

# **Naval Documents of The American Revolution**

**Volume 8**

**AMERICAN THEATRE: Mar. 1, 1777–Apr. 30, 1777**

**EUROPEAN THEATRE: Jan. 1, 1777–May 31, 1777**

**AMERICAN THEATRE: May 1, 1777–May 31, 1777**

**Part 2 of 4**

**United States  
Government Printing Office  
Washington, 1980**

Electronically published by  
American Naval Records Society  
Bolton Landing, New York  
2012

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Deliver them over to the officers of His Majesty's Ships that may require them to compleat their Compliment.

1. PRO, Colonial Office, 5/631, 135.

WILLIAM BINGHAM TO SILAS DEANE <sup>1</sup>

[Extract]

Dear Sir, [St. Pierre, Martinique] March 29th 1777

Above is Copy of my last Respects & am still without any of your esteemed Favors; there have been no Accounts lately from America, & very little News that can be depended upon . . .

The Ship *Seine* will sail to morrow for the Place of her Destination; I have taken out of her One hundred Bales of Camp Equipage & Cloth, & Two hundred & Seventeen Cases of Fusils, which I Shall forward to the Continent by several Armed Vessels which are daily expected. I have cleared the Vessel out for St Pierre Miguelon & the General has been So kind as to write a Letter to the Commandant informing him "that he had understood there was a great want of the Articles which composed this Vessels Cargo at St Pierre, & that St Domingo was very well supplied; In Consequence of which he had thought fit to forward the Vessel to that Port, after having taken out a considerable Quantity of Arms &c;" This new Arrangement will greatly facilitate the Success & lessen the Risk of this affair. . . .

1. Silas Deane Papers, ConnHS.

30 Mar. (Sunday)

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* <sup>1</sup>

Saturday [Sunday], March 30

Light winds and variable, from N. E. to W. by N. at 8 A. M. saw Mount Desart, bearing N. N. W. distance 9 leagues; out oars and rowed part of the day.

1. *Providence Gazette*, April 26, 1777.

CONFESSION OF JAMES MOLESWORTH <sup>1</sup>

[Philadelphia, March 30, 1777] <sup>2</sup>

When the Enemy advanc'd Mr. Thomas Inform'd me that the Posts at the Ferry were to be cut down, and the Bridge over Ogdens Ferry to be cut away, and the Cannon at the Fort to be Spiked by a Person on duty there.

Mr. Warren, alias Caton, went in Company with me to the Jerseys, we met with Jonathan Henry Smith at Bullions Tavern who said he would take us safe through the lines which he accordingly Perform'd; we crossed at Milestone Bridge; We inform'd Bullion we were going to New York, who shook his head & said he was much frightened for us.

We went from Milestone bridge to Lord Abercrombie, who sent us to Lord Cornwallis; from thence we went to General Skinner, who was very desirous to know whether General Dickinson had resigned or not. I there found the Hessian Troops were very sickly & numbers died every day.

Colonel Ball offered me a Captain's Commission, which I refus'd; & have never yet had any Commission from the British Generals.

On my return to Philadelphia I acquainted Mr. Sheppard & Joseph Thomas of what Lord Howe had mention'd to me respecting the Pilots, Sheppard told me he expected two every day, and that a Mr. Cameron who he had mention'd the Subject to had been looking for them for some time; said Cameron broke his leg a short time ago.

Mrs. Bryan Inform'd me she had been tampering with some of the Pilots to bring the British Fleet up the Delaware, and Mrs. McCoy afterwards consulted with Mrs. Bryan, she told me if I would call at her house that afternoon I could have an opportunity of conversing with the Pilots about going to New York, which I accordingly did and we Concluded to go on Horseback, one of which Mr. Sheppard was to Provide, Who Likewise Advanc'd me the £ 50 and told me that sooner than Loose the Pilots he would advance £ 100 if he never got a Copper in return. Mr. Sheppard Inform'd me he had three hundred Head of Cattle already provided, and could procure three hundred more if he knew where to deliver them or when the British Troops would be round.

When I Inform'd Sheppard I was ready to set off he applied to Mr. Fox, the Farrier, for a Horse; who Inform'd him he had none, and it looked odd he applying for Horses at that time of Night, he thought he had better wait untill morning, said Fox was present when I received the money.

Sheppard delivered a Book to Warren, alias Caton, which he was to deliver to Mr. Galaway, on Mr. Galaway's receiving it he applied it to the Fire, which enabled him to read it; no letters appeared before; Part of the Contents were that Caton might be trusted.

The above is what the Deceas'd Molesworth Communicated to us the Evening before his Execution, & requested when under the Gallows it might be made Publick.

Walter Stewart.

Lt Col. & A.D.C. to M. Gen. Gates  
Thos. Proctor, Col. Reg't of  
Pennsylvania Artillery

1. *Pennsylvania Archives*, 1st series, V, 280-81.

2. Molesworth made this statement March 30, the day before he was executed.

#### JOHN ADAMS TO CHARLES ADAMS <sup>1</sup>

Philadelphia March 30 1777

Yesterday, I took a Walk upon the Wharves, to see the Navigation. The new Frigate called *The Delaware*, is hawled off, into the stream and is ready to sail. Captain [Charles] Alexander is to command her. She makes a fine Appearance. - I then went to the House of one [Joshua] Humphreys



an ingenious shipwright and found him making a Model of a seventy four Gun Ship. He has nearly compleated it. You see every Part of the Ship, in its just Proportion in Miniature. After this Model the new seventy four Gun Ships are to be built, one at Portsmouth, one at Boston and one here.

I then went to the Foundry of brass Cannon. It is in Front street in Southwark, nearly opposite to the Sweedes Church. This Building was formerly a China Manufactory, but is now converted into a Foundry, under the Direction of Mr. Biers [Byers], late of New York. Here is an Air furnace, in which they melt the Metal. There is a great deep Cavern dugg in the Ground in which they place the Mould into which they pour the melted Metal, and thus they cast the Gun in a perpendicular Position. Several brass six Pounders newly cast, were lying there, and several old ones, to be cast over.

There is another Man, one King, who lives in Front street, at the Corner of Norris's Alley, who casts Patterara's<sup>2</sup> and Howitzers.

Thus you see, that a Foundation is laying, in Arts, and Manufactures, of a rising State. May you enjoy the Fruits of it, in greater Tranquility of Mind, than your Father has enjoyed, while it is laying.

1. Butterfield, ed., *Adams Family Correspondence*, II, 190.

2. Pedrero, a type of small cannon.

#### JOSEPH HEWES TO GOVERNOR RICHARD CASWELL<sup>1</sup>

[Extract]

Edenton 30th March 1777

. . . I want two vessels now for Continental service, one to go to old France, the other to Martinico. They are not to be had here on charter, & I have no power to purchase any on Continental account. Would it not be advisable for this State to purchase two or three good vessels & hire them to me for the above service. I have power to give high wages for suitable vessels & to insure them. This plan would greatly serve the public cause, & could not be attended with any loss to this State. If any other method could be hit upon by which I could be furnished, I should be exceedingly glad to have your Excellency's influences to expedite it.

1. Governors Letter Books, 1, Richard Caswell (1775-79), NCDAH.

31 Mar.

#### JOURNAL OF H.M.S. *Milford*, CAPTAIN ANDREW BARKLEY<sup>1</sup>

March 1777

At an Anchor in Gaboage [Chebogue] Harbour.

Wednesday 26

Fresh Gales & Cloudy Cold Wr with snow & Sleet at times with a Swell from the Wt ward.

Thursday 27

Endeavouring to float the prize<sup>2</sup>

Fresh Gales & Cloudy frosty Wr Latter Mode Breezes & fair



*Purported to be Richard Caswell*

Friday 28.      Empd Getting the prizes Guns & Provisions Out to float her  
                     Mode Breezes & Hazy    Latter fresh Gales & Cloudy

Saturday 29    Empd Lightning the prize.  
                     Fresh Breezes & Cloudy with Snow & Sleet Latter Mode  
                     Breezes & Cloudy

Sunday. 30      Do Empd  
                     First part Mode & fair.    Middle Calm & fair    Latter fresh  
                     Gales & Squally with Snow & Sleet

Monday 31      Do Empd  
                     first part fresh Gales & thick Squally Wr with Snow and  
                     Rain    Remainder fresh Breezes & Cloudy

1. PRO, Admiralty 51/607.

2. Continental Navy brig *Cabot*.

### JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*<sup>1</sup>

Sunday [Monday] March 31.

The wind blowing fresh at S. E. and heavy seas, bore away for Mount  
 Desart, at meridian anchored; the Captain went on shore and got a pilot.

1. *Providence Gazette*, April 26, 1777.

### VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS<sup>1</sup>

Number 26.

*Eagle*    Off New York

Sir

March the 31st 1777.

On the 9th, 10th and 11th of this Month, by two Packets and the *Thames*  
 which arrived on those different Days in Succession, I received your several  
 Letters, with the Orders from the Lords Commissioners of the Admiralty,  
 as recited in the Schedule annexed.

The Captains, inferior Officers and other Persons in the Fleet concerned,  
 will be made very happy when I have Opportunity to communicate the  
 Approbation of their Conduct signified by their Lordships Directions

The earliest Instructions have been sent to the different Stations for  
 intercepting and seizing the foreign Armed Ships under the Circumstances  
 in their Lordships Orders of the 6th of last November described: And for  
 preventing the Landing of Monsr. De Coudré supposed to have taken his  
 Passage in a Frigate from Havre, correspondent to the Tenor of your Letter  
 dated the 2d of the following Month. Due Regard will be equally had  
 to the Contents of the other Dispatches received as before mentioned.

The *Thames* meeting with much bad Weather on her passage from  
 England, had been separated from all her Convoy; One Transport with  
 Cloathing excepted. Two more, with the same Lading are since arrived.  
 But no Intelligence has been obtained of the *Elephant* Store-Ship, from the  
 time of her Separation two Days after the Convoy left the British Coast; Nor  
 of the *Unity* Ordnance-Transport which parted from the *Thames* the 11th  
 of January.

The Want of those Stores, but of Cordage more especially, becomes

now so considerable, that it will greatly affect the Employment of the Cruizing Ships: Tho' due Care has been taken, as I have more particularly explained in my Letter of this Date to the Commissioners of the Navy, by Conversion and other Expedients, to continue the Use of the serviceable Stores in every practicable Extent.

The Weather becoming more temperate with[in] the last fourteen Days, the Transports have been moved into the North River. Every suitable preparation is making for the further Appointment of them, [as] the Exigencies of the Services dependent on the future Motions of the Army, may require. And the Season now approaching, I most anxiously wait the Arrival of the Naval Reinforcement which may have been intended for carrying on the conjunct[ive] Operations of the next Campaign: As some time will be requisite for refitting, and otherwise getting them in Readiness for that Service.

Many small Armed Vessels were necessarily employed during the past Winter Months, for keeping an open Communication to the Winter-Cantonments of the Army in the Jerseys, by the Channel of the Raritan; And in the Sound, for protecting the Coasting Vessels with Supplies of Provision and Fuel for the Town of New York, from Long Island. Most of those Vessels were Captures chiefly manned from the *Eagle*. One of them, fitted for War, and so employed by the Rebels, was some time since dispatched with Letters to Sir Peter Parker. On her return, she was run onshore in a Snow Storm, and wrecked off the East End of Long Island. Several of the Crew suffered very much from the Severity of the Cold; But only Two lost their Lives by Excess of Fatigue. I must request to know their Lordships pleasure, in what Proportion they will think fit that any Satisfaction for the Hire and casual Loss of Vessels so taken for His Majesty's Service before Condemnation, should be made to the Captors; a Valuation of the Vessels having been previously adjusted.

The *Saint Laurence* Armed Schooner being very much out of Condition, and from any Service she can be expected to render in her ill-suited Construction, not meriting the Expence of Labor and Stores that would be requisite to fit her for Sea; I have judged it expedient to order a Bermuda Sloop named the *York*, of somewhat larger Dimensions and capable of very active Service, to be purchased at a reasonable Price, for a Tender upon the Fleet. And as she will be furnished with Twelve or fourteen Four pounders, I hope her Force and reputed Sailing Properties will render her very successful in the pursuit of the smaller Armed Vessels with which the Rebels are often able to distress the Trade of His Majesty's faithful Subjects, with Impunity. A second Sloop of nearly the same Dimensions, which has been weighed in Haerlem Creek, where she had been scuttled and sunk by the Rebels, is fitting with the same Intent; and the Command thereof given to Lieutenant Knight, lately released from Confinement in the Eastern Provinces. No Expence to the Crown will attend this Appointment, except for Wages, Provisions and the necessary Stores.

On the 17th. Instant the *Hinchinbrook* arrived with Dispatches for the

General from Governor Tonyn. This Armed Vessel being equally ill adapted for Sailing as for War, and in Condition little different from the *St Laurence*, the same Reasons subsist for declining to engage in any further Expence on the Repair of this Schooner also. The Furniture and Stores of the Schooners will contribute to the arming of the Tenders meant to be substituted in place of them. And as the Officers and Companies of the former will be turned over to the latter, in both Instances, no Increase of Expence will be incurred on the Head of Wages by the Change: Unless from any Addition made to their Complements occasionally: This Consideration, I hope, will further induce their Lordships to approve of my Proceedings in these respects. Such Use will be made of the dismantled Vessels, as the State of them upon further Examination will admit.

The Repairs and Refittings of the Cruizing Ships, Flat-Boats, and other incidental Services performed under the Inspection of the temporary Officers of the Yard, will be shewn in a great Measure by the Progress transmitted under Cover with this Letter. The *Swan* has been entirely refitted; And some Attempt would have been made in the same View, with relation to the *Rose*, *Scorpion*, *Thunder Bomb* and *Raven*, if it had been practicable. The first is wholly unfit for Sea; And the others will require more Assistance than our time or Means will admit, for putting them into a proper State of Service, with respect either to their Hulls or Stores.

The Disposition of the several Ships which have been lately ordered from this port, with the State and Condition of them according to the last Reports, will be shewn in the different Returns enclosed.

Their Lordships have been already informed concerning the General Appointments of the Ships composing the Squadrons under the Commodores Sir Peter Parker and Hotham. I have but few Particulars to relate respecting the Proceedings of the first. Different Extra Services for protecting Transports detached to procure Supplies of Fuel and Forage for the Troops at Rhode-Island, have prevented the Frigates from being employed on Cruizing Stations in the Extent proposed: And the Expedition terminating last Year with the possession of that Island, many Ships of different Classes, which it would be desirable to employ for other purposes, must now be necessarily detained for the Security of that important Post.

Commodore Hotham proceeding in the *Preston* according to the Tenor of his separate Orders of the 23d of December 1776, left Rhode Island with the *Brune* the 13th of January. He anchored the 19th in Chesepeak Bay; Where by his unexpected Appearance, an Opportunity offered for seizing a Ship laden with about five hundred and Fifty Hogsheads of Tobacco intended for Nantz. He was there joined by the *Phoenix*. The *Emerald* was afterwards sent to him from Rhode Island, and the *Daphne* from this Port.

Leaving the *Phoenix* and *Emerald* off of Chesepeak Bay, He sailed for the Delaware the 11th of February with the *Daphne* and *Brune*. But both the Bower Anchors of the *Brune* being so badly welded that they broke in

taking up; added to the want of Water, which could not be procured on the Southern Stations, He was induced to send the Frigate back to this Port.

The *Phoenix*, under the same Circumstances, was obliged to leave her Station. But as soon as Captain Parker can be supplied with Water, and the absolutely requisite Assistance of Stores, he will return to Chesepeak Bay.

Commodore Hotham arriving off the Delaware the 17th of February, was forced away from that Station by strong Northerly Winds which prevented his Return until the 11th Instant; And an Opportunity was thereby afforded for an Armed Frigate fitted by the Rebels with several Trading Vessels, to put to Sea from that River. The Commodore taking an American Ship with Ammunition and other military Stores from Nantz, soon after his Return as aforesaid, He thought fit to direct Captain [St. John] Chinnery to see the Prize in Safety to this Port. Several other Captures have been made by the Ships of this Southern Squadron; In Number from Twenty-five to thirty, which have been mostly sunk or otherwise destroyed. I have reason from different Relations to believe, that the small Squadrons under Captain Hamond and Captain Davis, have made as many more; But the Particulars not having been yet transmit[ted,] none of these Captures are added to the General List herewith enclosed.

Some French Vessels trading, or attempting to trade, in the Ports of the disaffected Colonies, have been sent here. But as no Court of Admiralty for trying the Legality of the Seizures can yet be held at New York, And the King's Service does not admit of Men to be spared for the Removal of those Captures to any Port in His Majesty's Allegiance, great Waste of the Cargoes by Theft and Decay in all the Vessels detained, is likely to ensue, to the Prejudice of the Claimants in whose favor the Decision of the Property may be hereafter determined.

The *Daphne* and *Thames* have been dispatched off the Delaware, to join the *Preston*; which Ship will be very soon obliged to return here for Water and the Refreshment of her Company, now very sickly, as I find by the Commodore's last Advices of the 21st Instant. And I have the Mortification to observe, that the same Scorbutic Complaint is lately become more general in the Fleet, by the Want of fresh Provisions which could not for some time past be procured: Neither for the Ships which compose the Eastern (under Sir Peter Parker) or Southern Squadrons; Nor those fitting and detained at this Port, or stationed on the adjacent Coasts.

The *Roebuck* having been met with at Sea the 18th of January far advanced on her passage to Antigua, I daily expect to hear of her Arrival off the Delaware with some of the other Frigates under Captain Hamond's Orders.

I have been restrained by different Accidents, in the Use I proposed to make of the *Vulture* and *Hunter* Sloops on the Coasts of the Southern Provinces this Winter. Captain Mackenzie, then employed with the *Lizard* and *Vulture* in the Bay of Fundy, having very injudiciously consented at the Desire of the Inhabitants, to let the *Vulture* winter at Annapolis contrary

to the Appointment of Sir George Collier, the Sloop was soon after frozen up. And the *Hunter* being ordered at General Massey's Request, to escort a Vessel with Provisions for a Detachment of Infantry posted at Spanish River, so late as the 13th of November, has been detained there or at the Island of St Johns, from the same Cause; as Sir George Collier informs me he had heard nothing of her since.

