & Stop the leak—

Sworn & Subscribed

John Parks

Augt 7th 1776 —

Cert[ified] — Geo: Ross

Mem: on making the above Depositn a Warrant issued to Maurice Rodgers Merchant William Davis & John Lockton Ship Masters licensing them or any two &c to unlode so much of the Cargo as might be necessary to come at & stop the Leak and prevent further Damage & make Return &c.

1. Admiralty Court Papers, HSP.

Pennsylvania Gazette, WEDNESDAY, AUGUST 7, 1776

Philadelphia, August 7.

Since our last arrived at Egg-Harbour the brig *Richmond*, taken by

the privateer *Congress*, Capt. [John] Craig, of this port; she was bound from London (but last from Nevis) for Halifax, laden with rum, sugar and molasses, and had a great quantity of gold on board, said to be worth near 20,000 l.

"ANOTHER LETTER FROM PHILADELPHIA, AUGUST 7." ¹

Since my last, we have arrived, a sloop from North Carolina, with naval stores, and a sloop of 8 four pounders; she belonged to the Goodrich's, of Virginia, and was commanded by one of them; was out three days from Bermuda, when he discovered and gave chase to the brig *Lexington*, Captain Barry, but finding his mistake, put about, too late; for in about an hour and a half, Barry ran along side, when she struck. She has eight Negroes on board; all, or most of the men, to the amount of 25, entered on board of Barry.— [William] Goodrich is a prisoner on board the brig.²

This morning we have an express from a schooner taken by Capt. Weekes, in the continental ship *Reprisal*; he was bound from St. Vincents for Liverpool, with upwards of a hundred hogsheads of rum, and is safe at Absecomb Inlet. They bring an account of his having taken a ship of four or five hundred tons burthen, from Grenada for London; she was quite full and by the captors said to be worth 35,000 l. A ship was seen last Wednesday to the southward of our Cape, by the North-Carolina man, which we hope is the prize.³

Capt. Fowler in a sloop belonging to your city [New York], is arrived at Egg-Harbour with 4000 l. worth of indigo, in 12 or 13 days from Charles-town; she passed the fleet in a thunder storm —

1. *New-York Journal*, August 8, 1776.

2. Sloop *Lady Susan*.

3. Schooner *Peter* and ship *Friendship*.

Maryland Journal, WEDNESDAY, AUGUST 7, 1776

Baltimore [August 7].

Capt. John [*sic* James] Campbell, Commander of the *Enterprise* Privateer, from Baltimore, has taken and sent into Chingoteague, a brig loaded with Molasses; and a ship from Barbadoes, to England, is sent into Sinepuxent, on the 24th ult. When the Brig left Capt. Campbell, he was in chase of a ship, deeply laden, and expected to be in possession of her in a few hours. The prize ship which is safe arrived in Sinepuxent, is said to have on board a great Quantity of Spanish dollars, &c. &c. and was taken by Capt. Campbell the 18th ult.

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

No 121.

Gentn We have been informed Lieutt Steuart, of Captn [John Allen]

Thomas's Company has lately accepted a Commission from Congress in the marine service² – if the fact is so, it must superceed the commission he holds under us, & upon a presumption of the truth of it, we have filled up the vacancy occasioned by the removal & promoted the other officers, & inclose the commissns to you to be delivered the several officers, if Mr Steuart is removed; or return to us, if he is not. We are [&c.]

[Annapolis] Augt 7th 1776

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

2. John Stewart appointed Marine captain June 25, 1776 for the frigate building in Maryland, the *Virginia*. Ford, ed., *JCC*, V, 478.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JAMES NICHOLSON¹

No 122.

Sir We have some powder and small arms arrived at great Wiccomico in Virginia² – we want your Small Tender to go up that river for them, and the ship *Defence* to go down below the mouth of Potowmack to protect her – come down therefore, as soon as you can, & call on us for a letter to the person, who has the military stores under his care. We are [&c.]

[Annapolis] 7th Augt 1776

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

2. In the brig *Molly*, Captain Thomas Conway.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY¹

[Williamsburg] Wednesday August 7th 1776.

Ordered that a Draft be made on The Honble The Virginia Delegates at Congress in favour of Daniel and Samuel Hughes for four hundred and twenty nine and one third Dollars for two peices of Cannon by them furnished for the use of the Potowmack Rowe Gallies in the Service of this State; Also, that a Draft be made on them in favor of the Council of Safety of Maryland for the expence of proving the said Cannon.²

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 111, 112.

2. For the expense of proving two eighteen pounders, Maryland was paid "Twenty eight pounds, two Shillings," Red Book, XV, Md. Arch.

MASTER'S LOG OF H. M. S. *Roebuck*¹

August 1776

Cape Henry SbE 4 Miles

Tuesday 6th

A.M Took the Remainder of the Cargo out of the *Pembroke's* Prize and Strip'd her²

Light Winds and fair P M at 3 Departed this Life Serjt Tenham of Marines Weigh'd & Shifted our birth and Anchor'd in 4½ fath Cape Henry SbE 4 Miles

Wednesday 7th

A M. at 3 departed this life Jno Johnson Corpl Made the Signl Weigh'd & made sail with the Remainder of the fleet, and set fire to two unserviceable Vessels Cape

Henry WSW 3 Miles, 18 Sail in Company,³ at 12 Cape
 Henry West 4 Lgs
 First & Latter Parts Modt & fair.

1. PRO, Admiralty 52/1965.

2. The sloop *Susannah*.

3. One vessel in this convoy carried the departing Lord Dunmore.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Halifax] Wednesday August 7th 1776

Capt Hardy Owner of the Brig *Betsey* bound on a Voyage to Hamburg on Continental Service having represented to this Board that he himself risques the Vessel against the danger of Seas and the barratry of the Master and that [John] Gale and [William] Colvert nominated by this Board as proper Persons to take the Command of her are strangers to him and he apprehends unacquainted with those Seas to which she is bound, Resolved that the former Resolution respecting this matter so far as it relates to Gale and Colvert be rescinded² and that the Committee of Edenton to appoint any known Freind of American Independance to the Command of the said Brigg.

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

2. Resolve of August 1, 1776.

RICHARD ELLIS TO CORNELIUS HARTNETT ¹

Dear Sir

New Bern 7th Augst 1776 -

above you have an abstract of a Letter from Mr [Peter] Knight concerning the Guns, Swivels, Ball &ca &ca ordered for the use of the *Pennsylvania Farmer* and paid for at least as far as 800 Dollars wd go which I remitted him in Bills,² he never has advised me how much the whole of the articles ordered cost; I should be glad to have your Directions whether to order him to Dispose of them on acct. of the province or not - We have at last got in the way of running Bullets, and this week will have as many as will do for the Brig. Mr [Joseph] Leech has been at the Mari's works about 18 miles up Trent 3 Days ago, and says he saw him cast several, and after that Day he was in no Doubts but he cd run 100 or more a Day, the Brig goes down tomorrow or next Day at farthest - This Day I purchased a small Sloop and not having procured either officers or men, beg you will send me an order to Mr Sitgraves to let me have (on Complying with the terms) one of the two Commissions he has in his possession as she will be ready to sail by the time Mr Neal returns, not a line to be got in Town I refer you to the Bearer Mr Neal for news I am Sir yours and the Gentlemen of the Council's [&c.]

Rich^d Ellis

1. Secretary of State Papers (Correspondence of Council of Safety, 1776), NCDAH. Hartnett was chairman of the North Carolina Council of Safety.

2. *Ibid.*, the abstract of the letter from Peter Knight, dated Philadelphia, July 15, 1776, reads: "Should you incline to have the Cannon &ca sold, could sell them now to a profit expected you wd have said something about the sale of them as you cannot get them to your place; but suppose you mean to have them ly at the risque of your Province till winter, and then perhaps send for them."

LIEUTENANT WILLIAM GRANT, R.N., TO GOVERNOR PATRICK TONYN ¹

Copy

Off St Maries Barr 7th Augst 1776

Sir I had the honour to write you yesterday, inclosing the intelligence from Mr [John] Martin which I am sorry to Acquaint you is too true.—The Moment I received it I sent for [Stephen] Egan and desired him to take such measures as he thought best to Secure Lady Egmont's Property. As I proposed going off the Barr; At the same time sent an express to Captain Graham Unmoor'd, Weighed, and dropt down the Schooner to Amelia North End, and Anchor'd about a quarter of a Mile from the Shore—As soon as the Tide would permit I sent the Pilot and Midshipman in two Sailing boats to Assist Captain Graham—The Sloop and *Pompey* who got down to Egan's landing on Thursday Morning.

I wrote Captain Graham and have Sent you a Copy inclosed.² On which he came on board the *St John* I repeated the same request and much pressed of him a reinforcement of (20 Soldiers) also pressed him to embark the Troops in the *St John*, Governor's Sloop and *Pompey*, urged in that case we could make a resistance by being united, and prevent their landing on Amelia by placing them in such a Manner to prevent them passing Amelia Point—In Answer to which Captain Graham told me, he would Consult Egan and the Wrights—And give me an Answer in the afternoon, As the Ebb was made, and the Rebels Vessels expected to make their Appearance every Minute—I sent the Pilot in the afternoon to wait on Captain Graham, who brought me back word from him, that he would write me to Morrow Forenoon, (or if convenient) come himself, I kept the Schooner in the best Place and Position for defence she would Admit of and the boats Mann'd and Armed to reconnotre the Coast along Cumberland and Amelia Shore—at 9 (P M) my Officer called on Captain Graham, who was on board the Governor's Sloop, he told him that some of Wrights Negroes had returned from Lynch's Plantation near the No End of Cumberland Island, and said there was no Vessels to be seen in the Sound—at 4 (A M) saw a large flat resembling a Vessel cut down and made into a floating Battery, with one Mast and liberty Colours flying, full of Ports and a great Number of Men.—Hove Short, loaded the Guns with Round and grape Shot. Saw two More Vessels coming round Cumberland Point after the flat who was rowing and To[w]ed by other boats towards us—at 6 she came nigher us and fired 3 Shot which went past and near the Schooner—Weighed and fired a Shot at them.

It being quite calm got the boats ahead double Mann'd the Oars and with the utmost difficulty got her over the Barr—Saw the Rebel Schooner another Vessel and several boats go up Amelia North River—soon after saw a large Smoak and heard an Explosion supposed to be the Sloop set afire or blown up by Captain Graham, who I am positive will do everything in his power for the good of the Service and will take every Method to prevent the Troops from falling into the Hands of the Rebels—My fatigue and hurry will not permit me saying more on the Event—please

to communicate my letters to Colonel [Augustine] Prevost and Captain [Thomas] Bishop I have sent them express into Nassau by Woodland the Pilot. I have the Honour to be Sir Your Excellency's [&c.]