I shall very soon have Occasion to appoint a Convoy for the *Nottingham* Store-Ship now at Halifax, and some Transports with Recruits, prevented from making their passage last year to Quebec. I shall by that Opportunity send Instructions to Captain [Richard] Pearson, conformable to the Tenor of their Lordships Commands signified in your Letter of the 14th of January; And take Care to give You the earliest Advice of his proceedings in consequence.

The *Mellish* Store-Ship being separated from the *Richmond*, was taken soon after by the *Alfred* Armed Ship, as I understand, and carried into Boston. The Armed Ship was chased on her Return by the *Milford*; but without Effect, by Means of the thick Weather that critically happen[ed] and secured her Escape.

The General meditating an Attempt by Surprise, to take or destroy a considerable Magazine which the Rebels had formed at Peekskill about forty Miles up the North River, a Corps of Troops commanded by Colonel Bird, embarked in four Transports and proceeded up the North River the 22d Instant; under the Conduct of Captain Ferguson in the *Brune*, with the *Dependence*, and another Galley fitted for the Occasion. The Enemy upon the sudden Discovery and Approach of the Armament next Day, set Fire to a part of their Magazines and Barracks before they retreated. The Troops, after they landed, did the same to the rest: Whereby this plentiful Deposit of Provisions, Stores and other Necessaries of various Kinds, was totally destroyed; with no other Loss than two Seamen who were missing when the Troops re-embarked the succeeding Day.

I am with great Consideration, Sir [&c.]

Howe

[Endorsed] R 8 May/ (7 Inclosures)

1. PRO, Admiralty 1/487.

#### GEORGE WASHINGTON TO JOHN HANCOCK <sup>1</sup>

Sir

Head Qrs Morristown, March 31, 1777

Captain Desheild of Mr Buchanans Ship from Baltimore who was taken by the Enemy and carried into [New] York made his Escape from thence on Saturday Evening.<sup>2</sup> He informs, that three thousand Troops, British & Hessian, embarked about Ten days ago from the City & Staten Island on board Transports which were laying at the Latter when he came away, he adds that the Enemy have built & are building a number of light flat Bot-tomed Boats about Seventy of which were finished. Captn Desheild says, it seemed to be the general opinion & conversation, that this embarkation was for Chesapeak Bay with a view of making a descent on the Eastern Shore,

or that the Troops were to proceed to the Head of Elk, taking Annapolis & Baltimore in their way, there were some who thought it probable they mean to go up the North River and attempt the Highland fortifications. I have written to Genls McDougal & Clinton desiring them to make the best preparations that circumstances will admit of, for their reception, in case the latter should be their Object.

Captn Desheild being in company with the Captain of the Packet, but unknown to him, heard him say, that a War with France was much expected when he left England which was about the beginning of February. I have the Honor to be [&c.]

G<sup>o</sup> Washington

1. Papers CC (Letters from Gen. George Washington), 152, IV, 47-50, NA. Washington sent the same letter to Daniel of St. Thomas Jenifer (Red Book, III, Md. Arch.), and to Patrick Henry who in turn sent a copy to Governor Richard Caswell of North Carolina, Governors Letter Books, I, Richard Caswell (1775-79), 50-51, NCDAH.
2. Dashiell in the Baltimore ship *Farmer* was captured by H. M. S. *Brune*. See Volume 7.

#### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Monday, March 31, 1777

*Resolved*, That 1,258 dollars be paid to Messrs. Willing and Morris, the same being in full of a bill drawn by Esek Hopkins, at New Providence, 14 March, 1776, payable to Mr. Alexander Frazer, or order, and endorsed to the said Willing and Morris, to be charged to the said Esek Hopkins.

Congress having received advice that the ship *Mercury*, of Nantz, was arrived at Portsmouth, in New Hampshire, with a cargo for the United States, consisting of 11,987 fusees, 1,000 barrels of powder, 11,000 gun-flints, 48 bales of woollens, 9 bales of handkerchiefs, thread, cotton, and printed linens, 2 cases of shoes, 1 box of buttons and buckles, 1 case of sherry, oil &c, 1 box lawn, and 1 case of needles and silk neckcloths.

*Resolved*, That fifteen tons of the powder lately arrived at Portsmouth, be delivered to the order of the council of Massachusetts, to repay the powder advanced by that State, for the use of the continental army and navy, and that the said council transmit to the Board of War, a particular account of the powder advanced by their State for the use of the United States, and the persons to whom delivered.

1. Ford, ed., *JCC*, VII, 210, 211-12.

#### JOHN ADAMS TO JAMES WARREN <sup>1</sup>

Dear Sir, -

Philadelphia, March 31, 1777

We have this day received Letters from Europe, of an interesting Nature. We are under Injunctions of Silence concerning one very important Point: and indeed I don't know how far I am at Liberty concerning some others; but thus much I may venture to communicate: That We have an offer of three Millions of Livres in Specie, without Interest, and to be paid when We shall be settled in Peace and Independence; that all Europe wish



Us well, excepting only Portugal and Russia; that all the Ports of France and Spain and Italy and all the Ports in the Mediterranean, excepting Portugal, are open to our Privateers and Merchant Ships. That there is no danger of our wanting Arms or Ammunition for the future – between six and seven hundred Barrells of Powder having arrived in Maryland, and indeed, We had plenty of Powder before. In short, my Friend, altho We have many grievous Things to bear, and shall have more; yet there is nothing wanting but Patience. Patience and Perseverance, will carry Us through this mighty Enterprize – an Enterprize that is and will be an Astonishment to vulgar Minds all over the World, in this and in future Generations. An Enterprize however, which, Faithfullness to our Ancestors who have sett Us Examples of Resistance to Tyranny, Faithfullness to the present and future Generations, whose Freedom depend upon it laid us under every moral and religious obligation to undertake.

Our Accounts from Europe are that great Preparations are making for War and that every Thing tends to that Object, but when or where, or how Hostilities will commence is yet unknown. France and Spain, will act in concert and with perfect Amity, neither will take any Step without the other.

The American Ministers abroad, advise Us to exert ourselves in every Respect, as if We were to receive no Assistance from abroad. This is certainly good Advice and if We have Wisdom enough to follow it, a Division by a War in Europe will be a more effectual Relief to us. I am etc.

1. *Warren-Adams Letters*, I, 307–08.

#### JOHN ADAMS TO ABIGAIL ADAMS <sup>1</sup>

[Extract]

Philadelphia March 31. 1777

. . . A poor fellow, detected here as a Spy, employed as he confesses by Lord Howe and Mr. [Joseph] Galloway to procure Pilots for Delaware River, and for other Purposes, was this day at Noon, executed on the Gallows in the Presence of an immense Crowd of Spectators. His name was James Molesworth. He has been Mayors Clerk to three or four Mayors.

1. Butterfield, ed., *Adams Family Correspondence*, II, 192.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

State Navy Board

[Philadelphia] March 31. 1777

Capt. [George] Garland of the *Chatham* Gondalo having apply'd for Liberty to go down with his Vessell to Christine to recruit.

Resolved, That Commodore Seymore be desir'd to give him Permission accordingly for one Week.

Capt. [James] Blair having attended agreeable to order it was recommended to him to employ one of his Officers and a Drummer, Fifer or Boatswain, immediately to recruit.

An Order on William Webb in favor of James Stewart for Twenty five

Pounds five Shills for 11 Cords Wood Purchased by John Hazelwood for Ballasting the Ship *Strumbulo*, £25..5.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY <sup>1</sup>

March 1777	Cape Raffaie SW.bW. 12. or 13. Leags
Monday 31	at 6 AM saw a Sail to the NE. Lost by a boat oversettg at Seà (by which Accident Wm Smith was Drowned.) Gun- ners Stores as follows Swivele 1/2 pounder One Shott & Cartridges for Do Four each, Musquts Black Five, Car- touch Boxes for Do Four, Shott for Do 5 lb Pistols two Pair Cartouch Boxes for Do two Shott for Do 2 lbs. Cutlasses wt Scabbards Four each

1. PRO, Admiralty 51/399.

MONTHLY RETURN FOR THE CONTINENTAL NAVY BRIG *Lexington* <sup>1</sup>

[Extract]

- Brig *Lexington* -

- March [31] 1777 -

Numr	Time of Entry	Mens Names	Quality	Dead Dischd Run	Where Born	What Ship from	Born for Provisions Prisoners	Gone on Board Prises
1	77 Feby 5	Henry Johnson Esqr	Commdr		Boston			
2		Elijah Bowen	1st Lieutnt		N:Engld } Middlen } Cont N:E. }			
3	77 Feby 10	David Welch	2d do		Ireland			<i>Hanover Prise</i> }
4	77 " 12	Jeremiah Holden	Master		Pennsylv			21st Marh 77 }
5	" " 10	Nathan Dorsey	Surgeon		Maryland			
6	" " 18	John Thompson	Gunner		Ireland			
7		Thomas Lyne	B Swain		England			
8	77 Feby 12	John Chester	Carpenter		do			
9		James Connelly	Lieut Maris		Ireland			
10	76 July 27	Richard Dale	1st Mate		Virginia			
11	77 Feby 24	Henry Lawrence	2d do		Denmark			
12	76 Marh 17	Mathew Clear	Actg 3d do		England			
13	76 Aprl 19	Nicholas Simkins	M.S.Man		West Jersey			<i>Hanover Prise</i> }
14	" " 4	Recompence Hand	do	D 17 Marh	do			21 Marh 1777 }
15	77 Feby 21	James Dick	do		Ireland			
16	76 Scpr 2	John Hopes	Clerk		do			
17	77 Feby 10	Clement Smith	Surgs Mate		Maryland			
18	" " 20	James Jackson	Armourer		Ireland			
19	76 Marh 18	John Woodsides	Cooper	D 9 Marh	Pennsya			
20	76 May 22	James Shields	Bt Swn Mate		do			
21	" " 21	Mathew Brannon	do Yeoman		Ireland			
22	77 Feby 28	John Wiggins	Steward		England			
23	" " 12	Mathw Lewis	Carpr Mate		do			
24	76 Apl 3	Samuel Hubble	Qr Master		Eggharbour			
25	" July 29	Edward Hart	do		England			
26	" Marh 18	George Greggs	do		Portugal			

27	" May 13	John Barry	Serjant		Ireland			
28	" " 15	Samuel Williams	Cook		England			
29	" " 20	Aaron Quigley	Able		West Jersey			
30	" Marh 17	John Gordon	do		Ireland			
31	" May 20	John Davis	do		England			
32	" July 29	Thomas Heley	do		do			
33	" " 7	William Starns	do		No Carolina			
34	" May 22	John Stewart	do		Scotland			
35		Benjamin Lockart	do		Ireland			
36	76 Octr 20	Thomas Coleston	Ordinary		do			
37	77 Feby 26	Joseph Coleston	do		do			
38	76 May 19	John Hobbs	do	D 3 Marh	do			
39		Ph. McGlaughlan	do		do			
40		Thomas Marlin	do		do			
41	77 Feby 15	John Row	Landsman		do			
42	" " 15	Thomas Bradley	do		do			
43	76 Ocr 19	William Ryley	do		do			
44	" Sepr 16	Francis Owens	do	D 3 Marh	do			
45	" May 16	Henry Beckly	Boy		Philada			
46	" Sepr 16	William Keith	do		do			
47	" Octr 12	William Lane	do		do			
48	" " 12	Daniel Feagan	do		West Jersey			
49	" " 16	George Morrison	do		Scotland			
50	" " 12	Andrew Groce	do		Philada			
51	" June 5	John Harvey	do		do			
52	" Octr 10	David Clark	do.		do			
	18 March 1777							
53	76 Octr 16	Francis Coleburn	Boy		Philada			
54	77 Feby 24	Jacob Crawford	do		do			
55		Samuel True	Able	R 18 Feby	Ireland			
56	76 May 20	Thomas Haines	Ordnery	R 15 do	Mulatto			
57	77 Feby 21	Nicholas Caldwell	Cabin Stewd		Ireland			
58	77 Marh 6	Richard Wescot	Master			of the Northam <sup>2</sup>	for 25 Days	
59	do	William Hemmens	Mate			do	do	
60	do	Robert Devericks	Able			do	do	
61	do	Samuel Langden	do			do	do	
62	do	William Heirs	do			do	do	
63	do	William Filpin	do			do	for 15 Days	
64	do	James Anderson	do			do	do	

Hanover Prise }  
21 Marh 1777 }

Hanover Prise }  
21 Marh 1777 }

Numr	Time of Entry	Mens Names	Quality	Dead Dischd Run	Where Born	What Ship from	Born for Provisions Prisoners	Gone on Board Prises
65	do	Nicholus Purdy	Passenger			do		
66	do	Robert Duxberry	do			do	for 25 Days	
67	do	George Parker	do			do	do	
68	77 Marh 21	William Pollock	Master			of the <i>Hanover</i>	for 10 Days	
69	do	James Oar	2 Mate			do	do	
70	do	George Eagin	Able			do	do	
71	do	Robert McDonnald	do			do	do	
72	do	William Campbell	do			do	do	
73	do	Alexander McDowall	do			do	do	
74	do	Murdock Millon	do			do	do	
75	do	John Edwins	do			do	do	
76	do	William Robinson	do			do	do	
77	do	Nail Nicholson	do			do	do	

Actually on board the  
end of this Month

1 Commander  
1 Lieutenant  
1 Master  
2 Mates  
1 Actg do  
1 Midshipman  
1 Sugeon

1 do Mate  
1 Boatswain  
1 do Mate  
1 do Yeoman  
1 Carpenter  
1 do Mate  
1 Captains Clerk

1 Gunner  
1 Lieutenant Marines  
1 Armourer  
1 Steward  
1 Cabin do  
1 Master at Arms  
3 Quarter Masters

1 Cook  
2 Able Sea Men  
3 Ordinary do  
4 Landsmen  
9 Boys  
17 Prisoners

—  
60

1. Franklin Papers, vol. 2, 9, HSP.
2. British prize brig.

1 Apr.

CAPTAIN THOMAS THOMPSON TO JOHN LANGDON <sup>1</sup>

Memo of Provisions due to Officers belonging to the Ship *Raleigh* who have not receiv'd any Provisions from the Time of their Entry to the 1st of April 1777 –

Name	Time of Entry	Number of Days	Bread in Pounds	Beef in Pounds	Rice or Flour in Pounds	Rum in Galls.	Vine-gerr Jills
Mr Shores	Sept. 1, 1776	213	213	319	54	13 $\frac{5}{16}$	30
Mr Shackford	Aug. 5	240	240	360	60	15 $\frac{1}{16}$	34
Mr Yeaton	Sept. 28	186	186	279	46	11 $\frac{10}{16}$	26
Doctr Jackson	Sept. 2	212	212	318	54	13 $\frac{4}{16}$	30
Mr Manning	Jan. 13, 1777.	79	79	118	20	4 $\frac{5}{16}$	11
Mr Meeds <sup>2</sup>	Aug. 19, 1776	225	225	337	56	14 $\frac{1}{16}$	32
			1155	1732	290	72 $\frac{3}{16}$	163

Sir Please to pay the above provisions to the officers therein mentioned being due to them from the Continental Frigate *Raleigh*

Tho<sup>s</sup> Thompson

To John Langdon Esq agent

[Endorsed] We the subscribers acknowledge to have Receiv'd the provisions &c specified in the within memo

Hopley Yeaton

Peter Shores

Tho<sup>s</sup> Manning

Stephen Meeds

1. Isaac W. Hammond, ed., *State Papers. Documents and Records Relating to the State of New-Hampshire* (Manchester, 1887), XVI, 924–25.

2. Peter Shors was first lieutenant of the *Raleigh*; Josiah Shackford, second lieutenant; Hopley Yeaton, third lieutenant; John Jackson, surgeon; Thomas Manning, master, and Stephen Meeds, Marine first lieutenant.

PETITION OF PIERRE LAFITTE AND FREDERICK DELAPORTE  
TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Right Honourable the great & General Court & Council of the  
State of Massasuchets Bay

The Petition of Pierre Lafitte and Frederick Delaporte both Frenchmen  
& now in this Town Humbly sheweth

That about four a five Months ago having imported into this State  
sundry Merchandises, the Proceeds whereof having enabled them to purchase  
a Sloop of about fifty Tons, they intend to load her with Lumber, some  
Spermacety Candles pickled & dry Fish &ca

And whereas the Embargo laid on all Vessels by the honourable Court  
& Council prevents their Departing & fetching new Supplies which proving  
very detrimental to the Petitioners –

Therefore the Petitioners humbly beg of the Honorable Court &  
Council, that they may be allowed to sail to the french West Indies, in their  
Sloop loaded as aforesaid for which as in Duty bound they shall ever pray  
&ca &ca

F Delaporte      P<sup>re</sup> LaFitte

[Endorsed] State of the Massachusetts Bay.

In house of Representatives, Apr 1st 1777

Resolved That the prayer of the within Petition be granted, and that the  
petitioners be and they hereby are permitted, to depart from this State,  
for the french west India Islands, in the within mentioned Sloop, with A  
Cargo of Lumber, Spermacety Candles, pickled, & dry fish – Sent up for  
Concurrence

J Warren Spkr .

In Council April 2d 1777      Read & Concurred

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 182, 316.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Tuesday April 1 1777

On Motion Ordered that Mr William Rogers of Marlboro' be and he  
hereby is permitted to inlist on Board the Ship *Hancock* whereof John  
Manley Esqr is Commander.

1. Mass. Arch., vol. 20, 364, 365.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION <sup>1</sup>

[Fishkill] Tuesday Morning, April 1, 1777.

On reading the letter from the Honourable Francis Lewis, dated the  
12th of March, relative to the prizes of the sloop of war *Montgomery*,<sup>2</sup>

*Resolved*, That this Convention agree to allow one-half of the nett  
proceeds of the prizes of the vessel of war *Montgomery*, belonging to this

State, to the captors; and that Mr. Lewis be requested to cause the distribution of the prize money to be made accordingly: And —

*Resolved*, That Mr. Lewis be requested to lay out the other moiety of the nett proceeds of those prizes in salt, to be purchased at Philadelphia, and advise this Convention thereof as soon as he shall have an opportunity, and have purchased such salt.

1. *New York Provincial Congress*, I, 857, 858, 859.

2. *Ibid.*, II, 181–82.

# MINUTES OF THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

## In Marine Committee

[Philadelphia] April 1, 1777

Resolved that Colo William Whipple be empowered to Order A Vessel from New Hampshire with A Cargo of Such Articles as he may think proper, to be brought to this Place or Cheseapeake Bay – for Account of the Publick

Extract from the Minutes

J Brown Secy

1. Captain J. G. M. Stone Private Collection, Annapolis.

## ROBERT MORRIS TO JOHN JAY <sup>1</sup>

No 3.

Dr Sir. —

Philada April 1st 1777.

The enclosed letters came by a French Ship to New-Hamshire & were sent under Cover to Me by Mr Langdon with Many others; I believe they are from England – and wish they May convey agreeable tidings. last week a Brig arrived here with 6800 Muskets & 2100 Gun Locks another in Maryld with 633 bbls Pouder & this ship into Portsmouth brought with her about 12,000 Muskets, 1000 bbls Pouder a Number of Blankets & Cloathing all these are for Continental account and many others may be daily looked for. An offer was made to our Comrs at Paris of two Millions of Livers without interest to be repaid when these United States have Established their Independancy in Peace & quietness, No Security or Condition required, You May be sure they accepted this Noble Bounty & 500,000 Livers was paid down the 20th Jany – 500,000 More was to be paid Every three Months until compleated or sooner if our affairs require it. The Comrs were well received & promised protection of the Court and that their propositions should all be duly attended to. Great armaments & preparations for war &c. I fancy however, we Must try our strength alone for a while longer, altho I firmly believe a General War will & Must eventually take place in Europe this summer I wish our army was in the Field we want Nothing Else to Make the day our own

With great regard & esteem I am Dr sir [&c.]

Rob<sup>t</sup> Morris

P.S. My best compts to Mr Duane & Mr Livingston

1. John Jay Collection, CUL.



JOSIAH HEWES TO NICHOLAS BROWN <sup>1</sup>

Philada 1 April 1777

Doctr Binney handed me this Day your favour of the 17 ulto that part Respecting Shipping your Goods is answered in mine of the 29 by this Conveyance, but mr Howell & Greene not Seting out So Soon as Expected give me an Oppertunity of this – I have been Chief of this day Impleyd in Serch of persons to Give me Information of the Sloop you Mention. their was a Sloop taken up at Sea by the *wasp* Schooner, as pr advertizement Enclosed (taken from Bradfords Newspaper,) I have her Discribed by the Nantucket Men here, and have Mentiond to Some of the Congress that I Shall Enter Claim for, as Soon as Can find a person now in this City; who has been on board her about a month ago provided his Description answers to the other. Should it be your Sloop, Alexr Coffin and others wil prove the Property. it is now Late and the bearers going in the Morning, have not time to be perticular, but you May Rest assured, Shall do Every thing in my Power for the Recovery of the money, She may have Sold for. if Sold, and your Property, wil write you again by first post, and shall do my utmost to Serve Mr Benney

Yours

Josiah Hewes

NB No Vessel arrived from Nantucket Since my last 29 ulto

To be Sold

By Publick Vendue on friday the 14 day of March Inst, at Chincotague Inlet, a Sloop taken up at Sea, and brought in their, by the Continental Schooner *wasp*, John Baldwin Commander. Inventory to be Seen at mr Burdetts, or at the Place of Sale –

NB In Bradfords paper 5 March 1777 <sup>2</sup>

3 Other Vessels from Nantucket to Phia besides Jno Brown's Sloop *Abisha* –  
Vizt

Uriah Gardner a Brig

Capt Paddock a Schooner

[illegible] Jenkins a Schooner

1. Brown Papers, JCBL.

2. Advertisement appeared originally in the *Pennsylvania Gazette*, February 26, 1777, and was repeated in the issue of March 5.MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

## State Navy Board

[Philadelphia] April 1st 1777

An Order to Robert Fitz Gerald to deliver Capt [William] Brown <sup>2</sup>  
180 Bottoms for Grape Shot and what Blocks he wants.

An Order to William Richards to deliver bolt Rope and Twine to  
Abraham Mason Sufficient to make Captain [John] Rice's Sails.<sup>3</sup>

Deliver'd to Capt Tatnall of the Armed Boat *Porcupine* 24 Yards  
Sacking.

An Order to William Richards to Supply Capt [Hugh] Montgomery with Six Scanes Marline and One Pound of Wipping twine for the Use of the *Effingham* Galley.

An order on William Webb to Jacob Nagle for Two pounds Ten Shillings & nine pence for 1 Keg Spirits Turpentine Contain'g 10 Gallons @ 4/6 pr Gll'n Keg & portorage 5/9 put in the State Store £2 10 9.

Deliver'd to Capt [Benjamin] Rue of the Armed Boat *Fire Brand*, Twenty four Yards Sacking.

Resolved, That this Board will recommend to the Executive Council proper persons to be appointed to the vacancies now in the fleet. And that Commodore Seymore furnish each Captain with a Copy of this resolve, that if any persons under them chuse to apply, they may do it immediately.

Resolved, That Commodore Seymore be desir'd to return to this Board tomorrow a List of all the Officers under his Command and the dates of their respective Commissions.

1. Navy Board Minute Book, vol. 1, Pa. Arch.
2. Commander of floating battery *Putnam*.
3. Commander of galley *Convention*.

#### GOVERNOR THOMAS JOHNSON TO ROBERT MORRIS <sup>1</sup>

[Extract]

My dear Sir

Annapolis 1 April 1777.

We hear that some of our internal Enemies have been endeavouring to engage some of your best pilots to assist in bringing the Fleet round from New York to Delaware: I look on this as I suppose it is generally considered, as a strong Confirmation of the Opinion, that the British Army intend to make a push for Philadelphia and that the Fleet is to cooperate; it appears to me that if these Motions could be delayed, a little Time gained would probably secure you. We have had many Reports of French Fleets I don't know whether any may be expected or not but I am satisfied that if the British Officers were strongly impressed with the Idea that a considerable French Fleet might be soon expected the British would not go up Delaware – no Officer would hazard the Destruction of the fleet and Army and the irretrievable Ruin of their Affairs at one Stroke which must be the Conseq. of a superior French Fleet coming to your Capes when the English was up your River but the English would finally collect their Fleet in some Situation where it might not only act but be assisted from the Shore – If I am right in my Conjectures it would be very useful to give the Impression which I imagine might be done by the Board of War or some Committee of Congress or the General Officer at Phila collecting some of the best sailing pilot Boats stationing them somewhere below and engaging half a dozen or more pilots acquainted with New York &ca it might be done with an affected Secrecy and just so much leaked out as to lead to the Conclusion that they were to be put on board a French Fleet which was daily expected to arrive off Delaware perhaps the Arrival of some Vessel as an Express with very interesting secret Intelligence would be a proper point of Time to begin it

I believe our Left handed Friends would soon convey the Intelligence If this Matter appears to you in the Light it does to me I should be glad the Finesse was tried if not I shall feel no Mortification in it's Rejection.

I am dear sir [&c.]

Th Johnson Junr

1. Hubert S. Smith Collection, CL.

APPLICATION FOR A COMMISSION FOR THE MARYLAND PRIVATEER  
SCHOONER *Montgomery*<sup>1</sup>

Application is hereby made for a Commission for the private Schooner of War called the *Montgomery* Burthen twenty five Tons – carrying two two pounders six Swivels & twenty Musquets her provisions consisting of eleven Barrels of Beef and Pork one Barrel of Fish and two thousand pounds of Bread commanded and navigated by John Burnell Captain John Hall Lieutenant Thomas Cooper Master and twenty five Men of which Vessel Charles Wallace John Davidson William Paca Mary Howard, Charles Wallace Howard, Thomas Howard, Thomas Hyde, Samuel Davidson, Nicholas Maccubbin Junr William Wilkins, David Rodse, John Hamilton, John Meier and Gilbert Middleton of Maryland are Owners. –

[Annapolis] 1 April 1777.

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, X, NA.

BOND TO RECOVER FORMER COMMISSION OF MARYLAND PRIVATEER  
SCHOONER *Montgomery*<sup>1</sup>

Know all Men by these presents that We Charles Wallace and William Wilkins of the City of Annapolis are held and firmly bound to the State of Maryland in the Sum of five hundred Pounds Curr Money to be paid to the said State to which Payment well & truly to be made We bind Ourselves & each of us and of each of our Heirs Exts & Admrs in and for the whole firmly by these presents Sealed with our Seals and Dated this first day of April 1777.

Whereas a Commission was heretofore obtained for the private Schooner of War called the *Montgomery* of which Robert Polk was then Captain and the said Schooner is again ready fitted for a Cruise and now speedily to sail under the Command of John Burnell as Captain but the said former Commission is now at Philadelphia and lately used or yet to be made Use of as Evidence in a Cause or Appeal concerning a Capture made by the said Schooner & cannot therefore now be returned on obtaining a new Commission for the said Schooner Now the Condition of the above Obligation is such that if the said former Commission shall be well and truly delivered up to the Governor of this State for the Time being and shall in no wise be used as a Commission to suffer any other Vessel nor any Act Matter or

Sealed & Delivered }  
in the presence of }  
R Ridgely

Cha Wallace  
Will<sup>m</sup> Wilkins

- # CONTINENTAL BOND FOR THE MARYLAND PRIVATEER SCHOONER *Montgomery*<sup>1</sup>

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, X, NA. An abstract from the bond.

[Annapolis] April 1st 1777.

1. Proceedings of the Governor's Council (20 March 1777–31 March 1779), 7, Md. Arch.

GOVERNOR PATRICK HENRY TO GOVERNOR RICHARD CASWELL OF  
NORTH CAROLINA<sup>1</sup>

[Extract]

Sir -

Wmsburgh, April 1st 1777

Last spring the Convention of this Commonwealth directed two large Galleys to be built for protecting your trade & ours. Will You be pleased to tell me in what state they are, & how soon they will be fit for service. . . .

1. Governors Letter Books, 1, Richard Caswell (1775-79), 54, NCDAH.

JOURNAL OF H.M.S. *Seaford*, CAPTAIN JOHN COLPOYS <sup>1</sup>

April 1777

## At Sea

Tuesday 1st

At 6 A M the So mst Point of Guadalupe SSE  $\frac{1}{2}$  E  
Mo breezs & fair Wr

Fired 1 Shott brot too a Schooner from Martinico bound to St Peters, Sent a Petty Officer & 5 Men on board her & took her Men out.<sup>2</sup>

1. PRO, Admiralty 51/880.

2. A schooner from Martinique for America. See Young's Prize List, April 30, 1777.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

April 1777 Moor'd in Castle Harbour Bermuda  
 Tuesday 1st Read the Articles of War & Abstract to the Ships Co  
 Longbt Employed Watering People Exercised small Arms  
 Do [Pleasant] Wr  
 at 2 P M Came in the Schooner *Friendship* from Salam  
 Laden with Lumber taken by Lt [William Augustus]  
 Merrick in the Tender <sup>2</sup>

1. PRO, Admiralty 51/4197.

2. *Friendship*, William Bateman, master, from Salem with lumber and spars, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

2 Apr.

JOURNAL OF THE MASSACHUSETTS NAVY BRIG *Massachusetts*,  
CAPTAIN JOHN FISK <sup>1</sup>

H	K	Courses	winds	Remks on Wednesday 2th of April 1777
2	7			fresh breaze heasey weather
3	6		NBW	
5	8			saw the chaise barring SE 3 miles –
7	8			spoke the chaise the ship <i>Chaulkley</i>
8	Lay By		NNE	James Furse Master from the Bay Hondorus for Bristole 31 days out
11	7	ENE	North	mand Her & sent her for Boston –
12	7			<i>Tyrannicide</i> in company
				Latt By Obs 42D. .6m N. Longd in 45d 8m

1. John Fisk Journal, AAS.

CAPTAIN JOHN FISK TO SAMUEL PHILLIPS SAVAGE <sup>1</sup>

Sir

April 2d 1777

This day I fell in with the Ship *Chaulkley* James Furse Master from the Bay of Hondorus for Bristol. I have sent you all the Papers I have found. Capt Haridon is in Company both our Crews are in health. I am with Respect Sir [&c.]

Jn<sup>o</sup> Fisk

At Sea in the Latd 41d.30m. N Longt 45:0 W

1. Mass. Arch., vol. 152, 135.

CAPTAIN JONATHAN HARADEN TO THE MASSACHUSETTS BOARD OF WAR<sup>1</sup>Onboard the Brig *Tyrannicide*

40. .52 N. Longd 45. .0

Gentlemen

[April 2, 1777] <sup>2</sup>

By this Opportunity I have the Honour to Acquaint you that we fell in with and took the Ship *Chakley*, James Fures Comr from the Bay of

Honduras bound to Bristol her Cargo Consisting of Mehogany, Log Wood &c –

I have nothing Particular to Acquaint you with but hope the next prize will prove to be more Valueable I remain Gentlemen [&c.]

Jon<sup>a</sup> Haraden

1. Mass. Arch., vol. 152, 228, Board of War Letters, 1776–1777.

2. Date is approximated by letter from Captain John Fisk to Samuel Phillips Savage.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* <sup>1</sup>

Tuesday [Wednesday], April 2.

At 6 A. M. weighed [from Manset harbor] and ply'd to windward as far as Owl's Head,<sup>2</sup> where we got wood and water, and landed sixty of our men.

1. *Providence Gazette*, April 26, 1777.

2. At the western entrance of Penobscot Bay.

JOHN BRADFORD TO JOHN HANCOCK <sup>1</sup>

Dear Sir

Boston 2 of April 1777 –

I had the Honour of writing you under 27th Ultimo since which have Recd the disagreeable news of the Brig *Betsy* that was bound to Baltimore being taken by the *Unicorn* frigate off cape Henry,<sup>2</sup> After taken out all the people except the mate and putting two midshipmen and eight other men, they Order'd her to Rhode Island But by the address he piloted her a Shore on a fare Clean Beach to the Southwd of point Judith with the loss only of abot 19 Loaves Sugar; the Remaining part with all the Oil they got safe on shore they Carried the Master to Rhode Island, But a Cartel luckily Arriving the Day after, he was exchanged and is now with the Brig endeavouring to get her off. I have wrote to the Agent of that state, and to the committee of Safety Allso to John Potter Esqr who has assisted in getting the Cargo Stored And I hope to have a favourable Account soon from thence I think its beyond doubt that the Schooner from plimouth is also taken not being Arrived five weeks after Sailing. I am Sorry for our ill sukcess on those Adventurers As the Iron is much wanted & none to be purchd Our bay is free of all impediments we have had no apprehensions of a Cruiser this way for near three months past so that though our frigates are not out they ser[v]e to intimidate the *Boston* after all her delay will be longer detain'd by the small pox breaking out on board and has lain fifty of her men under innocation the *Hancock* is at cape Ann Old Mr Knox the pilot tell me he never saw sail so fast tho he has piloted the fastest ships in the british Navy least I should tresprese on your patienc I salute you with my best wishes and have the Honour to be with all due respects Dear Sir [&c.]

1. John Bradford Letter Book, vol. 1, LC.

2. *Betsey*, John Moody, master, sailed from Boston March 6, and was taken by H. M. S. *Unicorn* March 15, 1777, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

PETITION OF JOHN STOUGHTON TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honorable Council and House of Representatives of the State of  
Massachusetts Bay

Humbly Sheweth

That John Stoughton Merchant of the Island of Madeira, and Ester his Wife late Passengers on board the Ship *Sarah and Elizabeth* Captain James Foot Commander, was on their passage from Jamaica to London, taken by the *Warren* Privateer Captain Cooes [William Coas] and carried into Cape Ann,<sup>2</sup> Since which Time have remained residents in said Town near Six Months, detained by the indisposition of Mrs Stoughtons health incur'd on our late Voyage after being Ten Weeks at Sea, but is now perfectly recovered, and the Winter Season being far advanced are very desirous of quitting this Continent, therefore Humbly Crave your Honors acquiescence in granting them leave to depart with their Baggage for Rhode Island the particular desire we may have for being permitted to pass that Channel in preference to any other, give me leave to assure your Honors is to avoid the disagreeable Necessity of being Obligated to depart from hence in a Small Vessel to which Mrs Stoughton has the greatest Objections, arising from what she suffers in being at Sea as already alledged, Your Honors Kind Compliance with Indulgence to this humble request, and favorable Assistance with the Necessary passes will allways be Kindly acknowledged as a lasting Obligation Conferd on him who has the Honor to be [&c.]

Boston April 2d 1777

John Stoughton

[Endorsed] In the House of Representatives April 3d 1777 Resolved that the prayer of the Petition be granted provided the Petitioner give his parole to procure Capt Walter Hatch late Commander of a Privateer Schooner taken & carried into Hallifax <sup>3</sup> or some other person of Equal rank if sd Hatch cannot be favoured in exchange for said Petitioner. Sent up for Concurrence

J Warren Spkr

In Council April 3d 1777

Read & Concurred

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 182, 321, 322.