(Signd) W^m Grant

[Endorsed] Copy Lieut Grant's letter to Governor Tonnyn No 6 - In Govr Tonnyn's (No 20) of 15th August 1776 ³

1. PRO, Colonial Office, 5/556, 731-34.

2. See Lieutenant Grant to Captain Graham, August 6.

3. Tonnyn to Lord Germain, August 15, PRO, Colonial Office, 5/556, 703-05.

JOURNAL OF H. M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT ¹

Augt. 1776

Amelia Island No Point W:N:W: 2 miles

Wedsdy 7.

at ½ past 4 (A M) Saw a large Vessel riding in our stream at the So end of Cumberland Island about 2 or 3 miles distance, at 5 being light found her to resemble a Hulk Flat or floating Battery full of men, wt a battery of 3 Gun ports on an Angle with a large Mast & the Liberty Flagg flying and some Boats about her We prepared for action, loaded all the Guns with round & Grape Shot Do loaded the small Arms Got up the Hand granadoes. At ½ past 5 we perceived her coming towards us with a Number of Boats towing her & that she came up fast with us began to heave up during this time, She fired 3 Shot which went past & near us fired on[e] Shot at her, saw a Schooner & another small Vessel wt several Boats come round the point after the Flat. It being quite Calm Manned the Boats & Double Banked the Oars & towed the Schooner off, hoisted our Colours & fired 1 Gun at 8 with great difficulty we got over the Barr at ½ past 9. We saw a great smoke and heard an Explosion over the No point of Amelia which we imagined to be the Governor's sloop blown up by Capt Graham at 11 Anchor'd off[f] the Bar, secured the Guns, Arms & Ammunition Lattd obsd 30°40' No

Little wind & fair Weather at ½ past 4 P M saw the Troops upon Amelia Beach, brot to with her head to the So ward sent the Boats ashore to bring the Troops on Board if they chused to embark or give them what assistance we could, they returned wt a Message of the Troops being in great Distress for Provisions Sent the following Articles to them Viz 1 Cask Flour; 1 Do Pork & 1 Do of Rum in the sloop Rook at ½ past 5 P M reefed the Topsails & handed the Main topsail ²

1. PRO, Admiralty 51/4330.

2. *Ibid.*, the *St. John* had left her post at the mouth of St. Mary's River and sailed for St. Augustine, where she arrived August 16, 1776.

GEORGE LOGAN TO SAMUEL LAWFORD¹

[Extract]

St Augustine August 7 1776—

Dear Sir, I wrote you some Weeks ago by a vessel bound to Bristol, which I hope came safe to hand as it informed you of our safe Arrival at this place and of our Detention here, for want of a proper & good opportunity, but my Mother having applied to the Governor, he intends to send us in a Vessel of his own, part of the Way, which will facilitate our journey very much; so by the Politeness of the Governour, we may be able to get away in a few Days.—Since I wrote you, I must tell you that the Fleet destined to subdue So: Carolina has been totally defeated in the following Manner—the *Bristol* & *Experiment* each of 50 Guns, the *Active*, *Actæon*, *Solebay* & *Sphynx* each of 28 and a Bomb were ordered to attack a fort on Sullivants Island about 4 Miles from Charles Town; the first fort they had to pass—Accordingly the pilot Sampson brought them too 800 yards from the Fort; a heavy fire commenced on both sides for 9 Hours, when at length the *Bristol* (Sr Peter Parker's Ship) having lost two of [her] Masts, her Capt'n & 60 Men killed & many wounded; the *Experiment* lost her Captain & 40 men killed and many wounded—And many Men in the other Vessels killed & wounded, they thought proper to sheer off with the Ebb Tide in the Evening in a most shattered Condition, and had it not been for want of powder of which the Provincials had not enough at the Fort, some of them must have been sunk, but they wasted Powder for two Hours, and they ran away during that Interval.—during the Action the *Actæon* Frigate ran a shore and was burnt by order of the Admiral—This Fort was commanded by Colonel [William] Moultrie (Brother to the Lieutenant Governor of this place) and defended by 200 resolute Fellows, it mounts on the Front 30 twenty four Pounders, but the British Fleet was so situated that they could work but 15 of them, but it seems they managed these so well as to rend Destruction with every Shot—Before the Action General Clinton had landed 1400 Men on the Back of the Island in order to Attack the Fort in the rear, but [illegible] they miscarried as General Lee was before hand with him and understood the Country best. The Fort lost 10 Men, and had some few Wounded.—Thus you see this great Armament fitted out by Lord Germain to subdue the Rebels in So: Carolina after being off the Town 3 Weeks was obliged to steer for Virginia in a most ignominious manner being intirely conquer[ed] by few men & a Palmetto Cabbage Stalk and land Battery—Had they gained this Battery, they had another larger & Stronger to take before they could come near the Town which is well fortified as I told you in my last—So may the Enemies of America perish—Suppose you had heard this before, but I believe in a different Manner, but I have Related the Truth and had it from people who were on Government side and present at the Action—I doubt not but it makes now much Noise with you & that some will say that the Carolinians can fight & manage a Cannon

as well as Lord Cornwallis or Germain—however they may pay for it in the End. . . .

1. Brown Book, IX, Md. Arch. An intercepted letter. Letter continued September 3, 1776.

COUNT D'ARGOUT TO VICE ADMIRAL JAMES YOUNG ¹

Sir,

At Fort-Royal the 7 August 1776

According to the dispatch which your Excellency has just forwarded to me, the 4th of this month, I see that the account given you by Captain Chapman is not accurate.

The 27th of July last the Captain, being on land, noticed two leagues to the Windward, west of the Point, a ship which maneuvered, to come to anchor in the Roadstead of St. Pierre. He embarked forthwith, cut his cables, weighed anchor and overtook the ship toward 9 P.M. near Pointe du Prêcheur. The frigate, the *Shark*, fired first and after a Combat of almost 3 quarters of an hour she desisted from fighting and made for Pointe du Prêcheur, giving chase to a schooner up to the very ports of our cannon. Since it was not known that the vessel she was chasing was her dispatch boat, one of our batteries fired two rounds from the cannon, which forced her to stand out to sea again, Meanwhile the American sloop of war peaceably anchored in the roadstead at two o'clock in the morning.

These are the facts according to which you should judge if the details which were transmitted to you are indeed incomplete.

If your Excellency has made all efforts to maintain the amity and good faith which must prevail between us, I surely have not neglected my efforts to contribute to it. In this regard, I believe still that it was due to a misunderstanding that one of your frigates on the 3rd of this month fired two cannon shots into one of our Merchant ships flying its flag.

As for turning over to you the Bostonians frigate which has taken refuge under the flag of the King my Master, I would consider myself unworthy of His confidence if I acquiesced to such a request. Surely if your Excellency knew me better you would not have asked it. I will content myself with noting my surprise to you, age having taught me to speak calmly of things which I feel with passion.

Such is my resolution, which you have no doubt already anticipated. Moreover, I am going to send an account to my Master the King, sending him your request, his orders on the subject, in such case, form the basis for my conduct. I have the honor to be [&c.]

D'argout

[Endorsed] Compte D'argout's Answer to Vice Admiral Young's Letter of the 4th August 1776

1. PRO, Admiralty 1/309.

8 Aug.

PETITION FOR A COMMISSION FOR WILLIAM CARLETON TO COMMAND THE
MASSACHUSETTS PRIVATEER SCHOONER *General Gates* ¹

To the Honorable the Council of the State of
Massachusetts Bay in New England,

The prayer of your Petitioner humbly Sheweth—

That they have fitted the Schooner called the *General Gates* in a Warlike manner mounting Eight carriage Guns and carrying Forty men whereof William Carlton is commander and John Gardner jun & Partners are owners, with an intention of cruising and making Captures of the Vessels belonging to the Enemies of the United States of America, therefore to Effect said purposes your Petitioners humbly beg a Commission may be granted to sd Carlton commander of sd Schooner to make captures of such Vessels as are abovementioned

and as in duty bound your Petitioners shall every pray

William Carlton John Gardner Junr Benj^a Goodhue

Salem 8th August 1776

N.B. Thirty Bls Provisions

five hundred Weight of Gun Powder —

[Endorsed] In Com[m]ittee of Council Augt 9th 1776 Read & Order'd that the above named Willm Carleton be com[m]issionated as Comr of the Schr call'd *Genl Gates*, he complying with the Resolves of Congress ²

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 165, 40.

2. On August 8 and 9 commissions were granted to John Tucker, schooner *Harlequin*, and to John Gill, schooner *Independence*, *ibid.*, 34, 35, 37. Owners of the *Harlequin* petitioned the General Court for 500 pounds of gunpowder on August 29, *ibid.*, vol. 210, 118.

BOSTON COMMITTEE OF CORRESPONDENCE, INSPECTION AND SAFETY,
TO THE MASSACHUSETTS COUNCIL ¹

May it please your Honors —

The Committee of Correspondence, Inspection & Safety for the Town of Boston beg Leave to represent to your honourable Board that a Complaint has been made to them “that a certain Briggantine lately a Prize taken by some of the Continental Cruisers whereof one Pine ² a Person inimical to these States is now Master, is in a very secret Manner getting ready for the Sea at an obscure Part of the Harbour of Lynn called the Pines”—a Situation peculiarly adapted for such a clandestine Purpose as carrying off Prisoners of War & other disaffected Persons & very contiguous to the Residence of the most capital [Tory] now among us—It is unnecessary for this Committee to suggest to your Honors the Danger to which the Departure of this Vessell might subject us—it is too striking to need any Representations—We therefore pray your Honors to give such Directions to the Committee of Lynn, in whose Name

as well as our own we make this Application, as to your Wisdom shall seem competent to remedy the Evil complained of—

By Order & in Behalf of the Committee

John Browne Chairman

[Endorsed] Recd at the Board Augt 8, 1776

In Committee of Council [Watertown] Augt 8, 1776 Read & Committed to Richd Derby Esqr to inquire into the Subject Matter of this Memorial and to make report and the Committee of Correspondence, Inspection and Safety of the Town of Lyn are directed in the Mean Time to have a strict Eye upon the Brig^t. mentioned in this Memorial and not Suffer her to depart untill due Enquiry can be made relative to this Matter —

Jn^o Avery Dpy Secy

1. Mass. Arch., vol. 165, 36.

2. Only two prizes had been sent into Lynn, both brigs, the *Jane* and *William*. They had been condemned and sold at Marblehead July 4 and July 18, respectively. Which of these had a master named Pine is not evident. *New-England Chronicle*, June 20, June 27 and July 4, 1776.

JOURNAL OF THE MASSACHUSETTS COUNCIL ¹

[Watertown] Thursday – August 8th 1776 –

Ordered that the Comissary General be and he hereby is directed to deliver out of the Colony Stores to Simeon Sampson Commander of the Brig *Independence*, or to his Order the following Articles Vizt Six Firkins Butter, four hundred Swivel Shott and Seven Swivel Guns –

1. Mass. Arch., vol. 19, 152.

WILLIAM JACKSON'S CLAIM ¹

The Claim of William Jackson who was a passenger on board the Brig *Elizabeth* Peter Ramsay masr bound from Boston to Halifax, taken by Commodore Manly and others to the following Bills of Exchange & Cash demanded out of his pockets, p order of Joshua Wentworth Esqr Agent for the united states of America. –

1 Sett Bills drew by Jno Wentworth, on Jno Nelson
Esqr London 30 days sight dated 27 Feby 1776

	Sterling
Value —	£ 60..0..0

1 Sett ditto drew by Wm Dickinson on Messrs Bowman & Robinson London, 30 days sight dated 26 march 1776 in favr of Nicholas Horsenail, and by him Endorsed	value	10..0..0
------------------------------------------------------------------------------------------------------------------------------------------------------------	-------	----------

1 Sett ditto, drew by Thomas Bamford on Stephen Bamford Esqr, Ireland, 30 days sight, dated 14th Feby A D 1776	value —	30 – English
----------------------------------------------------------------------------------------------------------------	---------	--------------

1 Sett ditto drew by William Wetherston on Alexr Charles Esqr London, 30 days sight dated 19th Sepr 1775	value	34..1..9
----------------------------------------------------------------------------------------------------------	-------	----------

1 Sett ditto, drew by Nicholas Horsenail on the Commissioners of the Navy London 30 days sight dated 27th March 1776

value

25 ———

Total amt in Sterlg money is

£159..1..9

Cash, as follows (vizt)

56 mild dollars	6/	16.16..0
2 Cobb ditto		0.12..0
38 Crowns	6/8	12.13..4
6 half Crowns	3/4d	1. ———
17 Pistareens		1..0..5
		32..1..9
25 Engs shillings	1/4d	1.13..4
33¼ dollars	1/6d	2..9..6
½ Guinea		0.14..0

Lawful my £ 36.18..7

Boston Augst 8, 1776

Copy Examd by Jona M Sewall Cler

Errors Excepted William Jackson

Suffolk ss Augst 8, 1776 William Jackson made oath to the truth of the foregoing Claim before me –

Joseph Greenleaf Just peace

1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.