2. See Volumes 6 and 7.

3. Hatch commanded the Massachusetts privateer schooner *Hope*.

TRIAL AND CONDEMNATION IN RHODE ISLAND ADMIRALTY COURT  
OF THE SCHOONER *Two Brothers* <sup>1</sup>

At the Court erected for the Trial of Maritime Causes within and  
throughout the State of Rhode Island and Providence Plantations

holden at South Kingstown within and for the County of Kings  
County on the Second Day of April in the Year of our Lord 1777 –  
Present

The Honbl John Foster Esqr Judge

John Cole Esqr Advocate

Theodore Foster Esqr Clerk

Stanton & Noyes Libellants	}	The said Schooner her Appurtenances and Cargo having been Stranded on the Beach or Shore of the Town of Westerly as set forth in the Libels is brought upon Trial – The said Schooner her Appurtenances and Cargo was first Libelled by Joseph Stanton Esq Col of Regiment raised in the State of Rhode Island and Providence Plantations for the Defence of said State and the other United States of America and Joseph Noyes Esq Col of the First Regiment of Militia in the County of Kings County in Behalf of themselves and Divers other Officers and Soldiers – Which Libel aforesaid was filed and allowed by the Judge on the 11th Day of February A.D. 1777 – and on the 12th Day of February 1777 another Libel was filed against the said Schooner her Appurtenances and Cargo by Samuel Champlin Mariner and Commander of the Private Sloop of War [ <i>American Revenue</i> ]
vs Schooner <i>Two Brothers</i> &c		

Decree vs Schooner *Two Brothers* and Cargo. –

At &c – as before –

I John Foster Esqr Judge of the Court aforesaid having had filled before me, and having now heard read in open Court a Bill or Information exhibited by Joseph Stanton Esqr Col of a Regiment raised in the State of Rhode Island and Providence Plantations for the Defence of said State and the other united States of America and Joseph Noyes Esqr Col. of the first Regiment of Militia for the County of Kings County in said State – setting forth that on the Third Day of February AD: 1777 being on their Duty in the Town of Westerly in said County together with divers other Officers and Soldiers under their Command upon the Beach near to the Shore of said Town of Westerly they Captured and took the Schooner *Two Brothers* with her Appurtenances commanded by one John Salter together with her Cargo consisting of sundry Sorts of Provisions bound from the Port of Cork in the Kingdom of Ireland subject to the King of Great Britain to some of the Islands in the West Indies subject to said King, and which said Schooner her Appurtenances and Cargo at the Time of Capture were the Property of and belonged to some of the Inhabitants of the Kingdom of Ireland Subject to the King of Great Britain and that they the Libellants had brought the Appurtenances and Cargo belonging to the said Schooner into said Town of Westerly within the Jurisdiction of this Court the said Schooner being stranded on the Beach aforesaid, and that said Cargo and Appurtenances, for the Causes aforesd by the Laws of said State and the Resolves of the Honble the Continental Congress are Lawful Prize to them the said Captors to be divided among them agreeable to said Laws and Resolves: And therefore they prayed Proper Process to be issued and had



thereon: And I having also had filed before me and now read in open Court Another Bill or Information exhibited by Samuel Champlin Commander of the private Sloop of War called the *American Revenue* of the Port of New London in the State of Connecticut duly Commissioned agreeable to the Resolutions of the Honble the Continental Congress to Cruise against the Enemies of the united States of America for and in Behalf of himself the Owners of and the Officers and men belonging to the said Sloop of War, setting forth and alledging that on or about the Third Day of January AD: 1777 the said Samuel together with his said Officers and men belonging to and on board of the said Sloop of War being on a Cruise against the said Enemies upon the High Seas captured and took the Schooner *Two Brothers* with her Appurtenances then commanded by One John Salter bound from the Port of Cork in the Kingdom of Ireland to the Island of Jamaica in the West Indies together with the Cargo on board the said Schooner consisting of about Eight Hundred and Eleven Firkins of Butter Five Hundred and Fifty Pounds weight of Butter and Cheese Fifteen Firkins One Hundred Forty Two Barrels and One Hundred and Thirty Four half Barrels of Beef Thirty One Barrels and Ten half Barrels of Pork, One Barrel and Twelve half Barrels containing Twenty Two Dozen Neats Tongues, Fifteen Tierces and Twenty Keggs of Pickled Salmon Nine Casks of Oates Fifty Seven Casks of Bread, also Twenty Hundred Pounds weight of Bread One Hundred and Thirty Five Casks of Flour Sixty Barrels of Herrings Twenty Barrels of Salt, &c, which said Schooner her Appurtenances and Cargo before and at the Time of Capture were the Property of and belonged to some of the Inhabitants of the said Kingdom of Ireland Subjects to the King of Great Britain; and that they the Libellants had bro't the said Schooner her Appurtenances and Cargo into the Town of Westerly in the State of Rhode Island & Providence Plantations within the Jurisdiction of this Court for Adjudication the said Schooner being stranded on the Beech within said Town. They further say that the said Schooner her Appurtenances and Cargo for the Causes aforesd by the Laws of said last mentioned State and by the Resolves of said Congress are Lawful Prize to them the said Captors to be shared among them according to said Laws and Resolves: And therefore they prayed that proper Process might be issued and had thereon –

And publick Notice having been given in the News Papers of this State for the Owner or Owners of the said Schooner *Two Brothers* her Appurtenances and Cargo, or any person or persons concerned therein to appear and shew Cause if any they have why the said Schooner her Appurtenances and Cargo should not be condemned, and no Person appearing to claim the same or to shew Cause &c, thereupon John Cole & Henry Marchant Esqrs as Proctors for the said Joseph Stanton &c upon the first Libel, and Rowse Helme Esqr as Proctor for the said Samuel Champlin &c, upon the second Libel now proceed and adduce all their several Pleas Allegations and Several Evidences in support of the Facts alledged in Each Libel, and after a full hearing the whole is committed to the Jury legally impaneled and sworn to try the Truth of the Facts alledged in both Libels

aforesaid and to return a true Verdict thereon according to Laws and Evidence. Thereupon they the said Jurors Returned their Verdict in the following Words. "We find that Samuel Champlin Mariner was Commander of the private Sloop of War called the *American Revenue*, which said Sloop was duly authorized and commissioned by the Honble the Continental Congress to Cruise against and Capture the Ships and Vessels belonging to the Subjects of the King of Great Britain. That on the Third Day of January AD: 1777 the said Samuel Champlin in the Sloop aforesd being upon a Cruise upon the High Seas Captured and took the aforesd Schooner *Two Brothers* with her Appurtenances and Cargo which said Schooner Appurtenances and Cargo, were at the Time of Capture the Property of and belonged to some of the Inhabitants of the Kingdom of Ireland Subjects of the King of Great Britain. That the said Champlin Put on board the said Schooner a Prize Master and Seven Men to Navigate and conduct her into some Port in the united States for Adjudication. That on the Third Day of February AD: 1777 the said Schooner being chased by a British Ship of War, ran in for the Town of Westerly and ran the said Schooner on Shore. That the Prize Master and men on board said Schooner brought a Warp from said Schooner and made it fast to a Swivel Gun and an Iron Barr stuck into the Ground upon Westerly Shore. That the Prize Master and men then began to unlade said Vessel and took out about Sixty Firkins of Butter, the mens Chests &c when the British Ship of War approached so near and Fired so heavily upon said Schooner, that obliged the Persons on board to leave said Schooner in the Condition before mentioned. That a Number of Persons with Two Pieces of Cannon, sent by this State for the Defence of the Town of Westerly &c came down to the Beech, Col. Stanton and Col. Noyes being of the Number. That the Cannon were played upon the Ship of War. That a Barge with Twelve unarmed men came from the British Ship aforesd and boarded said Schooner, and being unable to get her off, set her on Fire and then left her. – That soon after, a Number of Persons from the Shore went on board and Extinguished the Fire. That during the Time of Action the Prize Master and men on Shore were assisting in defence of the Schooner aforesd, all which the said Jurors Submitted &c." which Verdict being now read accepted, and Recorded I the said Judge do thereupon adjudge and decree that the said Schooner her Appurtenances and Cargo are by Law forfeited as Lawful Prize to the Owners of and the Officers and Men belonging to the said Sloop of War called the *American Revenue* and hereby declare that the same are condemned for that Purpose; And I order that the said Schooner her Appurtenances and Cargo be sold by the Sheriff of said County of Kings County or other proper Officer, at Public Vendue to the highest Bidder or Bidders as soon as may be the said Officer first giving Public and sutable Notice of the Time and Place of Sale. And that out of the Monies arising from the Sale the said Officer first pay to the Clerk of this Court, the Amount of the Costs and Charges of the Prosecution Trial and Condemnation of the said Schooner her Appurtenances and Cargo, by the said Clerk to be

distributed and paid to the several Officers of this Court and others to whom the same belongs; And also that the said Officer, pay out of said Monies, to the Seamen and Mariners who were taken in the said Schooner, the Wages due to them at the Time of Capture; And that the said Officer deduct and retain out of said Monies his own Fees for Sale as aforesd; And all the Remainder of said Monies after deducting and paying said Costs Charges Wages and Fees I hereby order to be delivered and paid to the Owners of, and the Officers and men belonging to the said Sloop of War called the *American Revenue* to be shared among them according to such Rules and Proportions as they by their Articles have agreed on.<sup>2</sup>

John Foster Judge of said Court

The said Joseph Stanton &c being dissatisfied at the aforesaid Decree, appealed therefrom, to the Honble Continental Congress, and Gave Bond in Court, and the Owners of the aforesaid Sloop [*American*] *Revenue*, also have given Bond, to refund the Neat Proceeds of the Sale of the said Vessel and Cargo in Case the said Decree shall be Reversed by the Congress –

John Foster Judge of said Court

1. Admiralty Court Minute Book, vol. 2, R. I. Arch.

2. *Two Brothers* and cargo sold for £4038 . 16 . 4. After paying costs of £1340 . 4 . 0 the owners, officers and crew of the *American Revenue* had a net profit of £2698 . 12 . 4, Shaw Papers, YUL.

#### MASTER'S LOG OF H.M. BRIG *Halifax*<sup>1</sup>

April 1777  
Tuesday 2d

At Anchor in Huntington Bay

AM At 6 Weighd in Compy wt the *Senegal* at 8 the *Senegal* Anchord off the Bluff of Loyds neck at Noon Shiphand point NWbW 3 or 4 Miles – Little wind and Foggy Weather wt some Rain at 1 PM came too wt the Small Br in 3 fm of Water Shiphand point WNW 1 Mile at 1½ past sent the Tender in shore and the Master with the Boats Mannd and Armd in Shore at Shiphand to take off some Cattle belonging to the Rebels saw the Rebels coming down in Numbers Made the Signl for the Boats to return. fird Several shot at the Rebels as did the Tender, they coming down and firing on the Boats – at 4 the Boats returnd wt 6 Head of Cattle, some sheep.

1. PRO, Admiralty 52/1775.

#### SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO JOHN LANGDON<sup>1</sup>

[Extract]

Sir

Philadelphia April 2d 1777

Your letter of the 18th Ultimo has been delivered us by Capt [George] Wentworth together with the Several despatches that came by the French Ship *Mercury* Capt Dudoyer and have afforded particular Satisfaction to the

Congress as they must to all well wishers of America – We are surprized not to find amongst these despatches, any letter of instructions or directions respecting this Ship, we do not See any Charter party, or Agreement, nor any Copy of Such, nor in short any rule whatever to go by. – The Ship it Seems was despatched in haste from Nantes, the Contracting parties we apprehend were in Paris and they have contrived to leave us totally in the dark as to the Nature and terms of their Agreement. We must therefore request that you will apply to the Captain, request him to produce the Charter party or A Copy of it, if any he has, the Bills of Loading he Signed for the Cargo, the instructions he has from his Owners or from our Commissioners or the Agents they employed to transact this Affair

We only wish to know the Actual terms on which this Ship came out and the real intention of her future employment and we would choose to comply therewith. Circumstanced as we are, it is impossible to determine here what must be done with her but should you discover that our Commissioners meant She should be loaden with Rice dispatche her to Charles Town South Carolina addressed to Messrs Levinus Clarkson & John Dorsius directing them to load and despatch her Agreeable to the design of our Commissioners Should it appear that She was intended to Load Tobacco Send her into James River Virginia addressed to Mr Benjamin Harrison junr of Berkly Charles City County. If Flour was the object she may come here, but if no Particular commodity was promised and it was only meant that this Ship Should bring out her Cargo to America and carry back from thence any cargo we might have for her, We should not wish in this Case to risque the Ships going to any Other Port, but would Choose you Should load her with A Cargo of Masts, Spars, and Such Other commodities as you can Collect on reasonable terms and Are Suited for the European Markets. The Cargo must go Consigned to the Order of the American Commissioners at the Court of Versailles and the Neat proceeds to be disposed of as they may direct, Whatever Charges arise on the Ship & the advances you make for the Captain You will transmit a fair and clear Account thereof, with the Captains acknowledgement of the receipt of them, together with the Invoice & bill of Loading for the Cargo to the Honorable Doctor Frankin, Silas Deane & Arthur Lee Esqr american Commissioners at Paris . . .

To John Langdon Continental Agent  
Portsmouth New Hampshire

1. Captain J. G. M. Stone Private Collection, Annapolis.

#### JOHN ADAMS TO ABIGAIL ADAMS <sup>1</sup>

[Extract]

[Philadelphia] April 2 1777

By a Letter of 17. Jany. Dr. Franklin, Mr. Deane and Dr. Lee, met in Paris, and on 28. december had an Audience of the Count de Vergennes, Secretary of State and Minister of foreign Affairs; laid before him their Commission, with the Articles of the proposed Treaty of Commerce; were assured of the Protection of his Court, and that due Consideration should

be given to what they offered. Soon after they presented a Memorial on the Situation of our States, drawn up at the Ministers Request, together with the Articles of general Confederation, and the Demand for ships of War, agreeable to their Instructions. Copies of all which Papers, they gave to the Count D'Aranda, the Spanish Ambassador, to be communicated to his Court.

They were promised an Answer from the french Court, as soon as they could know the Determination of Spain, with whom they design to Act with perfect Unanimity. In the mean Time they are expediting several Vessels laden with Artillery, Arms, Ammunition and Cloathing.

The Ports of France, Spain and Florence (that is Leghorn in the Mediterranean) are open to the American Cruizers, upon the usual Terms of Neutrality.

They write for Commissions to be given to Privateers, and for more frequent and authentic Intelligence.

1. Butterfield, ed., *Adams Family Correspondence*, II, 195.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

##### State Navy Board

[Philadelphia] April 2d 1777

A Petition from James KirkPatrick praying to be made 1st Lieutenant of the *Effingham* Gondalo, and on consideration, Resolved to recommend him for that Station.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

#### *Pennsylvania Gazette*, WEDNESDAY, APRIL 2, 1777

Philadelphia, April 2.

The *Randolph* frigate, Captain Biddle, having sprung a mast at sea, is put into South-Carolina to refit.

#### JOURNAL OF H.M.S. *Perseus*, CAPTAIN CHARLES PHIPPS <sup>1</sup>

April [1777]

Wednesy 2d

Cape Henlopen 35.0 Wt 125 Leagues

at 6 AM Saw a Small Sail to the Eastwd at 10 saw a Sail to the No ward gave Chace, at Noon in Chace with the *Roebuck* in Company

Do [Fresh Breezes and fair Weather]

at 1 PM the *Roebuck* and we fired several Volleys of Small Arms and 9 pounders at the Chace and brought her too, which proved to be the *Defence* Privateer from Charlestown employ'd Shifting the Prisoners, sent 10 Men on-board of her to assist the *Roebuck* to take charge of her <sup>2</sup>

1. PRO, Admiralty 51/688.

2. *Defence*, Thomas Pickering, commander, was a South Carolina Navy brig. Her capture is credited to *Roebuck* rather than *Perseus*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

MASTER'S LOG OF H.M.S. *Roebuck*<sup>1</sup>

April 1777 Do [Dog Island] So 22E 299 Lgs Bermd No 76E  
90 Lgs

Wednesday 2d ½ Pt 11 [A.M.] Saw a sail bearing NbE & gave chase at 12 discover'd the chase to be Brig lying too, Shorten'd Sail First part Modt & Rain, Mid Fresh gales & Rain Latter Do & Hazy

P.M at 1 Came up with the chase & ask'd what Brig that was 3 times before they Answer'd at last they said She was a Cruizer from St Augustine, which we fire'd a Volley of small arms into them, & Order'd them to lower their T. sails which they did and Brot too, & sent on board a boat. She prov'd to be the *Defence*, fitted out by the province of So Carolina of 6 Sixes & 8 four pounders & 87 Men, at 5 Employ'd bringing the prisoners on Board &c. & Leiut Orde went to Command the prize with 20 Men from us & 7 from the *perseus*.

1. PRO, Admiralty 52/1965.

AUTOBIOGRAPHY OF CAPTAIN ANDREW SNAPE HAMOND<sup>1</sup>

[*Roebuck* at Sea, April 2, 1777]<sup>2</sup>

on our return to my station in the Delaware, I took a Charles Town Privatier<sup>3</sup> by the stratagem of disguising the ship so as to be taken for a three decked West India Man. The Privatier after taking some pains to reconoitre us, actually run up alongside, and was in the attempt to board, when the Marines rose up & pointed their Musquets into him, which made the captain call out lustily for Quarter, and which being granted, not a single offensive act took place in the Capture. She was a stout Brig carrying 20 Guns & 115 Men and sailed remarkably well. I put my First Lieutenant Mr John Orde (now the Admiral of that name) to command the Prize, and sent him with my Dispatches to Lord Howe at New York informing him of my arrival on the Coast, who received Mr Orde (on my recommendation) on board his Flagship the *Eagle*, and took the Privatier into the Kings Service.

1. Sir Andrew Snape Hamond Autobiography, vol. 2, 1-2, UVL.

2. Date is established by Howe's Prize List of May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. South Carolina Navy brig *Defence*, Captain Thomas Pickering.

VIRGINIA NAVY BOARD TO JAMES HUNTER<sup>1</sup>

Sir To Mr James Hunter Fredericksburg

You are desir'd to furnish Capt [Eleazer] Callender with Anchors Cutlasses and Pike as he may be in want of for the use of the *Dragon* Galley now building at Fredericksburg under the direction of Col [Fielding] Lewis [Williamsburg] 2d April 1777 -

(Signd) Thomas Whiting 1st Commr

1. Navy Board Letter Book, VSL.

JOURNAL OF THE VIRGINIA NAVY BOARD<sup>1</sup>

[Williamsburg] Wednesday April 2d 1777

Ordered that Captain John Calvert proceed with the *Revenge* Galley from his present Station to Portsmouth, there to have her cleaned and fitted, and that he then return to his Station at Hampton.