JOHN BRADFORD TO JOHN HANCOCK¹

Dear Sir

Boston 8th Augst 1776

Your favour of the 25th. ultimo. I last night Received, have the honour of Receiving my Commission under your Signature, for which [illegible] under the highest Obligations, and shall make it my chief Study to conduct with that Rectitude which may meet the Approbation of my constituents

The arrival of the Commission will set matters to rights I hope.² it gives your freinds the highest pleasure to hear you enjoy so much health, may it be Continued for important blessings. so wishes Dear sir Your [&c.]

Jn Bradford

no Auctioneer has been Applied to or any deputy thought on As you Sir gave me an Early hint you shou'd mention thi[s.]

1. Walter Fuller Don Collection, SI.

2. Bradford had the commission published in the *New-England Chronicle*, August 15, 1776.JOHN BRADFORD TO ROBERT MORRIS¹

Sir

Boston 8th Augst 1776

Your much Esteem'd favour under the 30th July, is Before me, am much Oblig'd by the Concern you've express for the inconvenience. I've been put too for the want of money, you need not have made the least

Apology Sir As I am very thoroughly convinc'd of the Rectitude of your intentions, and shou'dn't wonder if in the multiplicity and the very important matters which must engage all your Attention you should have forgot me. Which the Letter you Refer to convinces you had not,² I saw Capt [William] Bartlet and [Jonathan] Glover the day after I Recd that Ltr. and communicated that part to them, they tell me (as I wrote the Worthy president) that they shall on the Settlement of their Accounts, have a Ballance to Receive, General Washington having taken so Great a part of the Cargo's out of their hands³

I have been under a Necessity of Borrowing Money. and shall be obliged still to borrow: if an Oppertunity shou'd offer of sending along the money it wou'd be very Acceptable seeing I cant Obtain dra[ft]s on philada

I wish you and your friends a continuance of your health in this very hot Season, being with all due Respect Sir [&c.]

Jn^o Bradford

1. Papers of Robert Morris, Accession 1805, LC.

2. At that time Morris was a member of three standing committees of the Continental Congress: Marine, Secret, and Secret Correspondence.

3. As his appointment had superseded the agencies of the men appointed in 1775 to take care of the prizes brought in by Washington's schooners, Bradford had made an unsuccessful effort to secure money which might be in their hands. See William Bell Clark, *George Washington's Navy* (Baton Rouge, 1960), 170-73.

New-England Chronicle, THURSDAY, AUGUST 8, 1776

[Boston, August 8]

To be Sold by Auction, At the House of Mr. Benjamin Burdick, in Marblehead, the 29th Instant, The Ship *Ann*, with her Boats and Appurtenances. Also a Quantity of Bread, and many other Articles.

WILLIAM WATSON TO GEORGE WASHINGTON¹

Sir -

Plymouth 8th. August 1776

Capt [Sion] Martindale, the bearer of this will Inform your Excellency that he, when he was about to sail in the Continental arm'd Brigantine the *Washington*, was obligd to draw on the Agent, for sundry Articles in the Cloathing way, (for the use of his people who were almost naked, and without which they co'd not go to sea) amounting to £ 80 L Money, which were delivd & by Capt Martindale charged to such persons as recd them.

Capt Martindale, had taken from him, his Books & all the papers which related to this matter, & can not tell to whom, or in what proportion, the sd goods were deliver'd

I have conducted as Agent with Integrity, and with a View to the public good, & flatter my self that my services have been approved,² & that your Excellency will not let me suffer by this unexpected event &

that your Excellency will please to direct, in what manner I shall be reimbursed. — I am with great Respect [&c.]

William Watson

1. Washington Papers, LC.

2. Watson had been appointed by Washington as agent at Plymouth. He served until superseded by the Congressional appointment of John Bradford as Continental Agent for Massachusetts.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK¹

Remks on Thursday 8th of August 1776

- | | |
|-----------|-----------------------------------------------------------------|
| 1 [A. M.] | Calm |
| 2 | Down all sails |
| 6 | Light Airs of wind & Cloudy weather |
| 11 | Saw a sail barring SE gave Chaise |
| 12 | Exercizd Cannon and small Arms |
| | Lattd in 35d 9 m [Longd] in 62d 47m |
| 1 [P. M.] | Moderate breaze [&] pleasant weather the Chaise to the westward |
| 9 | freash breaze and squally |

1. John Fisk Journal, AAS.

APPLICATION FOR LETTERS OF MARQUE AND REPRISAL FOR THE
RHODE ISLAND PRIVATEER SLOOP *Montgomery*¹

Sir,

Providence August 8th. 1776

We the Subscribers all of Providence in the State of Rhode-Island and Providence Plantations, Merchants, request your Honor to grant a Commission, or Letters of Marque and Reprisal to William Rhodes Commander of the Private Sloop of War *Montgomery* of which we are Owners,² She is burthened about Sixty Tons, carries Ten Carriage Guns Four Pounders and Two Pounders, and Ten Swivel Guns, manned with Sixty Men, and fitted with a suitable Quantity of Muskets, Blunderbusses, Cutlasses, Pistols, Powder, Ball and other Military Stores. She hath on board Twenty barrels Beef and Pork Forty Hundred-weight of Bread, Two-barrels of Flour, with some Rice, Beans, Pottatoes &c. Samuel Warner — is First Lieutenant, Thomas Rutenber Master and Joseph Bucklin junr. Second Lieutenant. We are with great Respect Sir [&c.]

D Laurence	W ^m Rhodes
Jos: Bucklin	John Smith

1. R. I. Arch.

2. Continental Instructions were issued the same day along with the commission. The former bear Rhodes's acknowledgment, as follows: "Providence August 8th 1776 I acknowledge the foregoing to be a true Copy of the Instructions delivered me this Day by his Honor the Governor, with my Commission, or Letters of Marque and Reprisal, as Commander of the Private Sloop of War *Montgomery*. William Rhodes." *Ibid.*, Maritime Papers, Revolutionary War, 1776–1783. A manuscript of a song for the *Montgomery* (see illustration), undated, but probably issued at the time of the commissioning, is in RIHS Mss., vol. 13, and reads:

Come all you young fellows of Curriage So Bold
 Come Enter on Bord and we will Cloth you with gold
 Come Repair unto Providence and their you Shall find
 A Sloop Called the *mount gomery* Shall Pleasure your minds --

She is all Rigid and fited and So neatly trimd
 She Is molded Like ware work and She Sails Like the wind
 She has all things Convenient and fit for our Design
 god Prosper the *mount gomery* for She Sails Like the wind --

Capt Rhods he Commands hur and He Calls hur his one
 He will breeze her about me boys before he Comes home
 their is Hussions and helanders and Englishmen Like wise
 we Will make prizes of them all me boys Until the Day that we Dy --

NATHANIEL SHAW, JR.'s ACCOUNT OF RECEIPT AND DISTRIBUTION OF
 GOODS FROM COMMODORE ESEK HOPKINS ¹

1776

Received of Admiral Hopkins

April 19 30 Bolts duck N 1 & 2 /viz No 1. 14 bolts 561 Yd
 No 2. 15 bolts 601½ Yds
 No 4. 1 do 40

9. . 1. . 20 Iron Bolts &c
 34 Cannon wt. 1243. . 1. 26 lb
 229 Carrige Weels 192. . 0. . 27
 1159 Cartrages

22 Contg. 30 Ramers Worms & Spunges
 104 lb Copper Ladles 5 do wht 27 lb
 2 Large Morters 8. . 0. . 4

8 Small ditto 10. . 0. . 0 2 beds for do 6 of do
 Iron Mounted
 6 Smaller ditto 1. . 0. 23 1 Brass Howet (Crack'd)
 4198 hand granardoes & Sheels 24. 8. 3. 0 lb

} sent
 to
 N.Y.
 as p
 Receipt

Copper Hoops Wt 910 lb
 1700 Eighteen pound Shott
 1100 Twelve ditto
 2297 Nine ditto
 1260 Six ditto sum of them are 4 lb
 4 Thirty two do 13 Doublehead & Sliding
 3. . 0. . 20 old Iron.
 28 lb Leaden Aprons
 20 lb Copper plates
 21. . 3. 12 lb Bread from Bomb Brig

28 lb Copper hoops
 35 lb Old Copper
 13 Wormers
 9 Carriage Wheels 7 Ct
 11. . 0. 21 Old Iron
 783 Nine pound Shott

33 Eighteen do

640 Nine do

Carriage Gunns with their apurtinances from Boomb Brig
d[elivere]d Capt Hacker

1776 Recd £ 294..18/ from Prosper Withmore

Augst 8 Recd £ 328

622.18

1 Brass Howet & 2 Carriages p David Harris to Ezek Chevers
as p Rect

80 Six pound Shott del *Oliver Cromwell*181 Four pound ditto to the *Defence*

And to Whome delivered.

9..1..20 Iron Bolts &c to Samel Latimer charged to S Latimer

3..0..20 ditto — charged to Mess Ledyard

6 Leaden Aprons wt 28 lb

20 Copper plates for the Trunions of the Cannon
wt 18, lb

50 Eighteen pound shott 200 ditto

50 Twelve pound ditto 200 ditto

10 Cannon wt 392..2..17

40 Carrage Wheels wt 32..1..24

2 Copper Ladles 12 lb & 14 Ramers worms &c Dd Coln Salton-
stall

76 Cartridges 18 pounders

Do

Do

21..3..12 Bread from the bomb Brig deld Brig *Andr**Dore* charged

50 Cartridges 18 pounders

50 do 12 pounders

15 do 12 pounders

} for Groton

30 Nine pound Shott

5 Copper Ladles wt 30 lb

3 Wormers, 5 Ramers & Spunges

} for Groton

4 Cannon Nine pounders 75..0..20

2 Copper Ladles wt 8½ lb

} for Row Gally

} Capt Stanton

200 Eighteen pound Shott fort at Mamecock

40 Nine pound Shott 30 Cartrages for Row Gally Capt
Stanton

50 Ditto do 5 do ditto deld do for ditto deld ditto

300 Eighteen pound Shott for fort at Mamecock

47 Twelve pound ditto for do —

6 Cannon 308..0..6

24 Carriage Wheels wt 19..3..9

} to Philadelphia

3 Copper Ladles wt 15 lb

6 Wormers & 4 Spunges

for the 12 pounders on travel-
ing Carriages dl Col Salton-
st[all]

1..2..4 old Iron deld N. S.

Canst all you young fellows of
Courage so Bold come gather on
Bird and we will plott you with
y^e Dⁿ. Come Repair unto Providence
and there you shall find a Sloop
Call'd the mount gaming shall
Measure your mind.

She is a Rigid and fast, and ~~fast~~
~~do~~ do neatly trimd She
Serveded like ware work and fine
Sails like the wind. She has all
things convenient and fit for our
Design, good Propper. The main
gunery for She Sails like the wind.

Capt Pilots he commends him and
He calls him his one he will borrow
him amongst meetings ^{the} ~~be~~ ^{one} ~~one~~ --

- | | |
|------------------------------------------------------------------------|----------------------------------------------------------------------------|
| 3 Nine pound Cannon wt 56 . . 1 . 15 | } 2 do del Hacker in
the <i>Hampden</i> for
Roe Gally
Capt Tinker |
| 2 Copper Ladles wt 9 lb | |
| 4 Wormer's Ramers & Spunges | |
| 9 . . 2 . . 17 old Iron deld John Bölles for Langurage for
Fort N S | |
| 30 four pound Shott Row Gally the <i>Whiting</i> Capt McCleave | |
| 3 double headed Shott wt 9 lb | } d[elivered] Brig <i>Cabot</i> |
| 22 hand Granadoes Inc[h] 1½ | |
| 50 Nine pound Shott | } for Roe Gally
Capt Tinker |
| 100 Six pound ditto | |
| 500 12 & 275 18 pound | } Fort Trumbull dd
N Saltonstall |
| Cartrages | |
| 4 Wormers & Staffs &
2 Ramers & Spunges | |
| 250 Eighteen pound Shott | } for Fort at Groton |
| 250 Twelve pound ditto | |
| 9 Wormers without Staffs dd N Saltonstall for
Fort Trumbull | |
| 36 Copper Hoops on Nine barl wt 71½ | } deld Colony
Ship |
| 36 Copper Hoops 71½ | |
| 50 Nine pound Cartrages del Colony Ship | |
| 1 Copper Ladle for a hand pump dd the Ship 7½ lb | |
| 11½ lb Copper plates 2¼ do Copper Hoops for do. | |
| 4 Copper Ladles 24 lb deld Ledyard for Groton | |
| 200 Six & 100 Nine pound Shott deld Wm Latham for
Stonington | |

1. Shaw Papers, Book 38, YUL.

BRIGADIER GENERAL BENEDICT ARNOLD TO
MAJOR GENERAL PHILIP SCHUYLER¹

[Extract]

Skenesborough, 8 August 1776

Capt: Varick has been very active and industrious in procuring the Articles for the Navy many are arrived at Tyonderoga, and proper Steps taken to procure the others. — The Carpenters go on with great Spirit — The eight Gondalos will be compleated in a few days — One Row Galley is gone to Tyonderoga, and will soon be fitted and armed, three others will be launched in ten days or a fortnight — Four others will be set up in a few days — great part of the timber being cut — Iron, Sails, Cordage and Anchors will be wanted in a few days about two tons of the former is here, and Six Tons will be wanted to compleat the Gallies in hand Twelve or fifteen Tons will be necessary for the Gallies to be set up It will expedite the Building if Six or eight Tons can be sent up In Spikes from five to Seven Inches long chiefly about Six Inches —

This afternoon I return to Tyonderoga, & in a few days propose to go down the Lake with the vessels compleated, about ten Sail —

1. Washington Papers, LC.

"EXTRACT OF A LETTER FROM A GENTLEMAN OFF FORT WASHINGTON, TO HIS FRIEND IN THIS CITY [NEW YORK], DATED AUGUST 8, 1776." ¹

On the Morning of the 4th Instant, I gave you a short Account of our Brush with the *Phoenix* and *Rose* Men of War, off Tarry-town, on Saturday last. Give me now leave to add thereto the following remarks:

The Force with which we were to attack these Ships being entirely inferior to theirs, our Dependence, under Providence, was to find them, or force them, into such a Situation as they could not bring their Broad-sides to bear upon our Gallies; and indeed in this Situation the *Phoenix* was, about twelve Hours before we got up to her, being at that Time fast aground; but before we could reach them, both Ships were entirely clear, with Springs out upon their Cables, and their Broad-sides ready to engage us. Let me observe here that this was not at any Time the Case with the Frigates that were attacked by our Gondolas at Philadelphia; which makes all odds: For had the Tide or the Channel prevented the *Phoenix* and the *Rose* bringing Springs upon their Cables and their Broad-sides to bear, our Gallies would, no doubt, have managed them in our River without much Difficulty. But our gallant Commander was determined to exchange a few Shots with them at all events. The Enterprize was worthy a People contending for their dearest Rights: For it is a Fact that the Ground-tier of even one Side of the *Phoenix*, was equal to all the Force of our Gallies put together. Judge then – let the World – let our Enemies judge, if the Sons of Connecticut and Rhode-Island, from which States our Gallies were almost wholly officered and manned, did not behave with a Spirit and Intrepidity becoming the Descendants of such noble Ancestors, in fighting, for two Hours, an Enemy of at least four Times their Force. – O! ye despicable ministerial Bawlers! – it could only have entered into such servilly dastard Souls as your own, to believe that the brave Americans were Cowards.

We expect e'er many days to have another strike at them upon a more advantageous Footing; when I hope to give you a more pleasing Relation. To [ha]ve six Galleys within the Distance of Grape Shot from the Broad-sides of a British Frigate and a Ship of the Line, for the Space of two Hours, and to loose but two Men, is highly deserving our Admiration and Gratitude. All our wounded Men, except one, are likely to do well. I have been to see them and find that they are taken the greatest Care of. The Commanders of the galleys are anxious to finish this Business, so as to join you at New-York before any Attack may be made there.

1. *New-York Gazette*, August 12, 1776.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH ¹

[New York, August] 8th.—A row-galley and two fire-sloops went up the river. It was intended to attempt burning the British ships in Tappan Bay.

1. Abbatt, ed., *Heath Memoirs*, 44.

New-York Journal, THURSDAY, AUGUST 8, 1776

New York, August 8.

Tuesday last arrived Capt. M'Kay from St. Eustatia, with a cargo of rum, sugar, fruit, &c. having met with none of his Majesty's cruisers in the voyage, till he made Block Island, on his homeward bound passage, when he was chased by two frigates, but being near the shore, soon got out of their reach -

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS¹

Number 3.
Sir,

Eagle off of Staten Island
August the 8th 1776.

By the Detention of the *Sandwich Packet* I am enabled to inform You of the Arrival of a great part of the dispersed Transports from the Clyde. Some of them had been separated early from the *Flora* in bad Weather by the Misconduct of the Masters, as Captain [John] Brisbane represents; And others, subsequent to his Arrival with them off of Boston, in the very foggy Weather he met with on his passage from thence.

The *Brune* separated from Commodore Hotham, and the *Niger* with the Light Horse from Halifax, are also arrived here.

On the 2d of this Month the *Solebay*, *Thunder Bomb* and *Saint Laurence* Schooner, with the Transports carrying the 15th, 28th, 33d, 37th, 46th, 54th, and part of the 4th and 44th Regiments; The Ordnance and Victualling Transports from South Carolina; And the *Boreas* with the 50th Regiment in three Transports from Jamaica; joined the Fleet.

The *Renown* with the Transports part of the *Flora's* Convoy which had put into Halifax; the *Malaga* mentioned in my first Letter, and another of the Transports belonging to the Hessian Embarkation, which had also proceeded for that Rendezvous after their Separation from Commodore Hotham, arrived here the fifth Instant. The *Dispatch* Schooner, which came from Halifax with this Convoy and separated from it the 13th past, is still missing.² They sailed from Halifax the 3d of last Month.

Commissioner Arbuthnot acquaints me by that Opportunity, that the *Jersey* Hospital Ship put into Halifax the 8th past: The Commander having been obliged by the Weakness of the Ship, to order her Anchors to be cut from her Bows in the bad Weather he met with on his passage out, and to throw over board the Flat Boat he was charged with.

The enclosed Copy of Commodore Hotham's Letter to Vice Admiral Shuldham of the 24th of June will inform their Lordships of the Commodore's proceedings and Intentions at that Period. The *Brune* sent with his Letters to Halifax, joined him again a few Days after, and proceeded with him on his Way to this Port, until the 19th of last Month: But then separated from him in Chase. Since that time, when he was supposed to be about eighty Leagues to the Eastward, I have not had the Satisfaction to receive any further Intelligence from him.

Captain [Charles] Thompson³ sailed three Days since for Jamaica, with no other Restraint upon his immediate Return to that Island,

except the Charge of two Transports, which he was to see one hundred and fifty Leagues to the Eastward of this port on their Voyage to Cork to bring Provisions for the Army.

Their Lordships will see in the Dispatches from Sir Peter Parker, (of which I have added a Copy from that sent for my Information by the *Solebay*) the State of the Ships that have been employed on the Expedition under his Command: and also the Disposition he has made of the Ships left to the Southward.

I shall wait 'till I have seen the Commodore, before I trouble their Lordships with any Propositions respecting the purpose for which those Ships have been so appointed: The Condition of the Sloops particularly, seeming such as will disqualify them for any essential Service.

The Army continuing in the same Situation as mentioned in my last, leaves me no Room to make any Addition to this Letter concerning the particular Services that may be required of the Naval Force assembled at this Port. I am Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

2. The *Dispatch*, Lieutenant John Goodridge, was taken July 12, 1776 by the Massachusetts state sloop *Tyrannicide*, Captain John Fisk, and sent into Salem.

3. Captain of H.M.S. *Boreas*.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.¹

[On board H.M.S. *Eagle* off Staten Island]

8th [August].— Saw a canoe coming from the shore. Sent and brought her on board with four riflemen that had left the rebels. During the time we have been here, we have observed the rebels very busy in erecting batteries, fitting out row galleys, and making large and high building of wood to sink in the river to destroy the navigation above the town: the row galley and floating batteries have been sent several times against the *Phoenix* and *Rose*, but we hear they have always been beat off with loss.

1. *The Journals of Captain Henry Duncan*, Navy Records Society (London, 1902), XX, 120-21. Hereafter cited as *Duncan's Journals*.

MAJOR FRANCIS HUTCHESON TO MAJOR GENERAL FREDERICK HALDIMAND¹

[Extract]

Dear Sir

Camp at the Watering Place on:

Statten Island August 8th 1776

I wrote to you the 28th of last Month by a Ship to Ireland and now take the opportunity of the Packet to acquaint you of the arrival of General Clinton from South Carrolina with Seven Regiments Vizt 15th, 28th, 33d, 37th, 46th, 54th, 57th the[y] got into sandy Hook the first Instt with two Ships of the Guards, and three of the Hessians that parted Company from Commodore Hothams fleet, some time ago, and put into Halifax; a Colonel Bluck Commands the Hessians, he speaks some English, & seems to wish to speak it better, one of the Ships that has their

Rifle Men on board, fell in with & took a large Sloop bound from Philadelphia to France, loaded with Flour, they brought her to Halifax, where she is Condemned, and will be sold for their Account; the Rebels have several privateers at Sea, that have taken some West India Men homeward bound that are great prizes for them . . .

Our Army are in great Health & Spirits, and I beleive we wait only being Joined by the Hessians, to do something of Consiquence, as soon as they arrive & are Brigaded, I will send you the line of Battle – The *Phenix* & *Rose* men of War are still about 40 Mile up the North River, but We have no Cummunication with them as yet, & have no doubt but Numbers of the Country People have got on board of them for Refuge who are friends to Government. We have Just now heard, that they Attacked the Ships last Saterdag, with five floating Batterys, which were drove back with great loss. . . . [Charles] Lee is on his March back from South Carrolina and will incurrage them in every Villany when he arrives – Sir Peter Parker is not as yet got in his Ship the *Bristol* is under Jury Masts – General Clinton with the transports parted from him, soon after the[y] Sailed from Charlestown – We in the Qr Master General Department are hard at Work. We have built ten large Battoes that will carry each (with Ease) 100 Men Armed & Accoutered, and are still going on; as they are flat bottomed, like those we had on the Lakes last War, I think they will answer better than those sent from England. We have already Coa[torn] sufficient to make a first landing of Six thousand Men, with fifty ps of Ordnance ready Mounted, which will go on shore on platforms laid on three Cannoes, – Each with a frunt to let down like the Scows, on which the Guns will be run off on the shore – It is most amazing what can keep 'Commodore Hothams fleet, we have had these ten days past the finest Winds that can blow for them. The Packet is in orders to sail tomorrow Morning, but I beleive she will be kept ready to push off the Moment that fleet appears. I will keep this Letter open to the last Moment in hopes to acquaint you of it

Governor Tryon is very well he is on board his Ship *Dutches of Gordon*, he desired me to present his Compliments to you when I wrote, he seems very grave and I fear is not well pleased, his Consiquence is rather Eclipsed by the Number of great folks we have now among us . . .