Ordered that Mr [Thomas] Hunton repair with what men he has enlisted for the Navy to Fredericksburg, and when there, follow such orders as he may from time to time receive from Captain Callender

It is directed that the Name of the Galley building at Fredericksburg be the *Dragon*.

Ordered that a Warrant issue to Thomas Hunton junior for Sixty pounds upon account to recruit Seamen, the said Thomas Hunton having entered into and acknowledged Bond with Security for the same.

A Letter was written to Mr James Hunter, Fredericksburg.

Ordered that Mr Thomas Archer deliver Captain [Robert] Tompkins six Barrels of Pork and six Barrels of Flour; Also that Mr William Holt deliver him six Barrels of Pork, six Barrels of Bread, and one hundred Gallons of spirits for the use of the *Henry* Galley.

I. Navy Board Journal, 201, VSL.

HENRY TUCKER TO HIS SON, ST. GEORGE TUCKER<sup>1</sup>

[Extract]

... This is intended to give you an Account of the Situation of our distress'd Island. – The *Galatea* & *Nautilus* are both here, they have fitted out a Schooner Tender which is Station'd in Elly's harbour, besides this they have impress'd Capt Thomas Tucker's Boat which they keep out continually cruizing and by that means decoying the Vessels that are bound here, in this Manner they have taken 5 Vessels with the boat, two of which only are Bermudns Hutchings of Somt & Jno Matholin – the others American's one of wch was commanded by Livingston that was to have gone with Capt Tucker. besides these the Men of War have taken many prizes to the Amt of between 20 & 30,000 £ Value, so that they have drained the Country of money & are now depriving us of bread. – They commit every Act of Hostility, keep all the Bermudians they take as prisoners on board, have broke open Mr Howey's Stores, enter'd sevl houses forcibly and committed Violence in them, stigmatise the people of the first Char[acter]s with being rebels and offer every insult in their power. – The Chief justice Issued a Writ of Habeas Corpus for Capt [Thomas] Jordan to produce Capt Wainwright who he detained as prisoner on board his Ship, but he wou'd not obey it. these Extraordinary proceedings occasion'd the Council & Assembly to propose addressing Lord Howe, they appointed a Committee accordingly, but the Governor consistent with his usual behaviour prorogued the Assembly before they had finish'd their Address. upon this the sevl Parishes chose representatives to meet at the Lane to pursue the plan intended by the

Council & Assembly which they have done, and Apptd Your Brother Harry & Natty Jones to accompany the Address to New York for Lord Howe & they will Sail tomorrow or next day in a large American prize Sloop we bot loaded with Molasses George Gibbs Commands her, thus much for Bermuda Politic's by which you will find there is no coming here, while these Harpies are with us. Nor are we much better off in other respects, there are some Tenders from Jama station'd at Turks Islands, they not only take every vessel they can have the least pretense to do it but prevent any whatever from carrying Salt from thence. – We have had several lately return'd empty so that an end is put to that Trade. . . .

[Bermuda] April 2d 1777.

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

JOURNAL OF H.M. BRIG *Antigua*, CAPTAIN WILLIAM SWINEY<sup>1</sup>

Remarks Wednesday April 2d 1777.

3 [A. M.] saw a Sail to the Eastward: gave chase  
5 Fired several shot & brot too the *Rose* Schooner from Nantucket with Lumber bound to St Martins. sent 4 hands on board her<sup>2</sup>

Lat: in 17.25 Barbuda SEBe 4 Miles.

1. PRO, Admiralty 51/4117.

2. *Rose*, Solomon Bunker, master, laden with lumber and fish. See Young's Prize List, April 30, 1777.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY<sup>1</sup>

April 1777 The Island of Zachea South 4 or 5. Miles.

Tuesy 1. at 2 AM Brought too . . . at 9 made Sail.

Fresh breezes and fair Weather.

at 3 pm. saw a Sail to the S.E. gave chase at 6 fired two Guns to bring her too. she hoisted Danish Colours, sent the Lieutenant on board, proved to be a Sloop from Virginia bound to St Croix, loaded with Flower, Bread, &ca sent an Officer and Men on board, and took the Master and all the Rebels on board the *Glasgow*.<sup>2</sup>

Wednesy 2 at 2AM Tackt Ship. at 5 saw a Ship and Sloop, gave chase to the latter from a certainty of her being an American. at 10 falling little Wind, had doubts about coming up with her, when our Tender fortunately appeared in sight, to Leeward, and brought her too, proved to be a Sloop from Gaudaloupe bound to Philadelphia loaded with Rum,<sup>3</sup> sent an Officer and men on board, and made Sail to Windward in hopes of falling in with the Ship, which the Master of the Sloop informed us was his Consort.

Moderate breezes and fair Weather.



at 5 pm saw a Sail to the N'ward Tackt Ship. at 6 the east end of Moona N.E. distant 6 Leagues.

1. PRO, Admiralty 51/399.
2. Sloop *Juliana*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.
3. Sloop *Unity*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

"EXTRACT OF A LETTER FROM ANTIGUA, APRIL 2." <sup>1</sup>

I have the satisfaction to acquaint you that the cruizers from this island have been very successful against the Americans, and almost knocked up their trade by the many captures they have taken; but notwithstanding all this, our shipping have suffered greatly, and consequently insurances get up, which reduce the profits much. The crops are not to brag of, and what with the want of provisions and lumber, bear hard upon us and the other islands.

1. *London Chronicle*, May 24 to May 27, 1777.

"EXTRACT OF A LETTER FROM ANTIGUA, APRIL 2." <sup>1</sup>

The *Valentine* armed snow, in the service of government, arrived here the 26th ult. and brought in with her three American vessels from Cape Nichola Mole, bound to South Carolina. Mr. Allen, who commanded the snow, says, on his cruize, he spoke with his Majesty's frigate *Pearl*; she had in company with her four prizes, one a privateer of 18 guns, and three brigs, with which she was going to New York.

1. *London Chronicle*, May 20 to May 22, 1777.

"EXTRACT OF A LETTER FROM A GENTLEMAN IN GRENADA TO HIS FRIEND IN LIVERPOOL, DATED APRIL 2, 1777" <sup>1</sup>

That you may know how the pirates are going on in this part of the world, I have inclosed you two or three of our papers. It is not the Americans but the French from Martinico and St. Lucia that are swarming in these seas: they have cut two sloops out of Tobago, and we expect they will do the like in this island, for a day does not pass but they take some vessel, amongst the Grenadines, and they have sent word that they intend to be in some of our ports shortly. It is now become customary as soon as a man hears that his vessel is taken, to go directly to Martinico and buy as much as he can of his own property in again, as things are sold pretty cheap for cash; they are very expeditious with their sales, for they neither wait for condemnation nor any other form.

1. *London Evening Post*, May 31 to June 3, 1777.

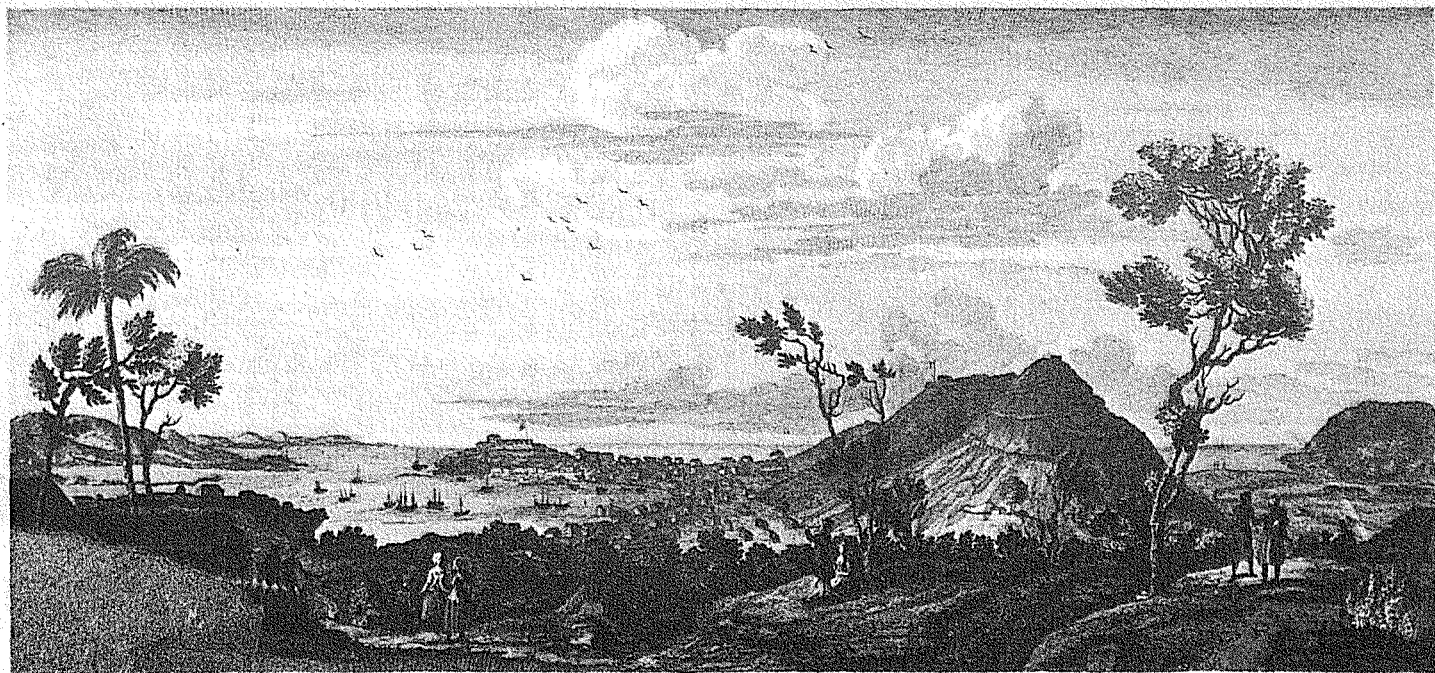
3 Apr.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* <sup>1</sup>

[Owls Head] Wednesday [Thursday], April 3 [1777].

Nothing remarkable; employed in ballasting and digging clams for provision.

1. *Providence Gazette*, April 26, 1777.



*Planne del*

*Curiali sc.*

LE PORT S<sup>r</sup>. GEORGE, DANS L'ISLE DE LA GRENADÉ,

Vu du côté de l'Est

*Tiré d'un Recueil de differens Ports des Isles Antilles dessinés en 1780.*

*n<sup>o</sup> 59.*

*Continental Journal*, THURSDAY, APRIL 3, 1777

[Boston, April 3]

Will be sold at Plymouth  
at Public Auction  
On Wednesday the 16th April, next  
At Eleven o'Clock, A.M.

The Schooner *Industry*, about 85 Tons, – and the Sloop *Polly*, of about 60 Tons with their Stores, Tackle, and Furniture. Inventory of which may be seen at the Time of Sale, or before, if application be made to Watson and Spooner, Continental Agents.<sup>1</sup>

1. *Industry* and *Polly* were taken in November 1775 by Washington's armed schooner *Harrison*, Captain William Coit. See Volume 2.

# LIBELS FILED AGAINST SIX PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT <sup>1</sup>

State of Massachusetts-Bay }  
Southern District. } To all whom it may concern.

Notice is hereby given, That libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. – In Behalf of Capt. Thomas Nicholson and his Company, and the Owners of the private armed Sloop, called the *America*, against the Ship *True-Love*, of about 200 Tons burthen, Charles Moulton, late Master: – In Behalf of Capt. Samuel Champlain, and his Company and the Owners of the private armed Sloop called the *American Revenue*, against the Ship *Mary*, of about 150 Tons burthen, William Jones, late Master; and against the Brigantine *Athol*, of about 100 Tons burthen, James Wadie, late Master: – In Behalf of Capt. William Waterman, and his Company and the Owners of the private armed sloop called the *Diamond*, against the Sloop *St. Thomas Packet*, of about 40 Tons burthen, ———— Anderson, late Master: – In Behalf of Capt. Oliver Allen, and his Company and the Owners of the private armed Sloop, called the *True-Blue*, against the Brigantine *Felicity*, of about 120 Tons burthen, William Park, late Master: – In Behalf of Capt. Joseph Sheffield and his Company and the Owners of the private armed Sloop, called the *Revenge*, against Part of the Cargo of the Ship *Thomas*, taken on the High Seas. All which Vessels and Cargoes, so libelled, are said to have been taken and brought into the Southern District aforesaid.

And for the Trial of the Justice of these Captures, the Maritime Court for the said District, will be held at Plimouth, in the County of Plimouth, on Tuesday the 22d Day of April, 1777, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, April 3, 1777.

COURT MARTIAL OF LIEUTENANT RICHARD MARVIN OF THE  
CONTINENTAL NAVY FRIGATE *Warren* <sup>1</sup>

At a Court Martial held onboard the Ship *Providence* near Filds [Fields] Point in Providence River in the State of Rhode Island on the 3rd day of April 1777 – By Order of the hon Esek Hopkins Esqr Cr in Chief of the American Fleet for an Enquiry into the Conduct of Mr Richd Marvin 3rd Lieut of the *Warren* concerng a Succrilous Paper or Papers Sign'd by him & sent away in a private manner agt the Commr in Chief

Present. Cpts	Abraham Whipple	Presidt
	John B. Hopkins	Silas Devoll
	Hoysteed Hacker	Joseph Hardy
	Jonathn Pitcher	
Lieutenants –	Wm Grinnell	Adam W. Thaxter
	Robt Adamson	Seth Chaping
	Wm Barron	Edwd Burke
	Philip Brown	

Mr Marvin being brot before the Court he was asked if he was Ready for his Tryal –

he answd Yes I am ready – he was then asked the followg Questions –

- |        |    |   |
|--------|----|---|
|        | Q. | did you ever Sign any paper or Petition agt the Cr in Chief or agt any Officer in the Fleet to be Sent to Congress  |
|        | A. | Yes –   |
|        | Q. | Will you produce the Copies of such Papers as you have Signd & Sent to this Court   |
|        | A. | They are not in my possessn & if they were I would not  |
| Whipp. | Q. | Why did you not at the time you Sent those papers inform the Cr in Chief or Capt Hopkins of it  |
|        | A. | Because the Act of Congress Says we shall quietly and decently make the Same to known to our Sup. Officer   |
|        | Q. | Did you Sign any Paper agt any other Off. but the Commr in Chief –  |
|        | A. | I have no answer to make to that  |
|        | Q. | How many was there that Sign'd those papers with you agt the Cr in Chief  |
|        | A. | The Congress can make that known.   |
|        | Q. | What was the reason you did not acqt the other Officers in the Fleet of it as they might have Signd the Petition or other papers which you have Sent to Cong. |
|        | A. | Because we thought they were not so thoroughly acquainted with the Facts that we Sent to Congress as we were –  |

- Q. Was any person in Providence or within this State directly or Indirectly at that time knowg of any such Petition being Sent to Cong.
- A. I believe there was.
- Q. What is their names
- A. Their names will appear to a greater Advantage hereafter
- Q. Who was the first promoter of drawg & sendg this Petition
- A. I cannot tell distinctly
- Q. Was Henry Marchant Esqr consulted in drawg this Petition
- A. I am not Certain –
- Captn Hopkins Q. What was the Contents of the Petition Sent to Cong. agt the Cr in Chief
- A. the Facts were of such a Nature that we thot it was our duty to our Coun[try] to Lay them before the Congress
- Com Hopkins [Q.] What Country were you born in
- A. I was born in England, but america is grown dear to me
- Q. Was there any more Sign'd the paper or Petition besides Yourself
- A. Yes there was –
- Q. How many do you think there was
- A. I cannot give you a direct answer
- Whip. Q. Would you tell how many Sign'd it if you did know
- A. If I knew exactly I would
- Q. Will you tell the number that you know Sign'd it –
- A. Have not I answd a Similar Questn to that already
- Hopkins Q. What did you ever See in the Cr in Chiefs Conduct that gave you any cause to Sign and Send any paper to Cong. agt him – ~~or did he ever treat you or any Offr onboard with any disrespect to your knowledge –~~
- A. Some thing that I thot was Injurious to the Publick wellfare –
- Hopkins Q. What was it that ever I did that was Injurious to the pubc Wellfare –
- A. A number of Facts coming to our knowg which we thought was our duty to Submit to Congress
- Q. Do you remember what the Facts were
- A. I do remember
- Whipp Q. If you remember will you tell what they were
- A. When ever Congress or any body authorized by them, calls upon me I am ready to relate the Facts

- Q. Do you think you was Acting in the character of an Officer when you made & Signd a Complaint and sent it away privately against your Superior Officers –
- A. I think I was –
- Hopkins Q. do you (personally) know of any Fact you ever Saw that the Commr in Chief committed which you have sign'd & sent to the Cong
- A. I [d]efer answering to that untill such time as I appear before Congress or a Comme authorized by them to enquire into the affair.  
Mr Adamson Lt of the *Warren* was asked the follow Quests
- Hopkins Q. Was you not asked to Sign that paper that Cap [John] Grannis carrd to Congress
- A. Yes –
- Q. What was the reason you did not
- A. My reason was that the Facts mentiond agt the Commr I did not know to be true
- Cr Hopkins Q. Do you know any of the Facts charged against me
- A. You was charg'd with Saying that there was no [man but] what could be bought – and that the Congress was made up of Merchants, Clerks, Lawyers, and Boys
- Q. How many do you Understd Sign'd the Petition
- A. Eight  
Mr Thaxter to Mr Marvin
- Q. Was the Chief mate of the *Warren* asked to Sign the Petition agt Cr Hopkins that was sent to C[ong]
- A. I don't know that he was.
- Cap Whipp Q. Was there any Complaint Sent away with the Petition against any other Offr ~~but the Cr in Chief~~ only tho[se] belongg to the *Warren*
- A. None that I know off –
- Capt Whipp Q. Have you any thing to Say to the Court in your own defence
- A. I have nothing very material

The Court taking into their Consideration the case of Mr Richa Marvin third Lieutt of the *Warren* are of Opinion that he hath treated the Commander in Chief of the American Navy with the Greatest Indignity, and defamed his Character in the highest manner by Signing and Sending to the honl Contl Congress Several unjust and false Complaints, against the Commander in Chief in a private and Secret manner – and also Violating the 28th 29th and 31st Articles for the Regulations of the American Navy, which they think is Acting beneath an Officer in his Station – likewise the

many Insults given by him to this Court, which renders him in our Opinion unworthy of holding a Commission in the American Navy

therefore it is resolved by this Court that the said Lieutt Richa Marvin forthwith deliver up his Commission to the Commander in Chief – and in case he should refuse to do it, that he be put under immediate Confinement until he Complys with the Resolve of this Court

Onboard the Ship *Providence* in  
Providence River April 3rd 1777 –

Abraham Whipple	President
J. B. Hopkins	Robert Adamson
Hoysteed Hacker	William Barron
Jonathan Pitcher	Philip Brown
Silas Devol	Adam W Thaxter
Jos <sup>p</sup> Hardy	Seth Chapin
W <sup>m</sup> Grinnell	Edward Burke

Having examined the foregoing Sentence of the Court Martial, I do hereby Ratify and Confirm the same –

Ship *Providence* April 3rd 1777

Esek Hopkins Cr in Chief

1. Hopkins Papers, vol. 3, 2, RIHS.

#### AMBROSE SERLE TO LORD DARTMOUTH <sup>1</sup>

[Extract]

I am happy to find, that the Rebel Force is every where rapidly declining, and so much declining as to promise the Army but a light Campaign. Whatever People may say or think in England, every Body here, who understands the State of the Country, is satisfied that the Rebellion is dying apace, and that all its future Struggles will be very languid and ineffectual. They have been particularly damped of late from Intelligence received from Franklin, that France will not actively interfere; as well as by sensible Demonstrations among themselves, that a strong Revolution of Sentiment has taken Place in the People, concerning the Intentions and Conduct of the Rebel-Leaders, and the Consequences of continuing their hostile Resistance. A perfect Submission will, I hope, ensue before the End of the Year.