Lord [Charles] Cornwallis, General [John] Vaughan and Governor Martin came with the fleet from the Southward. We have too many great Men together, to agree well long. there must be seperate Commands made for them, none think themselves unequal to the task. by the orders of Yesterday Genl Clinton is to Command the first line & Lord [Hugh] Percy the Second line of the Army, but the Barron De He[i]ster when he comes, will be Second in Command to General Howe. . . .²

1. Haldimand Papers, BM.

2. *Ibid.*, Hutcheson wrote another letter to Haldimand on August 12: "I have now the pleasure to acquaint you of the long wished for arrival of Commodore Hotham with the fleet from England . . . Before the arrival of the foreign troops or the Guards, We had 12361 Rank & file fit for Duty."

CONTINENTAL COMMISSION OF CAPTAIN STEPHEN CLEVELAND¹

In Congress.

The delegates of the United colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, the Counties of New-Castle, Kent & Sussex on Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia, to

Stephen Cleveland Esquire.

We resposing especial trust and confidence in your patriotism, valor conduct & fidelity; Do by these presents constitute & appoint you to be Captain of the Armed Brig called the *Despatch*, in the service of the Thirteen United Colonies of North America, fitted out for the defence of American liberty, and for repelling every hostile invasion thereof. You are therefore carefully & diligently to discharge the duty of Captain by doing & performing all manner of things thereunto belonging. And we do strictly charge & require all Officers, Marines & Seamen under your command to be obedient to your orders as Captain. And you are to observe & follow such orders & directions from time to time, as you shall receive from this, or a future Congress of the United Colonies, or Committee of Congress, for that purpose appointed, or Commander in Chief for the time being of the Navy of the United Colonies, or any other your superior officer, according to the rules & discipline of War, the usage of the Sea, and the instructions herewith given you in pursuance of the trust reposed in you. This Commission to continue in force, until revoked by this, or a future Congress.

By order of Congress.

John Hancock, President.

Dated at Philadelphia, August 8, 1776.

Attest. Cha^s. Thomson, Secy.

1. George Cleveland Journal, EI.

JOHN HANCOCK TO GEORGE WASHINGTON¹

[Extract]

Philadelphia, August 8th 1776

Sir Your letters of the 7 with the papers enclosed are received and now under consideration of Congress.

Enclosed I send you a resolution passed respecting lieutenant [James] Josiah. He was first lieutenant of captain Nicholas Biddle & was taken in a ship capt Biddle had made prize of, by the *Cerberus* Frigate

By a letter which he found means to convey, he informs that "he is used worse than he ever thought one englishman could use another—that he was sent before the mast with the rest; but upon refusing to do duty was given under the charge of three boatswain's mates, & expects the gangway soon, as he is daily threatened." . . .

You will please to mention the matter of Lieut Josiah as real information, but not discover that it was by Letter, as it may prove injurious, in case he is not Exchang'd.

1. Washington Papers, LC.

HENRY TUDOR TO THE PENNSYLVANIA COUNCIL OF SAFETY ¹

[Extract]

. . . your Pettitioner is a Regular bred Pilot for this River & Bay, and also Acquaintd with the Coast, as may Appear by Certificate Annex'd from, under the hands of Several Gentlemen & Repectable Citizens of Philadelphia. ---

That Your Pettitioner is desirous of Serving his Country in the General Cause of Liberty, and hopes Your Honours will think him Worthy being Appointed Pilot of the Province Ship *Montgomery*—Commanded by Commodore Samuel Davison which Charge your Pettitioner will Endeavour to Perform, with the best of his Abilities & is with true Respect and Esteem, Your, Honours [&c.]

Henry Tudor

[Philadelphia, August 8, 1776] ²

1. Gratz Autograph Collection, Case 5, Box 27, HSP.

2. As Tudor was appointed to the post requested on August 9, 1776, it is a safe assumption that his undated petition was prepared the day before. *Pennsylvania Colonial Records*, X, 679.JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Thursday August 8th 1776.

Resolved that Francis Lennis, Master of the Sloop *Eagle*, belonging to Richard James, be permitted to trade in the sd Sloop, laden with ten hogsheads of Tobacco and two hundred Barrels of Flour at the Island of Saint Croix, or any other port allowed of by Congress, according to the regulations by them prescribed, the said Francis Lennis entered into and acknowledged Bond with Security for that purpose which is ordered to be filed.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 113.

9 Aug.

Essex Journal and New Hampshire Packet, FRIDAY, AUGUST 9, 1776

Newbury Port, August 9.

On Wednesday last was carried into Portsmouth, by the *Hancock* Privateer, who sailed from Philadelphia, a large three deck'd ship named the *Reward*, of between 5 and 600 tons burthen, she was a 20 gūn ship last war, in the service of the British King, she was from Tortola, bound to London, and had on board between 10 and 11 hundred hogsheads of Sugar, 86 hogsheads of Rum, 12 Bales of Cotton, 9 Cannon, and some Brass ditto—There were on board said ship, a number of Turtle directed to Lord North, with his name cut in the shell, the best of which, Capt. Wingate Newman, Master of the Privateer, is determined to send to the Hon. John Hancock.

The Public having been only transiently informed of the capture of the Privateer Brig *Yankee-Hero*, of this Port, of which James Tracy was late

commander; as her engagement with the *Milford* Frigate was a bold action and well conducted; considering her unavoidable situation, you may if you please Mr. Printer give the following narrative of it, chiefly collected from those who were in the engagement.

Captain James Tracy sailed from Newbury Port the 7th of June in the *Yankee-Hero* for Boston, with 26 men only, including officers; this number was not a quarter of his complement; he was provisioned for a six months cruize, and was to take in the remainder of his men at Boston; the afternoon he went out, going round Cape Ann he observed a sail in the Offing, but in his situation did not think of looking after her: Two boats full manned with their musquets, who had put out after the sail came on board, and informed him a number of transports had been close in with the Cape that day – 14 men from the two boats joined him, and sent their boats on shore; he had now 40 hands in the whole (only a third his complement) with these he put away for the sail which bore E.S.E. about 5 leagues distance, the wind being then Westerly; at 6 miles distance they perceived her to be a ship, and soon from her management to be a ship of war. As a contest with her must have been very unequal, Capt. Tracy who intended to make a harbor that night, ordered the brig to be put about for the shore not then suspecting the ship could come up with him; but he had not tacked 10 minutes before the Westerly wind died away, and the ship taking a fresh southerly breeze came fast in, endeavouring to cut the brig off from the shore: After some time the ship thus getting in the wake of the brig, the wind again came fresh to the westward upon which the brig hawled to the wind in the best angle for the shore; the ship gave chase, and in an hour came up within half a mile and began to fire her bow chasers which the brig only answered with a swivel, Capt. Tracy reserving his whole fire, until the ship, keeping a constant fire, came up within pistol shot upon his lee quarter, when the brig gave her the best return they could make from their main and quarter deck guns, swivels, and small arms, and after then, kept up a constant fire: The ship was soon up along side, and with 12 nine pounders of a side, upon one deck, besides forecastle and quarter deck guns, and with her marines, overlooking the brig as high as her leading blocks, kept a continual fire, after some time the ship hawled her wind so close, (which obliged the brig to do the same) that Capt Tracy was unable to fight his lee guns, upon this he backed under her stern, but the ship which sailed much faster, and worked as quick, had the advantage and brought her broadside again upon him, which he could not evade; and in this manner they lay not a hundred feet from each other, yawing to and fro, for an hour and twenty minutes, the privateers men valiantly maintaining their quarters against such a superior force. About this time the ships foremost guns beginning to slack fire; Capt. Tracy tacked under her stern, and when clear of the smoak and fire, perceived his rigging to be most shockingly cut, yards flying about without braces, some of his principal sails shot to rags and half his men to appearance dying, and wounded –

Mr. Main, his first lieut. was among the first wounded, and Mr. Davis one of the Prize Masters, fell in the last attack. In this situation they went to work to refit the rigging and to carry the wounded below, the ship having then taken a broad sheer some way off, and none of her guns bearing; but before they could get their yards to rights, which they zealously tried for in hopes still to get clear of the ship, as they were now nearer in shore, or to part from her under the night she again came up and renewed the attack, which obliged Capt. Tracy to have recourse to his guns again, though he still kept some hands aloft to his rigging, but before the brig had again fired two broadsides, Capt. Tracy received a wound in his right thigh and in a few minutes he could not stand; he laid himself over the arm chest and barricadoe, determined to keep up the fire, but in a short time from pain and loss of blood, he was unable to command, growing faint, and they helped him below; as soon as he came too, he found his firing had ceased, and his people round him wounded, and having not a Surgeon with them, in a most distressed situation, most of them groaning, some expiring – Struck severely with such a spectacle, Capt. Tracy ordered his people to take him up in a chair upon the quarter deck, and resolved again to attack the ship, which was all this time keeping up her fire; but after getting into the air, he was again so faint, that he was for some time unable to speak, and finding no alternative, but they must be taken or sunk, for the sake of the brave men that remained, he ordered them to strike to the ship. Thus was this action maintained upwards of two hours in a low single deck'd vessel, with not half the metal the ship had, against an English Frigate, whose navy had been the dread of nations, and by a quarter the number of people in the one as the other, yet the victors exulted as though they had overcome a force as much superior as this was inferior to them. The brig had four men killed and thirteen wounded including officers, the number in the *Milford* wounded, is not known, though there were some. The deprivation of these brave officers and men is to be regretted by all friends to this country – With justice to Capt. [John] Bur[r] of the *Milford*, it must be acknowledged, he treated them with humanity and politeness the officers and men that were wounded; but to the eternal disgrace of Britain, and the present king and parliament, let it be recorded, that in this very action above related, upwards of thirty Americans (prisoners in *Milford*) were forced at the forfeit of their lives to fight against their countrymen, and the officers and men of the *Yankee Hero*, that were not wounded, are now detained in several of their ships, and may meet with the same cruel fate – an exaction, that even Savages have not been known to require. It is to the credit of the *Hero's* men, that not one would enter upon the ship's books, though not only urged by every persuasion, but by threats.

Capt. James Tracy, and Mr. Main his first lieutenant, we hear, are likely to do well of their wounds, though they mend but slowly; they and the other wounded men are at Halifax; twelve of the *Hero's* men were kept on board the *Milford* – Mr. Robert Tracy his second lieutenant, and the rest of the brig's company, are on board the *Renown* Commodore [Francis] Banks.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK¹

Remks on Friday 9th of August 1776

- 2 [A. M.] Steady breaze and Cloudy
 8 Down all sails saw nothing of our Chaise
 10 Stood SW in hopes to git sight of her
 12 Carpenter Employd fishing top mast
 Lattd in 34d 21m Longd in 61d. 31m
 1 [P. M.] Small breaze of wind and Rainy weather
 7 Light Airs of wind Cloudy weather

1. John Fisk Journal, AAS.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*,
CAPTAIN JABEZ WHIPPLE¹

Remarks on fryday August th 9: 1776

a 10 AM Saw 3 Sail Steering to go N E 2 sqr Rigid won Sloop the sloop
 Being a head put a Bout Stood to the others AM put a[bout] a Stood after
 them Being two Legus to winderd mad the Best Way After them .Lattd
 plesent nothing more remarkabell on this sid a Good Obezsevation

Lattd by Oz 34:46 Longd in 59:30

This first part of this 24 hours Begins With plesent Still in Chase As
 formentioned At 6 P M Came up with the Sloop *Brume* It provd to be
 Captn Knot with 2 prises Won a snow and the other a Brigg² Middle Vry
 Light Brezes and plesant Smouth Sea

1. *Independence* Journal, RIHS.2. The Connecticut privateer sloop *Broome*, William Nott commander.*Connecticut Gazette*, FRIDAY, AUGUST 9, 1776

New-London, August 9.