In great Haste, but with the truest Respect and Affection [&c.]  
New York, April 3d 1777. Ambrose Serle.

By the Time this Letter will reach Your Lordship, our Army will very probably be in or near Philadelphia. All our Apparatus for passing Rivers, &c. is completed, and will be carried to the Jersies in two or three Days.

1. Dartmouth Papers, Staffordshire County Record Office, England.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

State Navy Board

[Philadelphia] April 3d 1777

The following letter was sent to Commodore Seymore –

Sir – You are requested to order all the officers belonging to the Naval service of this State, whose Vessells or boats are now down the River, to repair on board their respective Vessells immediately (except those who are employed in the recruiting service) and that none of them leave their stations without your permission.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Thursday 3d April 1777.

Ordered that a Warrant issue to Philip Johnson, James Bray Johnson and William Johnson for five hundred and ninety five pounds, being the consideration Money for a tract of land containing one hundred and Nineteen Acres, lying in Charles City County, purchased by this Board, on behalf of the Commonwealth, for the use of a Ship Yard on Chickahominy river, as will more fully appear by a Deed Executed and acknowledged for the same before several Witnesses, which is ordered to be presented to the County Court of James City for proof and record.

Ordered that Captain Robert Tompkins proceed with the *Henry Galley* to Mobjack Bay, there to cruize for the protection of the trade and Inhabitants, and that he use his utmost to comply with this order and prevent any depredations from the Enemy's Ships or Vessels of War.

1. Navy Board Journal, 201–02, VSL.

#### JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

April 1777                      Cape Henry NW 8 Leagues

Wednesday 2d      at 5 AM saw a Sail in the NW Quarter, at ½ past made Sail and gave Chace, at Noon the Chace, 8 or 9 Miles ahead.

Light breezes & cloudy Wear,  
observing the Chace leaving us and seeing another in the South, made Sail after her, at 5 PM brought the Chace too in 10 fathom Water off Coratuck, which was a Brig from Martinica bound to Virginia, with Salt and Sundries, took the prisoners out and set her on fire,<sup>2</sup>

Thursday 3d      at 8 AM foggy, at 10 the fogg clearing saw a Sail ahead, made Sail after her, at Noon the Chace 1 Mile ahead.

Moderate and fine Wear  
at 2 PM brought the Chace too, the Sloop *Friendship* from Virginia bound to Statia, with flour and Tobacco took the prisoners out and sent a petty officer and 6 Men on board her shortened Sail, fired at the Chace, two Six pounders Shotted,<sup>3</sup>

1. PRO, Admiralty 51/311.

2. Brig *Industry*, John Jacques, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. Seemingly an afterthought to record the shots fired at the *Friendship*.



*South-Carolina and American General Gazette*, THURSDAY, APRIL 3, 1777

Charlestown, April 3.

We hear that Capt. Milligan, in the *Rutledge* Privateer of this Port, has taken and carried into Martinico, a Guinea Ship, with a valuable Cargo of Slaves.

"EXTRACT OF A LETTER FROM SAVANNAH IN GEORGIA, DATED APRIL 3." <sup>1</sup>

The militia marched four days ago to the southward; the Continental troops, under the command of Col. Elvert [Samuel Elbert] are to follow; and three Continental galleys, one of which carrying two eighteen pounders, two twelve ditto, two nine ditto, and six four ditto, together with the three state vessels, two of sixteen guns, and one of ten ditto, are to go round by water, under the command of Commodore [Oliver] Bowen, to act in concert with the land forces. The object is the blockade of St. Augustine. The expedition was planned upon information of the garrison being in great want of provisions.

1. *Pennsylvania Evening Post*, May 15, 1777. Galleys were *Bulloch*, *Lee*, *Washington*.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS <sup>1</sup>

Sir

Antigua 3d April 1777.

Please to acquaint my Lords Commissioners of the Admiralty that I have this Instant received from the *Grenville* Packet, (which only arrived at St Johns Road Yesterday Evening) Your Letters dated the 26th December and 1st January last, and will take the utmost care to execute their Lordships Directions.

The *Druid* Sloop, and *Kent* Armed Ship, having the Trade from Cork, in Company: this Morning appeared off English Harbour: and I have received their Lordships Order to me Dated the 25th December 1776 and immediately complied therewith

As their Lordships are pleased to mention, the *Druid* from her Build is not well adapted for the Service of Cruizing, I must also beg leave to acquaint them, the *Shark* Sloop is in the same Predicament, and I therefore propose making use of her as well as the *Druid*, to Convoy the Trade to England – the first Convoy I have fixed to Sail from St Christophers the first Week of June next, and have Communicated the same to the Commanders in Chief of the different Islands. I am Sir [&c.]

Jam<sup>s</sup> Young.

[Endorsed] Rd 23 June Ansd 8 July Notice given of it to Mr Long.

1. PRO, Admiralty 1/309.

4 Apr.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* <sup>1</sup>

[Owls Head] Thursday [Friday], April 4.

At 6 A. M. hove up, the wind at N. N. W. At 10 the wind wore round

to the W. S. W. and blew very hard. At 1 P. M. came to anchor in Tur-rants's harbour.<sup>2</sup>

1. *Providence Gazette*, April 26, 1777.

2. Tenants Harbor, Maine.

### JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Friday April 4th 1777.

Ordered that the Commissary General be and he hereby is directed to deliver Capt John Ayres the following Articles of Provisions for one hundred and thirty men for one month for the Cartel to Halifax, called the *two Polly's* Vizt

10 Barrels Beef	1 Ct Sugar.	10 Butts of Water.
5 Do Pork	Box Candles.	1 Bushl Pease.
3,000 wt of Bread	Bbl Common rum.	1 Bbl Flour.
1 Firkin Butter	Case Wt India Do	Potatoes & large Pott.
25 lb Coffee	2 cord of Wood	Cabin Stores.

1. Mass. Arch., vol. 20, 374, 376.

### CONTINENTAL MARINE COMMITTEE TO THREE CONTINENTAL NAVY CAPTAINS <sup>1</sup>

(Circular)

Sir

[Philadelphia] April 4th 1777

The Committee have written to the Council of war in Providence requesting their assistance in getting the Frigate under your command manned with all possible expedition. On your part as the service of your Country demands it, so this Committee expect your most diligent exertions in geting immediately manned, and out to sea, there to Cruize in such Lattitudes as will be most likely to fall in with & intercept the enemies Transport Vessels coming to reinforce or to supply their Army at New York. If it should be your good fortune to meet with any of the enemies Ships of war not greatly your Superior in force we doubt not but you will do honor to the Navy of the United States, and to yourself by bringing such into port with you. — should your efforts aided by the Council of War be insufficient to man your ship fully for A Cruize you are in that case to endeavour to get her manned in such manner as to carry the Ship round to Boston and there exert yourself to compleat your Number and proceed on the Cruize aforesaid. Wishing you Success and health We are Sir [&c.]

To Captain J: B: Hopkins of the Frigate *Warren*

Captain Abram Whipple of the Frigate *Providence*

Captain Dudley Saltonstall of the Frigate *Trumbull*

1. Marine Committee Letter Book, 65, NA.

### JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Friday, April 4, 1777

*Resolved*, That all captures made, or to be made, by vessels bearing commissions, issued by the president of South Carolina, previous to this 4th

day of April, be considered as valid, as if made under continental commissions, and that a copy of this resolve be transmitted to each of the United States, as a law in any prize cause, which may be depending or instituted in any of the courts therein, and to secure the condemnation of vessels taken under such commissions, Congress having been made acquainted, that Mr. President Rutledge has granted commissions for letters of marque and privateers, for want of proper information, that by a former resolve of Congress such commissions were to be granted by Congress only.<sup>2</sup>

1. Ford, ed., *JCC*, VII, 219, 223-24.

2. See April 19, 1777 entry for commissions granted by Governor Rutledge.

#### MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL <sup>1</sup>

Philada Friday April 4th 1777.

The petition[s] of Capt. Blewer, Mr. Milton, Mr. Gardner and Doctor Phile were read.

On motion Agreed, that a Naval Officer be Balloted for; whereupon, Doctor Frederick Phile was chosen and appointed Naval Officer, for the Port of Philadelphia.

1. Supreme Executive Council Minute Book, 30-32, Pa. Arch.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

State Navy Board

Philada Friday April 4th 1777.

The following letter was sent to Commodore Seymore -

Sir: - This board think it necessary to inform you that they do not consider the fire fleet as under your direction except in time of Action of course, that the Orders to the Officers of that department should go through this board at all other times.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

#### JOURNAL OF H.M.S. *Preston*, CAPTAIN SAMUEL UPPLEBY <sup>1</sup>

April [1777]  
Friday 4

Do [Cape Henlopen] N63:45 Wt 11 $\frac{2}{3}$  Leagues  
am saw the *Daphne* & *Thames* with each a Sloop in Tow,  
made the Signal for the Lieuts of those Ships, found the  
Sloops to be American Vessels from Martinico to Phila-  
delphia with Rum, Molosses & Salt, hoisted out the  
Cutter which was employed in carrying the Commodores  
Baggage onboard the *Daphne*, in Company the *Thames*  
*Daphne* & two Prizes.

Squally weather

made the Signal for weekly Accounts, Struck Commodore  
Hothams broad Pendant which was hoisted on board the  
*Daphne*, made Sail & parted Company with the *Thames*  
and *Daphne* who had destroyed their Prizes at 3 saw  
a Schooner & gave her Chace at 7 she brot too boarded

her, she came from Philadelphia bound to Hispanolia laden with Flour, being an old Vessel with very bad sails & had sprung a Leak got her alongside and dismantled her, got out some barrels of Flour, when she filled, let her go adrift.

1. PRO, Admiralty 51/720.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, APRIL 4, 1777

Williamsburg, April 4.

The British frigate *Emerald* of 32 guns, a few days ago came into the bay, from a cruise, having taken sundry trading vessels belonging to these states, most of which the enemy burnt. Seventy two American prisoners were landed on the Eastern Shore last week, in order to be exchanged.

Some vessels from the port of Boston, as well as from other ports, have lately made a safe harbour in this State, notwithstanding there are three men of war stationed at the capes.

PURDIE'S *Virginia Gazette*, FRIDAY, APRIL 4, 1777

Williamsburg, April 4.

Arrived in Rappahannock, in 14 days from Boston the schooner *Mariana*, Mark Towell commander.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

April 1777

Cape Henry N12°W 7 Leagues

Friday 4th

at 4 AM sounded 15 fathoms, at 5 saw two Sail to the Westward, made Sail and gave Chace, at 10 brought the Chace too, a Schooner, *Friendship*, from Corrosau [Curaçao] bound to Virginia in Ballast, took out the prisoners and scuttled her, made sail for the other.  
at 2 PM Tack'd Ship & left off[f] chace being too near the Shore, our prize in company,

1. PRO, Admiralty 51/311.

JOSEPH HEWES TO GOVERNOR RICHARD CASWELL <sup>1</sup>

Sir,

Edenton 4th April 1777 -

I had the honor of writing to you a few days ago by Mr Benbury, this you will receive from Michael Payne Esqr a Gentleman who was appointed Collector of this Port by the last Congress at Halifax, as that appointment was made to continue 'till the meeting of the present Session of Assembly, I suppose some new arrangements will take place, he is well qualified to fill the office, and has acted with strict honor and integrity during the short time he has enjoyed it. I sincerely wish he may be continued therein. I therefore take the liberty to introduce him to your Excellency, and to request the favor of your influence in his behalf, in case any other person should

make application. I must also beg leave to inform your Excellency of some other matters that will require the attention of the Legislature. I have always understood that the two vessels building at South Quay were to be Row Gallies, that they were to be stationed at Ocracock Bar, and that this state was to pay part of the expense of their Equipment for this purpose a quantity of Cannon, Sail Cloth, Anchors, &c have been purchased by this State. I have been informed, that the Virginians have altered this plan, that they have made them ships, and intend to order them to Sea – if so they will be of no service to the trade of this state, and ought not in my opinion to have the Guns, Anchors, &c I have not the least doubt but that our Enemies will send some of their small Cruisers to our Bar, in the course of the Summer when our Trade will be entirely stopped, unless we have a proper force at Ocracock Bar I will submit it to the consideration of your Excellency, whether it would not be good policy to purchase one of those vessels from the Virginians, and keep her stationed at the Bar. I am told one of them is exceedingly well calculated for the purpose – draws very little water and might be rowed through the Shoals at any time on an emergency, she would answer that purpose much better than the *King Taminy*, who might either be sold, or sent out on a Cruise. If Virginia will not part with one of them, would it not be well to build such a one on purpose for the defense of our Inlet, in which case the Guns, Anchors, & Canvas should be reserved for her – if they are suffered to go out of the State the loss will be irreparable, and I fear our trade will be at an end. Before I left Philadelphia, I had two drafts made of proper Row Gallies. I now send them to your Excellency.

The *King Taminy* was ordered to lay at the Bar for the protection of the Trade. She is now in our Bay the Commissioners inform me, they cannot get a Captain or men. No good man can be found, that will take the Command of her to be as a guard ship. I am very sorry for it, and sincerely wish that the Vessels which stop at the Bar occasionally may not be carried away by small armed Cutters and Boats. When I was in Halifax Mr Neal shewed me a survey that he made of Cape Lookout Bay. Will your Excellency do me the favor to send it me, shall I apply to Congress for some Cannon to fortify it? if such application is desired, it will be absolutely necessary to carry the plan of that Harbor, otherwise Congress will not take the matter into consideration.

I intend to set out for Philadelphia in a few days. I shall be glad to receive an answer to this letter before I go and to have your Excellency's commands. I intend to do myself the pleasure of writing to you frequently after I get to Congress and flatter myself you will now and then give me a line. I have not received a letter from the Northward for some time past, my friends there expect me, so do not write – the last post brought me some News papers, which I now send enclosed. I have the honor to be with great respect and esteem Dr Sir [&c.]

Joseph Hewes

JOHN ANCRUM TO GOVERNOR RICHARD CASWELL <sup>1</sup>

Sir

Wilmington, 4 April 1777

As you have been pleased to honor me with the Office of Judge of the Admiralty for this port – An intricate affair appearing before me now, in consequence of a Prize libelled in said Court, and my not being acquainted with the Resolves of the Continental Congress, of the mode of proceeding in the Court of Admiralty for the United States, – It will oblige me, if your Excell'y, would order the mode & rules of trial to be forwarded me by the first opportunity – For want of the above I was obliged to adjourn said Court until further orders – I am informed that 12 jurors are to sit on the issue of the trial, – this with other circumstances, from my being unacquainted, induced me to make the above adjournment until I have your Excellency's answer. I have the honor to be [&c.]

John Ancrum

1. Governors Letter Books, 1, Richard Caswell (1775–79), NCDAH.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY <sup>1</sup>

April 1777

St Jermaine NbE $\frac{1}{2}$ E. 3 or 4 Leagues.

Friday 4.

At 5 AM two sail in sight. at 7 saw a Sail to the N. E. gave chase, by her actions, she was an American, hoisted the Pinnacle out to chase, it proving calm, and sent her with the Master Mann'd and Arm'd.

Calm and Cloudy Weather;

at 2 pm the Pinnacle Returned with the Chase, which proved to be a Sloop from St Thomas's bound to Philadelphia, with a trifling Cargo of Rum and Molasses, having four Carriage Guns, and some Swivels.<sup>2</sup>

1. PRO, Admiralty 51/399.

2. Sloop *Betsey & Ann*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

JOURNAL OF H.M. SLOOP *Porcupine*, CAPTAIN THOMAS CADOGAN <sup>1</sup>

April [1777]

At Anchor in Bluefields bay [Jamaica]

Friday 4

At 7 A M fired a Gun & repeated Commodore's Signal  $\frac{1}{2}$  past Weighed & came to Sail in Company with His Majesty's Ships *Maidstone* & *Hornet* & 42 Sail of Merchant Ships

1. PRO, Admiralty 51/707.

JOURNAL OF H.M. BRIG *Antigua*, CAPTAIN WILLIAM SWINEY <sup>1</sup>

Remarks Friday April 4th, 1777.

3 [A. M.]

saw a Sail in the NE &amp; gave chase

Fresh Breezes &amp; Squally with Rain

3 [P. M.]

Spoke the Chace a Sloop from Philad with Flour & Tobacco <sup>2</sup> sent 6 hands & an Officer on board her

Latd: in 18°24 N St Johns SbE $\frac{1}{2}$ E 23 legs

1. PRO, Admiralty 51/4117.

2. *Ranger*, Daniel Bigelow, master, for St. Eustatius. See Young's Prize List, April 30, 1777.

"EXTRACT OF A LETTER FROM BARBADOES, DATED APRIL 4." <sup>1</sup>

In England you will scarcely believe that the French and Dutch islands now supply the English islands in the West Indies with many articles, and particularly provisions. It is thus accounted for: The Americans carry goods to those foreign markets, from whence we are glad to purchase them at an advanced price.

1. *London Chronicle*, June 14 to June 17, 1777.

5 Apr.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON <sup>1</sup>

April 1777

Saturday 5th

Do [Cape Ann] W 1 N 40 Leags

at 10 AM sett the fore Sail & top Sails, made the Signl for a Sail in the S E Qr got up top Gallt yards Made Sail & Gave Chace in Compy w[ith] the *Diamond*.

Fresh Gales & Clear

at 1/2 past 2 PM Spoke the Chace a Sloop from St Eusteen for Kenebeck,<sup>2</sup> sent a mate & 4 Men on board her, took 11 Prisoners out of her & sent 6 of them on board the *Diamond*. Short'n'd Sail –

1. PRO, Admiralty 51/420.

2. *Polly*, Charles Colehan, master, with molasses, salt, coffee and cordage, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN BRADFORD TO ROBERT MORRIS <sup>1</sup>

[Extract]

Boston 5th April 1777

... the *Alfred* finishes Graving to-day, we shall soon be ready to put in her Guns, the Capt<sup>2</sup> is not yet return'd from New London where he went to get a Wife ...

1. John Bradford Letter Book, vol. 1, LC.

2. Elisha Hinman.

*Providence Gazette*, SATURDAY, APRIL 5, 1777

Providence, April 5.

Wednesday last [April 2] one of the gallies belonging to this State, unfortunately blew up near Bristol, by which accident eight men were killed.<sup>1</sup>

1. *Newport Gazette*, April 3, attributed the galley *Washington's* destruction to a Captain Brady of the Royal Artillery, and placed the number killed at eighteen.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Saturday, April 5, 1777

Whereas, the general assembly of the State of Rhode Island and Providence Plantations did, at their session in October last, pass a resolve, em-

powering the governor to grant commissions or letters of marque and reprisals to private vessels of war, giving such instructions, and taking such bonds, as should be agreeable to the resolutions of Congress, until commissions could be procured from Congress:

*Resolved*, That acts done under such commissions, as have hitherto been granted by the governor of the said State, by virtue of the said resolve, be of the same force and validity, as if they had been granted by Congress, under the signature of the president.

That it be recommended to the governor of the State aforesaid, not to grant any more commissions, to recal such as he may have issued, and to deliver out continental commissions in their stead.

1. Ford, ed., *JCC*, VII, 226.

#### CONTINENTAL MARINE COMMITTEE TO THE RHODE ISLAND COUNCIL OF WAR <sup>1</sup>

Gentlemen

Philadelphia Apl 5th 1777

We have ordered the Frigates in the State of Rhode Island &c out on a Cruise, and as it seems they are not fully manned, We earnestly request your Assistance that they may be manned with the utmost Expedition. – If they cannot be fully and expeditiously manned in your State, We desire that you would order Draughts to be made from the Militia of Men best acquainted with the Sea to assist in carrying them to Boston, where they may avoid a Blockade and procure Seamen, such of the Soldiers who may be put on board the Frigates to be discharged, that they may return and join their respective Companies, as may not chuse to enlist in the Sea Service.

We have addressed ourselves to you Gentlemen on a Supposition that you are invested with Power sufficient to enable you to comply with our Request if it should be necessary to draught from the Militia, and that the Genl Assembly may not be sitting when this reaches You. If the Assembly should be sitting when you receive this, and you are incompetent to the Business, please to lay this Letter before them, otherwise We hope that you will execute it, for by doing it you will render an essential Service to the common Cause and greatly oblige Gentn Your [&c.]

	John Hancock	William Ellery
Robert Morris	W <sup>m</sup> Whipple	Abra: Clark
	Richard Henry Lee	Tho <sup>s</sup> Burke

1. Letters to the Governor, 1777, vol. 10, R. I. Arch.

#### SAMUEL MIFFLIN TO ALEXANDER GILLON & Co.<sup>1</sup>

Gentlemen

Philada April the 5th 1777

My last to you was the 7th Ulto. by Capt. [John] Souder Inclosing you first bill Wm Oliphant on his father David Oliphant Esqr of Charles Town, for One thousand Dollars at 10 days sight when paid to be held at my Disposial – Since I have a letter from Capt Barry Hartwell informing me that my Briga *Salley* under His Command Bound from London To Tobago, was at Sea Seized by Samuel Chamlen of the *Reveng* [*American Revenue*]



Privateer belonging To Newlondon, that he with the Privateer was arrived in Charles Town – where the Briga was hourly Expected, Should she get in, Must beg the favour that you will defend her As my Property which she Certainly is – as I do in the Most Solemn manner declare to you. I built her, nor ever did or none do or at the Time of Capture any Person whatever hold the least Part or share thereof.

You will Observe she is Registered in the Name of James Mitchell of Londonderry in Ireland – last September Twelve months Capt Hartwell sailed from here with A load of Flax seed To the Address of Mr Mitchell whom I permit'd to Employ the Briga in such manner as He should Judge most Conducive to my Interest in Consequence of this discretional Power Mr Mitchell ordered Capt Hartwell to the West Indies – First making the Brig His Property In order to secure her against English Captures – how she has Since been Employed Capt Hartwell can inform – you well Know the Pra[c]tice of these Matters – If you fail in Clearing her on Tryal in the Court of Admiralty, Lodge an Appeal to Congress where I have no Doubt of Recovering my Property on your Transmitting Me the Proceedings of the Court where she was Tried.

The Change of Property was without my Desire Knowledge or Consent in any way – but notwithstanding Could I Conceive setting up a Claim would materially Effect the Reputation of Mr Mitchell (who could have nothing in View but serving me as an Old Friend[])] – I would sacrifice the Whole – but I Conclude this Cannot be the Case here – The Proceedings of the Court Can never go to Europe Authenticated therefore A base Report will be of but little Avail with Respect to Injureing Mr Mitchell Character – Besides the number of ships under Similar Circumstances With mine ha[s] made the thing Very familiar –

If you are fortunate Enough to get the Vessel Clear Employ her in the best manner you Can on Freight Either To France Spain Holland or the west Indies, and Insure her value If to be done on Terms that will not totally destroy her Earning – she had Dutch Papers. Hartwell Can Tell you What is done with them

Should the Brig be Condemned and an Appeal Lodged A valuation is the next Step, the Brig is about nine Year Old, but between ourselves very valueable for Her Size – as I Know your Capacity in Matters of this sort and flatter my self of your friendly Inclination Toward me – make it unnecessary to give Any particular direction about this Part –

If she cant be Employed as you shall Judge To Appearance of Advantage Lay her up in some place where she will Receive the lea[s]t Damage and be at the least Expence untill I can give further Instructions About her – any Port she may go to Direct her to the Care of your friend and Back to you If you think Proper with her nett freight in such Articles as you please which sell for my Acco – best set Statia I shall be Glad to have her under the Care of my Kinsmen Messrs J. & S. Jones – I am with Tender of my best Services [&c.]

Sam<sup>l</sup> Mifflin

Inclosed you have Second Bill Wm Oliphant on David Oliphant Esqr For 1000 dollrs

[Endorsed by Mifflin] Alexander Gillon & Co South Carolina p Capt Chatton Covering a letter to Capt Hartwell

[On verso] A Compromise of one or Two hundred Pounds sterg Will be Acceptable Rather than a law Suit

S M -

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 21, NLCHS.

#### MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL <sup>1</sup>

Philada Saturday April 5th 1777.

The Navy Board presented a List of Officers, whom they recommend to be Commissioned on Board the Navy as follows: Fire Sloop *Etna*, Capt. William Clerk; Fire Brig. *Vulcano*, Lieut. William Rogers; Fire Ship *Strombulo*, Lieut. James McKnight; *Arnold* Battery, 1st Lieut. Thomas Fell; *Effingham*, 1st Lieut. James Kirkpatrick; *Thunder* Guard Ship, Capt. Francis Gilbert; *Dragon* Do, Capt. Benjamin Thompson; *Lyon* Do, Capt. Henry Martin; *Resolution* Do, Capt. William Lyell; *Repulse* Do, Capt. John Harrison; *Argus* Do, Capt. Nathanl Galt; *Viper* Do, Capt. Stephen Beasley.

Agreed, That the Officers recommended by the Navy Board be appointed & Commissioned accordingly.

1. Supreme Executive Council Minute Book, 32-34, Pa. Arch.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

State Navy Board

[Philadelphia] April 5th 1777

An Order to Capt Richard Eyres of the *Delaware* Schooner to deliver John Nicholson his Servant Man, named Matthew Ford, now on board his Schooner he paying Charges if any.

Application being made to this Board by the Continental Navy Board for 10 Tons Pig Iron, to Compleat the Ballasting of the Frigate *Delaware* - an Order was sent to Captain [Henry] Dougherty<sup>2</sup> to deliver any quantity not exceeding Ten Tons taking a receipt and returning it to this Board.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. Dougherty commanded the Pennsylvania Navy ship *Montgomery*.

#### JOURNAL OF H.M.S. *Perseus*, CAPTAIN CHARLES PHIPPS <sup>1</sup>

April 1777

Saturday 5th

Ditto [Cape Henlopen] No 35:00Wt 48 Leagues.

at 9 A M the *Roebuck* made our Signal to go ahead saw two sail ahead gave Chace and made the Signal to the *Roebuck* for seeing them at Noon in Chace and the *Roebuck* in Sight.

Strong Gales and Squally Wr

fired several shot at a Schooner & brought her too, sent an Officer & Men to take Charge of her<sup>2</sup> & gave Chace to another Sloop at 5 P M came up with her and fired several 9 pound shot & Small Arms at her, brought her too, She proved to be the *Sechem* Sloop belonging to the Congress,<sup>3</sup> sent an Officer & Men to take the Charge of her, the Longboat in Shifting the Prisoners broke away and was lost

1. PRO, Admiralty 51/688.

2. Schooner *Neptune*, Daniel Van Vorhus, master, from Philadelphia with flour, hoops and staves, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Ibid.*, Continental sloop *Sachem*, Captain James Robinson, "sloop on a Cruise; armed for War." The *Sachem* had been ordered for St. Eustatius, from Philadelphia, on March 29, with instructions to take or send certain dispatches to the Continental agent at Martinique, Marine Committee Letter Book, 64, NA.

#### GEORGE WOOLSEY TO JOHN PRINGLE, PHILADELPHIA<sup>1</sup>

[Extract]

Sir/

Baltimore 5th April 1777

your favour of the 1st Instant is now before us & Contents noted we wish as you do that all our Privateers would send in something, but begin to fear for the *Sturdy Beggars* best Prize. We are thankful for the £200 in the *Oliver Cromwell* and hope both She and the *Montgomery* has done well We have now the *Emerald* English Frigate in our Bay. its said she has taken fourteen Prizes and burnt them all.

1. Woolsey & Salmon Letter Book, LC.

#### MARYLAND COUNCIL TO CAPTAIN GEORGE COOK<sup>1</sup>

Sir

In Council Annapolis April 5th 1777. -

It seems to us unlikely that you much increase the Number of your Men in Baltimore; you are therefore directed to bring the *Defence* down here, where, after we receive your Report, of the State of your Crew, we shall give you such further Orders as we think best We are &ca  
Capt Cooke

1. Council Letter Book (1777-1779), Md. Arch.

#### MARYLAND COUNCIL TO CAPTAIN JOHN DAVID<sup>1</sup>

Sir

In Council Annapolis April 5th 1777. -

We expect you would, by this Time, have been down with the *Conqueror*; if any new Difficulties have occurred, you ought to advise us of them; We presume your Galley is at least so far fitted, as that she may be worked about the Bay to exercise the Men, if she is, you are to come to Annapolis for Orders, if she is not, write us immediately what is wanting. We are Sir  
&ca

Capt David

1. Council Letter Book (1777-1779), Md. Arch.

CAPTAIN STEPHEN BRUCE TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gent

Charleston So Carolina 5th April 1777 -

I embrace the first opportunity to acquaint you of the Safe Arrival of the Ship *Genl Lincoln* after A Ruff Passage of Nineteen Days, which has been the fate of all the Vessells that has Come from the Norward to this Place. the most Part of them has had a much Longer Passage then we have, I found The Ship to be agreeable to my Expectations a fine Sea Boat, and an exceeding fast Sailor - a few Days before We Arriv'd we Saw a Large Ship which we Tuck to Be a British frigate who gave us Chase But Not gaining any thing upon us Soon gave over the Chase -

I am Very Sorry to inform you that the Ship has Arrived to a very bad market, finding all Kinds of west India Goods Selling at a Low Price, and Rice in great Demand, there being a great Number Vessels here after that Article, and thay expect Many More being advised of a Great Number Coming from the Norward to Load at this Place, the Markets are Very fluctuating, rice has been with in a Short Time since from 30/. to 60/. P Ct - Brown Sugars has been as high as £45 Down to £15 - Jamaica Rum £7. to 50/. West India £6. to 31/3 - and other articles in proportion, before this will Reach you - must have been advised of the Arrival of Capt [Alexander] Wilson who was so unfortunate as to fall in Near about when the markets was at the worst his Rum and Sugar sold very Low - and Rice very high Mr [Alexander] Gillon inform Me that the Greater Part of his Cargo Cost 60/. P Ct - I am in hopes to Load the *Genl Lincoln* for Somthing Less, Rum and Sugar are Some what higher the[n] it was a sho[r]t Time Since and from the Best Judgment I am able to form it will be higher. I Should be glad to Keep Part of my Cargo on hand - But the Board urged my Giveing the Ship Dispatch am obliged, to Sell the Cargo in order to Purchas the Rice having No other way Pointed out by the Board to be Supply'd with Money for that Purpose, - Accordingly I have Advertize'd my Cargo for Sail to be gin on Monday the 7th Instant. - the Situation of affairs are such here I expect to have Occation for some assistance - I find Messrs Gillon & Co Did the whole Business for Capt Wilson Respecting his Cargos which I shall avail myself of i[n] Part - By your Letter to Messrs Gillon & Co you there inform them that you had order'd Me, as a Compliment to Mr Plearne to receive on Board the Ship *Gen. Lincoln* Six Casks of rice P Ct for as many Hundred as she would Take - which is not agreeabl[e] to my orders - Messr[s] Gillon & c In behalf of Mr Plearne, improved the Compliment in Capt Wilson, and thay expect to do the same in the *Genl Lincoln*, I am therefore put to the Dissagreeable Necessity of either going Contray to my orders Or Dissipointing Mr Plearne and his friend Mr Gillon, who is very ready to improve the fore Mention'd Compliment, I could wish'd that my Orders had Corresponded with Messrs Gillon & Co Letter - however I shall Consult the Board Intentions and act accordingly - Capt Wilson is Now ready for the Seas and waits for Nothing but a favorable opportunity, I belive his outward bound Cargo did not Load him with rice into Several Hundred Casks as you will be advised P Mess[rs] Gillon & Co -

I have Concluded Not to goe in the ship to France and expect to Terry here untill some time June and if this Should Come to hand in Season, I should be happy in hering from the Board, it tis impossible for me to Detarmin when I shall Be able to get the ship away but I hope in the Corse of five weeks – and shall bring with me home by Land Invoice & Bills Lading of the Cargo to France for further Particulars respecting the Markets &c I refare you to Capt Nicholas the Bearer of this who has been in this Place for some time Pass, and is Better able to inform you then I Can write

and shall only add that I will Do eve[r]y thing that tis in my Power in order to give the ship Dispatch & for the Intrest of the Concern'd and am Gent with due respect [&c.]

Step Bruce

To Saml Phillip Savage Esqr  
President Board War Boston

1. Mass. Arch., vol. 152, 138–40, Board of War Letters, 1776–1777.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD <sup>1</sup>

April 1777 Moord in Port Royal Harbour  
Saturday 5th at 6 AM Lieut Coats [James Cotes] took Command of the  
race Horse Arm'd Sloop and Saluted with 13 Guns Returnd 11.

1. PRO, Admiralty 51/39.

JOURNAL OF H.M.S. *Seaford*, CAPTAIN JOHN COLPOYS <sup>1</sup>

April 1777 At Sea  
Saturday 5th At 1 AM Saw a Sail, Gave Chace, at 2 Do fired 2 Shott  
bro't too the Chace, Proved a French Ship from Martinico  
for Miquelon, Sent an Officer & Some Men on board her.<sup>2</sup>  
At 12 AM Rosoa E½N 2 Miles.  
Modere breezes & Cloudy Wr  
At 1 PM bro't too off Rosoa, Fired 25 Guns [in] Return  
[for] Different Signals of[f] Rosoa, from the Shipping.  
People Empd Mooring the French Ship & Unbending her  
Sails.

1. PRO, Admiralty 51/880.

2. *La Seine*, — Morain, master, carrying arms and warlike stores. See Young's Prize List, April 30, 1777. This was one of the ships sent by Beaumarchais.

6 Apr. (Sunday)

INTERLEAVED ALMANACS OF WILLIAM WETMORE, SALEM <sup>1</sup>

[Salem] Apr. 6, 1777.