Capt. William Chace, sent into Newport, last Monday, a Ship from
 Dominica, bound to England with 300 Hogsheads of Sugar and 100 Barrels
 of Oil.¹ And we hear that another Prize Ship went up Providence River the
 same Day.

On Thursday Night of last Week, the new Ship of War belonging to
 this State, lying at Say-Brook, was struck by Lightning which did considera-
 ble Damage to her Main-Mast and Mizen-Mast.²

Intelligence from Montauk.

Thursday, July 25. At 7 A.M. saw a Ship S.E. from the Point, standing
 for Block-Island; at 4 P.M. saw another S.W. from the Point, standing in.

Friday 26. No Discovery.

Saturday 27. At 1 A.M. heard a Number of Cannon S.E. from the
 Point; at 5 A.M. saw a large Ship E.S.E. from the Point.

28, 29. No Discovery.

Tuesday 30. At 5 P.M. saw a Ship S.S.E. from the Point.

Wednesday 31. No Discovery.

Thursday, August 1. At 3 P M saw a Ship S.W. from the Point, standing to the Eastward; at 6 came up with the Point, fired several Guns, and then stood to Sea.

2, 3, 4. No Discovery.

Monday 5. At 5 A.M. saw two Ships S.S.W. from the Point; at 11 came up with the Point, stood in for Watch-Hill till 3, and then went to sea.

1. The ship *Star and Garter*.
2. The Connecticut ship *Oliver Cromwell*.

DIARY OF ENSIGN CALEB CLAP ¹

[New York] August 7th General Washington sent A-flag of Truce into Lord How, is Reported that informd, that if any of the British Troops should, fall into our Hand that he shall Treat them as Prisoners of War, but as to the forren Troops he shall not give them any Quarter

August the 9th at evening the 6 Rowgalleys that ware up the River, movd, down against the City,

by the best information the Enemy are now about 12 or 15 thousand strong, that Governor Dunmore is now with the fleet at the Island. —

1. "Diary of Ensign Caleb Clap, of Colonel Baldwin's Regiment, Massachusetts Line, Continental Army, March 29 until October 23, 1776," *The Historical Magazine*, 3rd series, III, 249. Hereafter cited as "Caleb Clap Diary," *The Historical Magazine*.

SUIT OF THE OWNERS OF THE PENNSYLVANIA PRIVATEERS Congress AND *Chance* AGAINST CAPTAIN JOHN ADAMS ¹

[Extract]

Port of Philadelphia } On the ninth Day of August in the Year of our
Pennsylvania ss.t — } Lord one thousand seven hundred and seventy six
Before the honorable George Ross Esqr Judge of the Court of Admiralty
... Came Richard Peters Esquire one of the Proctors of the said Court and
exhibited unto the said Judge the Bill of Philip Moore &c: against John
Adams and prayed that the same was read in the Words following to wit ...

The Bill of Philip Moore and others Owners of the Privateer Sloops
Chance and *Congress* fitted out of the said Port to cruize against the Enemies of these United States

Sheweth — That a certain John Adams was duly commissioned and appointed Captain and Commander of the sd Sloop called the *Chance* ... on the high Seas did arrest seize and as prize take a certain Ship or Vessel called the *Lady Juliana* commanded by Captain Christopher Stevens ...

That on the high Seas and within the Jurisdiction of this Court while the said Ship *Lady Juliana* was in the Possession of the said John Adams as Prize he the said John Adams did embezzle and to his own private and particular Use take and convert the following Articles part of the Cargo of the said Prize *Lady Juliana* to wit one thousand Dollars equal to three hundred and seventy five pounds current Money of Pennsylvania three Bags containing four hundred and fifty Dollars equal to one hundred and sixty eight pounds fifteen Shillings like Money and a Quantity of Ships

Plate and other Articles equal in Value to three hundred pounds Sterling equal to five hundred and twenty five pounds Money of Pennsylvania which said several Sums and Articles to the Value thereof amounting in the whole to fifteen hundred and eight pounds fifteen Shillings Pennsa Curry the said John Adams doth now detain and keep and refuseth to make Distribution thereof or produce the same to be libelled in this or any other Court of Admiralty of these States contrary to the said Agreement and all good Faith and Justice –

Wherefore your Complainants pray that Process may be issued by this honorable Court to arrest and take the Person of the said John Adams . . .

Philada Augt 9th 1776 –

Richard Peters Proctor
for Complainants –

Schedule Annexed

1000 Dollars

£ 375. —

3 Bags contg 450 Dr

168. 15. .

8 lbs Gold computed at

440 —

Ships Plate valued at

525 —

300 £ Sterg Ex: 75 p Ct }

£ 1508. 15. ²

1. Records of the Admiralty Court of Pennsylvania, April 13 – December 3, 1776, LC Photocopy.
2. Captain Adams questioned the jurisdiction of the court in this case. He contended that the Admiralty Court had been established only to try the legality of prizes brought into Philadelphia. *Ibid.*

LIEUTENANT ALPHEUS RICE TO CAPTAIN JOHN PAUL JONES ¹

On Board the Sloop *Providence*
off Chester August the 9th 1776

Sir

I have given Mr. [William] Hopkins Satisfaction, & there now subsists, a good understanding between Us. – I am Conscious that I was Culpable. – but have this to Say in excuse – that I was in a passion. – am sorry for it. – & pray that you would overlook it. – from Your most, Obedient Servant,

Alpheus Rice ²

[Endorsed by Jones] letter from Mr. Rice when under Confinement.

1. Papers of John Paul Jones, 6486, LC.
2. Rice was Marine lieutenant on board the *Providence*, having been transferred June 12, 1776 from the *Andrew Doria*. *Providence* Muster Roll, Transcript of Military Papers, XL, 666, R. I. Arch.

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

[Extract]

No 129.

Gentn We have the pleasure to inform you that the enemy's fleet left Potowmack River on Friday last, and is gone off down the Bay; they had collected a number of small vessels, which they had dismasted, and left on the point of St George's Island, with intention to set fire to them, but a high Tide floated them off, and they were driven on Shore near our Guard, who

have taken possession of them, and have found sundry goods and other effects on board to the value of three or four hundred Pounds currency; some of the Hulks may be repaired, and made fit for service. – they burnt some other small vessels, and from appearance expect they are gone down to the Cape – our Pilot Boat is just returned yesterday evening and says he heard at Pyanketank, that the men of war had Stopt in Hampton Road, and were making demands of fresh provisions and water, and promised, on being supplied, to leave the Bay – The Deserters, of whom many have come over to us, inform that the Tory families are going, some to the West Indies – others to Halifax, and the *Roebuck* to New-York.

[Annapolis] July [*sic* August] 9th 1776

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

PURDIE'S *Virginia Gazette*, FRIDAY, AUGUST 9, 1776

Williamsburg, August 9.

By advices from Hampton, we learn that last Wednesday morning the Right Hon. the Earl of Dunmore, Viscount Fincastle, and Baron Murray of Blair, Mouilli, and Tillimet, after dividing his fleet, and burning ten or a dozen vessels, took leave of the capes of Virginia, where he has, for more than a twelvemonth past, perpetrated crimes that would even have disgraced the noted pirate BLACK BEARD. One part of the fleet was seen to stand to the southward, it is imagined for South Carolina, the other to the northward, supposed for New York. Their strength, from the information of two negro deserters, who came up to Hampton in the evening, amounts to near 400, regulars, negroes, and Tories; that they were now tolerably healthy, and had lately got a supply of provisions, which they took from a Rhode Island vessel. – So *respectable* a band will, no doubt, be a most valuable acquisition to the generals Howe and Clinton!

We have just got a supply of 290 half barrels of gunpowder, and 90 stand of arms; and 436 barrels, with 18 chests of arms, arrived safe some little time ago.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Friday. August 9th 1776.

The Board having received information of the arrival of Captain [John] Pasture, at Hampton, with 7500 lbs of Gun powder, consigned to this board by Messrs Vanbiber and Harrison of Saint Eustatia, Resolved that Captain Pasture be instructed to leave one thousand weight of the said Powder at Hampton, for the use of the Troops on that Station, And that Captain James Barron carry one thousand weight to Portsmouth of such as he may judge proper for Cannon for the use of the Garrison there, Also that the residue of the said Powder be brought to Jamestown by Capt Pasture.

Information was made to the Board by Captain Barron that the Commissioners of the Navy having appointed a person to victual the Fleet the Commissary of Provisions had refused to supply them any longer and that

the Agent Victualler is not yet ready to enter upon the duties of his Office, Ordered therefore that the said Commissary continue to supply the Fleet as usual, till that can be done by the Officer appointed by the Navy Board.

A Letter, was written to Brigadier General [Andrew] Lewis, desiring him to send orders by Express to disband the Minute Men and Militia, lately drawn into Service in the Northern parts of this Country, as the Departure of the British Fleet renders it unnecessary to keep them longer in Service.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 114, 115.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY ¹

[Halifax] Friday August 9th 1776

Richard Dunnivan lately belonging to the *Syren* man of War a prisoner on parole in Halifax came before the Council and moved that he might be Naturalized and Admitted to the privileges of a Free Citizen of this State, and to this end declared that he was willing to take an Oath of Allegiance to the States which being granted and he having taken and subscribed to an Oath for that purpose Resolved therefore that the said Richard Dunnovan be discharged from his parole and that he be henceforward considered as a Member and Free Citizen of this State

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774-1776), NCDAH.

JOURNAL OF THE GEORGIA COUNCIL OF SAFETY ¹

At a meeting of the Council,

[Savannah] Aug. 9th, 1776

Capt. [Daniel] Roberts, Messrs. [John] Girardeau and [Samuel] Saltus being appointed a Committee to agree with some gentlemen about loading, etc.; some vessels for the service of the public, reported that they had, agreeable to orders, met at Mr. Lavien's; that they had agreed with Mr. Philip Moore on the following terms, viz.: That he should have one-half penny per pound freight on Indigo and ten pounds per cent commissions for buying and selling. That the public should guarantee the vessel against the weather, in proportion to what they ventured in her, and as Mr. Moore's vessel runs no risque, the Committee recommended that two thousand pounds be ventured in her, which was agreed to. They also report that Mr. Ratoone offers his vessel to the public; that she is upwards of seventy ton burden, well built, rigged and fit for sea, and that he asks for her no more than two hundred and sixty five pounds.

They also recommended that this vessel be purchased and that Commissioners be appointed to procure a load of rice for her, and send her off – and that Messrs. Thomas Maxwell, Senr., John Winn, Senr., and John Kell be Commissioners for that purpose – which being considered, it met with the approbation of the Board.

Orders were issued that Mr. Edward Telfair have permission and authority to take any quantity of pitch pine plank, that may be upon Mr.

Rae's wharf, or elsewhere in and about Savannah, for the purpose of building a galley, and that he be obliged to take a sworn measurer to take an account of it previous to a removal, and pay the proprietors, at the rates and prices of such plant, heretofore used for the public service.

1. Allen D. Candler, comp., *The Revolutionary Records of the State of Georgia* (Atlanta, 1908), I, 178-79. Hereafter cited as Candler, comp., *Georgia Records*.

CAPTAIN THOMAS BISHOP, R.N., TO GOVERNOR PATRICK TONYN ¹

(Copy)

Lively off St Mary's 9th Augt 1776 -

Sir I've just time to acquaint you that this morning Osborne fell in with a sailing Boat belonging to the *St John* Schooner, by which find she and the Troops have quitted their Station; this gives me much concern, having flattered myself, should have had it in my power to have given you a very good account of your troublesome rebellious Neighbours, but this precipitate retreat has dash'd my most sanguine hope, and being disappointed of the *Lady William* Schooner's accompanying me, and missing the *St John* find it out of my power to do any thing on this Coast for the benefit of the King's service, have therefore sent Osborne with your Letter to Cockspur, and shall proceed directly for New York - I am Sir With gratitude and great respect [&c.]

(Signd) Tho^s Bishop

[Endorsed] (Copy) Captain Bishop's letter to Governor Tonyn No 1-
In Govr Tonyn's (No 3 private) of 26 August 1776.

1. PRO, Colonial Office, 5/556, 754.

J. KITCHING TO GOVERNOR PATRICK TONYN ¹

Copy

St Augustine August 9th 1776

(Sir) I have the honour to inform your Excellency that on Thursday the first day of August last an Armament by Land & Sea being fitted out from the Town of Sunbury in the Province of Georgia. Consisting of a large flat on which was Mounted One Twelve pounder & Six Swivels with two Small Schooners Attendants and about One hundred and Eighty Men, destined for the River St Marys, with Hostile intentions against His Majestys Armed Schooner *St John*, to lay waste Mr Wrights Fort, and to plunder the Island of Amelia with other plantations adjacent thereunto. I thought it a duty incumbent on me as an Officer of the Crown to give the earliest intelligence thereof to the Commanding Officer of His Majestys Ships then lying at Cockspur, where I repair'd the day following hoping from thence some relief might be given by Capt [John] Stanhope,² to whom I related the whole of this enterprize, with advice how to conduct matters, to frustrate their designs - Capt Stanhope inform'd me he was not in a Capacity to render the least Assistance, being then very Short of Provisions and that if the *Sphinx* Frigate did not arrive within a few days with some expected Supplies he would be under the necessity of putting to Sea in Order to make the best of his way to the Fleet, for these above recited reasons, and not haveing Orders to Act in a matter of the kind, Capt Stanhope declin'd sending (any)

the least Succour or intelligence. On Sunday Morning following a Schooner Arriveing at Cockspur bound for St Augustine I took a passage in her in hopes to have been here in time to have given your Excellency intimation thereof that some force might have been sent from hence to their Assistance but am Sorry to find the length of the passage prevented anything of the kind being done. However I am still of Opinion, that If your Excellency would order an Armed Vessel to run into Sapello or Saint Catharine's their retreat might be cut off and a number of them taken prisoners. I have the Honor to be Your Excellency's [&c.].

(Signd) J: Kitching³

[Endorsed] Copy Mr Kitching's letter to Governor Tonyn. No 7 –
In Govr Tonyn's No 20 of 15th August 1776.

1. PRO, Colonial Office, 5/556, 735–38.

2. Commander of H. M. Sloop *Raven*.

3. Kitching was Customs Collector at Sunbury, Georgia. He also provided Governor Tonyn with intelligence of defenses and ships at Sunbury, *ibid.*, 727–29.

10 Aug.

CAPTAIN CHARLES DOUGLAS, R.N., TO VICE ADMIRAL RICHARD
LORD HOWE¹

Copy

Isis, Quebec, August 10th 1776

My Lord, The Prisoners lately taken at Lake Champlain, the *Pearl* waited for, being just come down; She sails tomorrow – By Accounts received from Chambly they go on as briskly as can be expected at St Johns, in putting up the several Frames of Gun-boats, and the two Schooners *Maria* & *Carleton*; the latter will be first ready, but I find not so soon as I had reason to believe, by eight or ten days, some of the Artificers being ill of Fluxes – another armed Brig sent out to General Carleton, by the Treasury Department, is just arrived, her ten six pounders and twenty five Men, will be of Use on the Lake – Westerly Winds & Calms much prevailing, the long-boats of most of the Transports, have for some days, been employed in staging up Provisions, from one Ship to another, relays of which are placed for that Purpose, all the Way from this to the Mouth of the Sorel: when this Business is compleated, they are to depart for England, some very few excepted – those below the Rapids of Richlieu first, & that very shortly.

The Apparatus for Lake Champlain, being of very considerable Magnitude, & the Service of very great Importance, General Carleton as I am, is very solicitous to have the Armament particularly well Officer'd – I have therefore added Mr Willm Burchell Master's Mate of the *Blonde*, who is very deserving, & above eleven Years since passed his Examination, to the Number of Officers appointed to serve as Lieutenants, on the approaching Expedition – I beg Leave most humbly & earnestly to recommend him to your Lordship, for establishing Rank accordingly: at present he acts as Lieutenant of the *Blonde*, in the room of Mr James Dacres who has assisted the Quarter Master General ever since the Army entered St. Peter's Lake, in which Situation a Sea Officer has been absolutely necessary in this terra-queous Expedition; Mr Dacres is to have a Command of Consequence on

Lake Champlain, upon which he will be second Sea Officer in point of Seniority, with the Pay of a Master & Commander annexed by the General My Lord, I have the Honor most respectfully to remain [&c.]

Ch^s Douglas

P.S. The Ship taken down here, And to be re-constructed at St: Johns, is to be called the *Inflexible* — The Wind is now Easterly, & We look with Impatience for the expected Victuallers from Ireland; To guard against a Change, or Calms, The Boats are kept in readiness, as alluded to in the foregoing, to convey their Contents upwards, but as yet We have heard nothing of any such Victuallers, being entered the River.

As it is more than probable, that Lieut [John] Schank, with the Ship's Company of the *Canceaux*, will because of the Lake Service, be detained here very late; I presume your Lordship, will have no Objection to her wintering here, if it should be found necessary, more especially as Mr Schank's Service, may also be very useful next Year upon the said Lake.

1. PRO, Admiralty 1/487.

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

Remks on Satterday 10th of August 1776

- 1 [A. M.] Lay By under mainsail & Gibb
- Lay By up NWBW of North
- 7 Made sail rainy weather
- 11 Saw a sail barring NNE gave Chaise we Came up fast Carried away squairsail tack lost Duncan Morrison over a board hove too out boat but Could not save him made sail Again
- Lattd in 35d 5m Longd in 61d 8m
- 1 [P. M.] Pleasant breaze and Cloudy weather
- 4 Fired a shott at Chaise
- 6 She hove too found her to be the Briggt *Cathrine* from Nantucket for Suranam Jno Barnicoat Master Belonging to Mr Timothy Fitch sent the 1st Leiutt on board to over hall her let him proceed on his Voige we stood to the northward

1. John Fisk Journal, AAS.

Providence Gazette, SATURDAY, AUGUST 10, 1776

Providence, August 10.

Tuesday last arrived here a Prize Ship, taken by the *Diamond* Privateer, Capt. William Chace, of this Port: She was bound from Dominica to Bristol, and had on Board 310 Hogsheads of Sugar, and 200 Barrels of Oil.¹

A Prize Ship mentioned in our last to be taken by the *Montgomery* Privateer, Capt. Daniel Bucklin, of this Port, is arrived at Dartmouth: She was bound from Barbadoes to London; her Cargo consists of 200 Hogsheads, 40 Tierces and 4 Barrels of Sugar, 106 Hogsheads of Rum, 127 Bags and 15



John Shank.



James Dacres.

Barrels of Ginger, 22 Bags of Cotton, 1 Pipe of Madeira Wine, and 39 Barrels of Oil.²

Another valuable Prize taken by the *Montgomery*, in Conjunction with a Salem Privateer, is arrived at Falmouth.

Thursday last arrived here a French Sloop from the West-Indies, laden with Molasses, &c. The Captain informs, that a Fleet of 20 Spanish Men of War, were lately seen steering for the Havannah.

Some American Vessels, it is said, have been lately seized by the Portuguese, whose Dependence on the British Crown for Protection and Aid against their Spanish Neighbours, obliges them to comply with every thing required of them.

1. The ship *Jane*. Captain Chace's libel against the prize is also in this issue of the newspaper.
2. The ship *Eagle*. See also this issue for Captain Bucklin's libel.

MUSTER ROLL OF THE CONTINENTAL SLOOP *Fly*¹

Muster Roll of the Officers and Men belonging to the Sloop <i>Fly</i> Hoysteed Hacker Esqr Commr					
when entered into the Service	What Vessel turned over from	When turned over	Men's Names	Stations in which they have entered	Run, dead, Sick, Discharged or turned over
1775 Nov. 20	Brigt <i>Cabot</i>	1776 Jany. 20	Hoysteed Hacker	Captain	turned over to Brig <i>Hamden</i> Aug 10
" 25	Ship <i>Alfred</i>	" 30	John Fanning	Lieutenant	Run July 15
1776 Jany. 3			Robert Robinson	First Mate	
March 16			Leven Daskell	Second Mate	
1775 Dec. 23d			William Weaver	{ Cooper & Steward Boatswain	turned over to <i>Hamden</i> Aug. 10
	Sloop <i>Providence</i>	Feby. 13	John Downe		turned over to <i>Columb[us]</i> June 9
Decem- ber 28			Thomas Burgess	Able Seaman	turned over to <i>Columbus</i> June 9 & returned 24 do.
" "			Joseph Jackys	ditto	turned over to ditto June 9
1776 Jany. 1			Joseph Sherman	Landsman	discharged April 10
" 6			John Young	Able Seaman	Run April 13th
" 1			William Pearce	ordinary "	turned over to <i>Hamden</i> Aug 10 & dischd Oct. 10
" 1			John York	ditto	Run July 4th
" 11			Joseph Breed	Landsman	Put on Shore sick at N. L. April 8th
" 1			Christopher Crandol	ditto	Run April 13th
" 11			John Cook	ditto	
" 2			Daniel Scranton	ditto	Run April 30th
" 17			Quako Chadwick	ditto Negroe	
" 11			John Clarke	Cook "	
" 8			Weden Carpenter	Landsman	Run July 4th
" 2			Stephen Fowler	ditto	Run April 9th
" 1			Parker Hall	ditto	Run April 12th
" 6			Samuel Tyler	ditto	put on shore sick at N. L. April 8
" 1			William Johnston	Ordy Seaman	turned over to Brig <i>Hamden</i> Aug 10
" "			Reuben Deway	Landsman	turned over to ditto Aug 10
" "			Mackson Chase	ditto	turned over to <i>Alfred</i> Mai 16
Feby 11			William McHoster	ditto	
Jany 1			John Chadwick	Boy	
May 30			Samuel Hacker	Boy	Turned over to Brig <i>Hamden</i> Aug. 10, 1776
April 30			John Lance Hacker	ditto	
Feby. 8			Lawrence Ash	Ordy Seaman	discharged June 19th

The above is a true Muster Roll of All the Officers and Men belonging to the Sloop *Fly* under my Command from the time of their entering until this day.

Sloop *Fly* August 10th 1776

Hoysteed Hacker

(Copy)

I. R. I. Arch.

NATHANIEL SHAW, JR. TO CAPTAIN SAMUEL ALCOTT, HARTFORD ¹

New London Aug. 10, 1776

Inclosed is Robert Knights Receipt for some Cordage & Sail Cloth, which is intended for the Vessels fitting on the Lake & must be immediately sent of[f] for Albany to the Care of Philip Van Renslear Store Keeper it would be best to have the waggon that carries the Sail Cloth Covered It was purchased here by Capt Leonard Van Beuren, who I suppose will be with you by the time this boat gets up. He will leave a draft with you for the amount of my Bill on Jona Trumbell Esqr pay Master General & beg you will desire him to make the draft pay to you & send it to Albany by the Wagoner or some safe hand & let me know when you receive it, I would not have given you this trouble but know the Service requires it. I am &c.

N Shaw Junr

N B. Pay the frt £3, the storekeeper will pay the Cartage

30 bolts Duck @ £6	£180
Frt	3
	<u>£183</u>

1. Shaw Letter Book, YUL.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT STATE
SCHOONER *Spy* ¹

Schooner <i>Spy</i> Robt Niles Commander to Nath Shaw Junr		Dr
1776	To 213½ lb Powder a 5/4	£56.16..-
Aug 10	to 84 lb Muskett Ball /6	2..2..-
		<u>£58.18..-</u>
	To My Commissions 2½ pCt	1..9..6
		<u>£60..7..6</u>

[Endorsed] Schooner *Spy* No 7

1. Nathaniel Shaw Accounts, ConnSL.

ORDERLY BOOK OF BRIGADE MAJOR PETER SCULL ¹

Head Quarters [Ticonderoga],
Aug. 10th 1776

Lieut. Col. Courtland [Philip Van Cortlandt] with the Officers and Soldiers of Col. Wynkoop's Regimt, and the Companies of the New-York Militia to go in Batteaus to morrow Morning early to Skeensborough - they are to take as many Boats as possible - The Batteau Master to deliver them the Boats this morning - The Batteau Master is immediately to send to the different Incampments and collect all the Oars. - Neither officer or Soldier is for the future to use any of the Oars for any other purpose than that they were design'd for - proper Poles must be cut to carry Provisions and Baggage.

Col. [Joshua] Wingate's and Col. [Isaac] Wyman's Regts to Furnish 12 Sub[altern]s 12 Serjts 12 Corp, 5 d[ru]ms & 259 privates to assist in manning the Fleet ²

They must be sent to B. G. [Brigadier General] Arnold at Head Quarters. at six O Clock this evening – They will have the same extra Allowance as the other troops serving in the Fleet – The Genl desires that as many Seamen as those Corps can furnish may be sent with the above Command.

1. MNHP.

2. These were men from two New Hampshire militia regiments.

LIEUTENANT COLONEL ROBERT HANSON HARRISON TO BRIGADIER GENERAL
THOMAS MIFFLIN ¹

[Extract]

Head Quarters New York August 10th 1776.

Apprehensive that the Enemy, If they go up the North River, may attempt to go down the Creek in their Boats and destroy Kings bridge, His Excellency judges it Necessary, that you should direct Colonel [Rufus] Putnam & Monsr [Antoine Felix] Wiebert to mark out some Convenient spot where a small work proper for its defence and security must be thrown up, as speedily as may be.

His Excellency wishes you to sink as soon as possible the Vessels &c. for Obstructing the Channel, and should you want more, that you will certify Genl Putnam of the same.²

1. Washington Papers, LC.

2. Washington on August 11 urged Colonel Rufus Putnam "to hasten the Sinking of Vessels and other obstructions in the River at Fort Washington as fast as it is possible." Charles S. Slack Collection, Dawes Memorial Library, MCL.

JOURNAL OF H.M.S. *Niger*, CAPTAIN GEORGE TALBOT ¹

August 1776

Do [Sandy Hook] N 67.00 W 54 Leags

Friday 9

at 3 AM saw a sail in the SE Qr at 4 Wore ship & gave Chace at 6 Fir'd a shot & Bro't her too a Brig from the Coast of Brazil & St Eustatia Laden with Spermacety Oil belonging & bound to Nantuckett Jonathon More Master took the Master Mate 2 of the People & 7 Passengers out of her sent a Petty Officer & 5 Men to take Charge of her ² at 7 saw a sail in the SW Qr at 10 made sail

Light Breezes & Fair Wr

at 5 PM hoisted out the Barge & sent her Man'd & Arm'd with the 1st Lieut after the Chace a sloop bearing SSW 3 Leags at 1/2 past 9 Fir'd a swivel a sigl for the Sloop Kept Do Every 1/2 Hour till 12

Saturday 10

at 1 AM the Barge returned having made a Prize of & took out of the sloop the Master (Moses Lipett) his mate & 5 hands Left a Petty Officer & 6 men onboard to take charge of her a Prize belonging & bound to Rhode Island From St

Cruise Laden with Raw Sugar & Salt ³ at Noon the Brig & Sloop in Compy

1. PRO, Admiralty 51/637.
2. There is no record of this in Howe's prize list for March 31, 1777.
3. The sloop *Hope*, Moses Lippitt, master, which cleared from Providence, Rhode Island, for St. Croix, April 26, 1776. See Volume 4, 1481.

JOURNAL OF THE CONTINENTAL CONGRESS ¹

[Philadelphia] Saturday, August 10, 1776

Resolved, That the said [Secret] committee be directed to deliver to the order of the Marine Committee, such quantity of arms and ammunition, as may be necessary for the use of the continental frigates.

1. Ford, ed., *JCC*, V, 645.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY ¹

In Council of Safety,

[Philadelphia] August 10th, 1776.

Resolved, That it is the opinion of this Board, that the present dissatisfaction which prevails in the Naval Department of this State, arising from a disputed Command, will greatly weaken the defence provided for the River Delaware, and that a hearing of the Officers before Convention, and a speedy determination of that matter, would be Conducive to the security of this State.

1. *Pennsylvania Colonial Records*, X, 680.

"EXTRACT OF A LETTER FROM PHILADELPHIA, AUGUST 10." ¹

We have this day an account of a Jamaica Guinea ship, with 7 hogsheads of sugar, 8 or 9 of rum, and 7,000 dollars, being taken by a privateer from Maryland, and is safe arrived in port, also a New England brig from Martinico. The Antigua brig I mentioned in my last, fell in with the *Boreas* man of war, when the prize master passed for the real Captain, went on board, and shewed his papers, and was politely treated; (the *Boreas* was from the West-Indies and Carolina:) The Captain desired him to keep well to the eastward, but the prize master said he was not afraid of the Americans, as they were a pack of cowards; to which the Captain replied, he was mistaken, for at Carolina they fought more like devils than men, much more than cowards.

1. *Connecticut Journal*, August 21, 1776.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY ¹

[Williamsburg] Saturday. August 10th 1776.

It being represented to this Board, that the publick landing at Quarles's Warehouse is a proper place for building Vessells for the public service, and that the Warehouses there (at present useless) are very proper for reception of the Workmen as well as the materials for carrying on the Work, and necessities for subsisting the men, This Board think proper to recommend to

the Court of the said County of King William to permit Mr Caleb Herbert and his Workmen to occupy so many of the said Houses as he shall find necessary as long as he shall be engaged in building for the Country, and to allow him at the expense of the public, to make such necessary additions to the said houses as he may be directed to do by the Commissions of the Navy.

Ordered, that Colonel George Weedon of the 3d Battalion be permitted to apply to the Commissioners of the Gun manufactory at Fredericksburg or to Mr James Hunter for such Arms as they may have already finished for the publick, upon his delivering as many other Guns which are now in the possession of his Battalion in their room, which Guns are desired to be forwarded to this place without delay for the use of the marine Companies in York and James river

I. McIlwaine, ed., *Journals of the Virginia Council*, I, 116, 117.

DIXON AND HUNTER'S *Virginia Gazette*, SATURDAY, AUGUST 10, 1776

Williamsburg, August 10.

A Captain of a vessel, who is just arrived with powder and arms, informs, that he met with Lord Dunmore's fleet off the Capes, standing out to sea; in two divisions, one to the southward, and the other to the northward. They have been several days lying in Lynhaven Bay, and have burnt some small vessels which probably they had not men to manage, or were unfit for a voyage. — May they never return.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS¹

Sir,

English Harbour Antigua 10th August 1776

By the *Argo* I acquainted their Lordships that the *Shark* Sloop had Engaged an American Privateer off St Pierres Bay, Martinico; and transmitted for their further information Copys of Captain [John] Chapman's Letter to the Governor of Martinico, and his Answer thereto; likewise Captain Chapman's Letter to me on the occasion. Since then, I sent Captain [Thomas] Eastwood in the *Pomona* Sloop, with a Letter to the Compte D'argout (Governor of Martinico,) Copy of which Letter, and of Captain Eastwood's Orders, and Instructions thereon are inclosed, and Marked No 1, & 2; and the Paper marked No 3 is the Compte D'argout's answer to my Letter; by which their Lordships will perceive that all kind of Protection, and Countenance, is given to the American Rebels; at the French Islands, and I can likewise assure them of the same being done at the Dutch and Danish Islands: So that I apprehend We shall now be very much pestered with these kind of Armed Vessels, and that they will make no manner of Scruple to Arm and fit them, for Sea, at all the Islands in these Seas, not belonging to Great Britain; as they certainly can more readily procure Ammunition and Naval Stores for them at said Islands, then in America. — The Vessel I wrote about is now heaving down and Refitting at Port Royal, Martinico; it is said She sails very well, and had taken before her arrival there Three Prizes, Vizt a Ship from Grenada, a Brig from this Island (bound to Ireland, with Rum) and another to Glasgow, all which She sent to America.

Their Lordships I presume will perceive by the Governor of Martique's Answer to my Letter that any further Correspondence with him (or indeed with any of the Governors at the other Islands) will be useless. I therefore hope they will be pleased to give me such farther Instructions as may be thought proper, and necessary on the present occasion, as by the Kings late Instructions We are so very strictly enjoined to Observe the exactest Neutrality towards the Foreign Ports. – I likewise wish to receive their Lordships farther directions about that part of the Kings Instructions relating to the keeping the American Prisoners, as they will soon increase here to a considerable Number; and there is no place of Security provided to keep them on shore, neither can it be proper in this Climate to Croud the Ships with them, as that would undoubtedly cause great Sickness to happen onboard, and thereby very much distress the Service. – I have just now received a Letter from Governor [Valentine] Morris of St Vincent, Copy of which, marked No 4 is inclosed; by it their Lordships may perceive I have not been mistaken in the Surmise I mentioned in the beginning of this Letter. I shall send the *Pomona* to Sea to morrow, with directions to Cruize between Port Royal Harbour and the Island of St. Lucia, to endeavour to intercept said Vessels, and will write at the same time to Captain Chapman (who was directed by my Orders of the 16th July last to Cruize about those Islands) to assist in the like Service, and I flatter myself they may by keeping a good look out, be enabled to intercept and take the afore-said Armed Vessels. I am Sir [&c.]

Jam^s Young.

1. PRO, Admiralty 1/309.

11 Aug. (Sunday)

JAMES WARREN TO JOHN ADAMS¹

[Extract]

Boston, August 11, 1776

... I wish I could entertain you with any important intelligence. We have nothing going forward here but fixing out privateers, and condemnation and sale of prizes sent in by them, so many that I am quite lost in my estimate of them, and West India Goods are falling at a great rate. Yesterday arrived a prize taken by a [New] York Privateer with several hundred bags of cotton (a capital article), etc., etc.² While all this is going forward, and whole fleets have been here, and might have been taken by your ships if at sea, I can't sufficiently lament the languor, and seeming inattention to so important a matter. A very fine ship lies at Portsmouth waiting only for guns,³ and I am told there are not yet orders issued for manning those at Newbury Port.⁴ This delay disgusts the officers, and occasions them to repent entering the service. ...

1. *Warren-Adams Letters Being Chiefly a Correspondence among John Adams, Samuel Adams, and James Warren* ... (Boston, 1917–1925), I, 267–69. Hereafter cited as *Warren-Adams Letters*.

2. The ship *Earl of Errol*, 270 tons, John Bartlett, master, from Jamaica for London.

3. The Continental frigate *Raleigh*.

4. The Continental frigates *Boston* and *Hancock*.