The *Cabot* Briga drove ashore at the Eastwd by the *Milford*, the people escaped, The Briga tis said bilgd before she was abandond. Capt. Fiske in the *Massa* [Massachusetts] & Capt. Harriden in the *Tyrannicide*, Brigs, were

in compa with the *Cabot*, & thinking it imprudent to attack the *M[ilford]* they stood off. The *M[ilford]* out saild the *Cabot* upon the wind & so took her. Many people blame Capts. F. & H. I think they did right not to attack.

1. *Essex Institute Historical Collections*, XLIII (1907), 120.

JOHN ADAMS TO JAMES WARREN <sup>1</sup>

Dear Sir, —

Philadelphia, April 6, 1777

Yours of 23d March was handed to me this Evening by Major [Joseph] Ward. Your Letter from Plymouth by the Post I duly recd, and immediately wrote an Answer to it; but upon reviewing it afterwards I found so many bold Truths in it that I concluded not to send it, less Peradventure it should get into Hugh Gainé's *Gazette*; and I thought it a Pitty that so many Sacred Truths should appear in Company with so many infamous Lyes as that Paper ushers into the World whenever it appears.

I am much obliged to you for your Sentiments concerning the Navy. A Board I believe will be established at Boston, and a Commissioner in each considerable Port in New England. Complaints are frequently brought here from Boston and from Providence concerning the Continental Agents and other Officers. I am sorry for this, but cannot help it. At Providence I fear, by what I have lately heard, there has been a System of Selfishness, and at Boston of Incapacity. I had the Honour of belonging to the first Naval Committee, which set all our maritime Affairs agoing; and they did it with a Vigour, Assiduity and Dispatch, which precluded all Censure and Complaint: But I went home last December was twelve Month, and Advantage was taken of that Opportunity, one or two other Members being absent at the same Time — Coll. Lee went home, and Gadsden and Langdon and Deane was left out — to choose a new Committee.<sup>2</sup> Since which there has been nothing but Languor, Censure and Complaint.

Upon my Return they did me the Honour to put me upon the Board of War, which takes up my whole Time, every Morning and Evening, and renders it totally impossible for me to look into the marine Department, which if I had Leisure to do, ignorant as I am of every Rope in the Ship, I would perish if I did not put that Department in a respectable order. There is nothing wanting but some one Person whose Vigour, Punctuality, and Constancy, should draw the Committee together every Morning and Evening, direct their Attention to the Object, and keep it fixed there. There are Gentlemen enough of the Committee who understand the Business, and the Board of Assistants are pretty well qualified and every Man upon the Continent who knows any Thing of the Subject might easily be induced to contribute the Assistance of his Knowledge at least by Letter. The Fracas between [Manley] and McNeal [Hector McNeill] had reached this Place before your Letter, hope it will do good. Am glad to hear that our Quota is likely to be raised at any Rate. Send them along and let Us beat the Scoundrels to Attoms, as I am Sure we can and shall. I am, etc.

[No signature.]

This Letter, so full of myself and so abusive to others, is intended barely to exculpate myself. I cannot bear any share of the Blame of the failures in the marine Department.

1. *Warren-Adams Letters*, I, 310-12.

2. Actually Lee, Gadsden and Deane were named to the "new" [Marine] Committee, Ford, ed., *JCC*, III, 428.

JOHN ADAMS TO JAMES WARREN <sup>1</sup>

My Friend, —

Philadelphia, April 6, 1777

The Business of the naval and marine Department will I hope be soon put in a better Train than it has been. A Board of Assistants has been appointed here consisting of three Gentlemen, not Members of Congress, whose whole Time is devoted to the Service, Mr. [Francis] Hopkinson, Coll. [John] Nixon and Mr. John Wharton are the Men.<sup>2</sup> The first is a Gentleman of Letters, the second an able Merchant, the third an eminent shipwright.

There is a Talk of appointing a similar Board at Boston and a Commissioner at every considerable Port in N. England. Who would be proper Persons for those Places? They should be well acquainted with Navigation. They should be well informed in Trade. They should be Men of Character and Credit.

The Marine Committee have lately recd. Letters from Captns Thompson, McNeal [Hector McNeill] and several others, pointing out Defects, Abuses and Mismanagements, and proposing Plans of Improvement, Redress and Reformation. These will do good. This is the Way to have things go right; for Officers to correspond constantly with Congress and communicate their Sentiments freely.

McNeal, I suppose, by his Letter, before this, has sailed and I hope your Embargo is off, before now, that the Privateers may have fair Play. Indeed I am sorry it was ever laid. I am against all Shackles upon Trade. Let the Spirit of the People have its own Way, and it will do something. I doubt much whether you have got an hundred Soldiers the more for your Embargo, and perhaps you have missed Opportunities of taking many Prizes and several Hundreds of Seamen.

South Carolina seems to display a Spirit of Enterprize in Trade superior to any other State. They have Salt at half a Dollar a Bushell and dry Goods in great Plenty, tho dear. Many french Vessels have arrived there, some Bermudians, and some of their own. They have exported their Crop of Indigo and a great deal of Rice. They have some Privateers and have made several Prizes. Tobacco too begins to be exported in large Quantities from Maryland, Virginia and North Carolina. Vessells sell at very high Prices in all these States. In short in one more Year I fancy Trade will be brisk in every Part of the Continent, except with Us, the Destruction of whose Fishery has deprived Us of our Staple and left Us nothing to export. We must build Ships and cutt Masts and take Fish with our Privateers, etc. I am, etc.

[No signature.]

1. *Warren-Adams Letters*, I, 312-13.

2. Navy Board of the Middle Department; see Volume 7.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY <sup>1</sup>

- April 1777                      St Jermaine NEBN. 7 or 8 Leagues.  
 Saturday 5.                Light Airs with showers of rain, saw three Sail to the S.E. gave chase  
                                  at 2 pm cleared Ship for Action, and all hands to Quarters, spoke the chase a French Guinea Man, from Martinico, bound to Cape Francois. The other two Vessels proved to be, our Tender, and a Schooner, she had taken from Martinico bound to Beverly in New England, loaded with Molasses <sup>2</sup>
- Sunday 6.                    At 7 AM gave chase to the N.W. after the French Ship we had Spoke with, the Master of the Yankee Schooner, having given reasons, why she was a suspicious Vessel . . . the Ship was a good way to Windward of us, having altered her Course to the N'ward.  
                                  Fresh breezes and cloudy Wr  
                                  at 5 pm left off chase, finding we lost ground.

1. PRO, Admiralty 51/399.

2. Schooner *Volante*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.WILLIAM BINGHAM TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

Gentn

St Pierre Martinique April 6th 1777

Herewith you will please to find Triplicate & Copy of my two last Letters to Mr Deane; but as they are addressed to him in an official Capacity, I have thought proper to place them under your Notice, & Shall in future do myself the honor of directing my Letters in the like manner, as I am informed by my last Dispatches from Congress, that you are jointly appointed Commissioners of the United States of America, at the Court of Versailles.

The Armed Sloop *Independence* arrived here yesterday in which came Passenger Mr Reed; My Orders from Congress are to facilitate his Passage to you, with the greatest Expedition; Accordingly he embarks this Day in a Vessel bound to Bordeaux; This Gentleman will deliver you the present as also Some Dispatches from Congress, which I was desired to forward to you.

It gives me Pain to acquaint you of the unfortunate Capture of the Ship *Seine* Capt Morin; She was taken the Evening of her Departure & carried into Dominica, & this Morning I heard of the melancholy News. I am extremely happy that I have taken out of her so considerable & valuable a Part of her Cargo; <sup>2</sup> What will be the Result of this Affair, I cannot as yet determine. I shall take every Step that Prudence can point out to recover her. If Capt Morin has been Sufficiently cautious in destroying the Letters & Orders which had a Reference to his Voyage to Boston, & has carefully preserved those that respect his Destination for Miquelon, I hope upon a spirited Application from the General, She will be given up. . . .



By the last Letters that I have received from the honble the secret Committee of Congress, they mention that I may expect very large Quantities of Arms, Ammunition, Soldiers Cloathing &c will be Sent out to my Address, In Order to be forwarded to the Continent, – & that they shall constantly keep sending out Armed Vessels to receive them – I seriously recommend to you this Mode of Conveyance, as the most proper to facilitate a Supply of these necessary Articles, & to insure their Safe Arrival – Very few French Masters of Vessels are acquainted with the Coast of America, & admitting they were, large Ships cannot take the Advantage of running into Small Inlets & Harbors as lesser Vessels may – Besides all the Continental Vessels sail with skillful Pilots, which greatly lessens the Risk.

1. Silas Deane Papers, ConnHS.

2. While Bingham did not specify what items in her cargo he removed, the cargo invoice of *la Seine* was copied by Edward Bancroft and passed to the British.

317. Cases of muskets

154. Bales of tents or tent covers

2. Barrels of flintlocks

2. Do of Gun worms

100. Hand spikes

19. Buckets

359. Bombs

2. Cast iron mortars

17. Sponges and rammers

1000 Lbs of matches

1. Two-beaked anvil

1. Vise

6 Thousand Lbs of Gunpowder

10. Cases of musket balls

1. Case containing sponges and Bags for quick-match

20. Cases of box tin or langrage

43600 flat tiles

B. F. Stevens, ed., *Facsimiles of Manuscripts in European Archives Relating to America 1773–1783* (London, 1889–1895), No. 241. Hereafter cited as Stevens, ed., *Facsimiles*.

7 Apr.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot*<sup>1</sup>

[Tenants Harbor] Friday [Saturday], April 5.

At 8 A. M. weighed anchor, and came to sail, with the wind at N. N. W. Saturday [Sunday], April 6. Fair and pleasant, the wind at S. S. W. bore away for Cape Porpas [Porpoise] harbour, where we anchored at 1 P. M.

Sunday [Monday], April 7. Employed in wooding and watering; the Capt. set out by land for Portsmouth.

1. *Providence Gazette*, April 26, 1777.

JOHN BRADFORD TO JOHN HANCOCK<sup>1</sup>

[Extract]

Dear Sir

Boston April 7. 1777 –

I had the honour to write You a few days since, I beg leave to acquaint You that Mr [Hugh] Orr informs me they have cast four Cannon of twelve

pounds designed for the *Raleigh*, but neither of them stood proof however the French Engineer by no means gives up the Point, he supposes that the others which will be cast solid will stand proof the Marline for boring being now compleat its a great pity that fine Ship should be thus kept back – for want of Cannon. I flattered myself that Evil was remedied by the Arrival from France but the Information I received of the *Raleighs* Guns being come was false

The Ship *Peggy* which was condemned last Augt by our Marine Court after being condemned at Halifax by the Enemy was claimed by persons in Philadelphia. its a pity that matter was not determined, as the property is suffering, and I am prevented settling with the Captors she is a suitable Ship to carry a Cargo of Tobacco or Rice,<sup>2</sup>

As I propos'd on Capt [Samuel] Tuckers Return to pay the Captors their proportion of all the monyes in my hands, and the *Livelys* Cargo arising to a considerable amount I shou'd be glad to be indulged with Directions, as to the Distribution of the Shares, as the Vote of Congress for that purpose was calculated for Ships having a large number of Officers which are not known in these Schooners, Viz they have no Captain of Marines, Midshipmen or Surgeons Mate Coxswain or Serjant of Marines, which by the Resolves are allowed to Sloops. Therefore if these twentieth parts are allowed to the few petty Officers in those Schooners I fear it will give Umbrage to the men, the Officers & Sailors seem to choose to divide the Shares, according to the Plan the[y] agreed on when they entreed first into the Service, I take it for granted the 1/20th for the Commr in Cheif Is out of the Question in this Divission also that the Ships Lieutenants Cap[tain] of Marines & Mastr are to have the three twentieths & a half undivided by the Resolves; The three last Officers not being mentioned in the Resolves.

I shall be very happy on receiveing your Directions tho I am at the same time sorry to intrude on your busy moments. I beg leave to h[int] that tho the Prise money is not paid the Captors I have always made a point never to turn a man away empty when he came for Monies, which keeps them in good Temper and the Credit of the Service is supported. As my Predecessor Collo [Jonathan] Glover wrested the Powder Ship<sup>3</sup> from me, and the Contin[ent] having Occassion to take the whole of that Cargo I am daily receiving bitter Complaints from the poor Tars that their money is kept back from them . . .

1. John Bradford Letter Book, vol. 1, LC.

2. *Peggy* was taken in July 1776 by Washington's schooners *Hancock* and *Franklin*.

3. *Hope*.

#### ABIGAIL ADAMS TO JOHN ADAMS<sup>1</sup>

[Extract]

[Braintree] Monday April 7. 1777

My Brother is going Captain of Marines on board MacNeal.<sup>2</sup> I hear

there has been an inquiry at the Counsel Board why he has not saild before? and that the blame falls upon the continental Agent.<sup>3</sup>

1. Butterfield, ed., *Adams Family Correspondence*, II, 202.  
2. Continental Navy frigate *Boston*.  
3. Later, in a letter begun May 6 and concluded May 9, 1777, Abigail corrected herself regarding her brother, William Smith: "I was mistaken in my Brothers going with MacNeal. He is going in the *Tarter* [*American Tartar*] a vessel which mounts 24 Guns, is private property but sails with the Fleet," Butterfield, ed., *Adams Family Correspondence*, II, 232.

ESEK HOPKINS TO LEONARD JARVIS <sup>1</sup>

To Leonard Jarvis Esqr  
Agent in Bedford Providence April 7th 1777  
The above is Copy of an Order I receiv'd from the Marine Board <sup>2</sup> – in Consequence of which I am to request that you will endeavour to pay the people's Shares as soon as in your power. Should any Impediment tend to hinder it should be glad of the favour of a Line from you to know if it is in my power to remove it. I am Sir [&c.]

E H –

1. Hopkins Letter Book, 75, RIHS.  
2. Marine Committee to Hopkins, January 21, 1777. See Volume 7, 1008–09.

LIEUTENANT PHILIP D'AUVERGNE, R.N., TO GOVERNOR NICHOLAS COOKE <sup>1</sup>  
Sir

I came with Sir Peter Parker's commands to proceed as near to you as I could be admitted, to deliver twenty two, American Prisoners,<sup>2</sup> to be credited upon the account current, A copy of which state: Sr Peter Parker would wish to have to compare the situation of the ballance with his own: I have brought a Letter to which I was desired to bring an answer, with some verbal messages for you from Sir Peter Parker, which I am at a loss how to communicate, as on my way to you a Gun was fired from warwick Point; which has detained me; I will with anxiety expect your commands having the honor to be Sir [&c.]

Phil D'Auvergne

PS: I hope the situation of a cartel Vessel will apologize for the hurry of my writing.  
Cartel sloop off Warwick Monday 7th April.

1. Letters to the Governor, 1777, vol. 10, R. I. Arch.  
2. "The Names and Qualities of twenty two American Prisoners, to be delivered, to Nicholas Cook Esqr &c at Providence."

[Rhode Island] Monday April 7th 1777.

Oliver Read:	Lieutt & Prizemaster	Jas Studham.	[Seaman] Do
Jas Latham.	Master	Jno Brady	Do
Thos Hawse.	Mate	George West	Do
Martin Inninas	Mate.	Jacob Tucker	Do
Nicholas Peters	Seaman	Andrew Tucker	Do
John Christopher.	Do	Willm Porter	Seamn
Andrw: Dobeson.	Do	Isaac Bell.	Do
Anthy Bonnacoe	Do	Eleiph Buddington.	Do

Peter Panns.	Do	Saml Bude.	Do
Jacob Cooper	Do	{ Nathan Brand. accountd for in an exchange from New London.	Mate
Josh Wardell	Do		
Elijah Curtis	Do		

Council of War Papers, Exchange of Prisoners and Miscellaneous Papers, 1775-1781, R. I. Arch.

COLONEL ARCHIBALD CRARY TO MAJOR GENERAL JOSEPH SPENCER <sup>1</sup>

Sir

East Greenwich April 7th AD 1777

There was three men, Stole a boat last Evening, and made their Escape to the Enemy the One was a Mate of a prize Ship that was brought into this place the other two was Soldiers belonging to my Rigement <sup>2</sup> it is sade that the said Mate has taken a Considerable pains to inform himself of the situation of the Guards around the Shoar and the spirit of the people in Country therefore thought it my Duty to inform you of the same, I am [ &c.]

Archibald Crary -

1. Letters to the Governor, vol. 10, R. I. Arch.

2. Crary commanded the 2d Rhode Island State Regiment.

*New-York Gazette*, MONDAY, APRIL 7, 1777

New-York, April 7.

A few Days since the *Tartar* Frigate chaced a large American Vessel. The Rebel Crew, finding no other Way of Escape, ran her ashore on the Jersey Coast, where the *Tartar's* People burnt and destroyed her. She had on board a very valuable Cargo.<sup>1</sup>

Wednesday last was sent in here by the *Daphne* Frigate, Capt. [St. John] Chinnery, a Prize Brig called the *Cornelian Molly* [*Cornelia and Molly*] John Lockhard, Master, from Martinico for Philadelphia, loaded with Gunpowder, Sailcloths, &c. taken off the Capes of Delaware. And,

The same Day was sent in here also, the Prize Schooner *Dove*, Flinn, Master, from Philadelphia, bound for Boston, with 630 Barrels of Flour, and 6 Tons and a Half of Iron, owned by William Powell, and taken by his Majesty's Frigate *Tartar*, Capt. [Cornthwaite] Ommaney

His Majesty's Sloop of War the *Falcon*, Capt. Linzee, of 14 Guns, has had a smart Engagement in the West-Indies, a few Weeks since, with a Rebel Privateer Ship of 28 Guns, and a Sloop of 12; the Sloop got off, and the Ship struck; but Capt. Linzee having his Boat shot to pieces, and several of his Crew killed and wounded, he left the Rebel a Wreck to the Mercy of the Sea.<sup>2</sup>

The *Elizabeth*, Snowball; and *Providence* [*Providence and Mary*],<sup>3</sup> from Cork with Provisions, were taken the 3d of Feb. by a Sloop of 8 Guns.

Capt. [Thomas] Wilkinson, of the *Pearl* Frigate, lately died at Antigua; - a worthy and gallant Officer, who may be reckoned a publick Loss.

1. It was H.M.S. *Daphne* rather than *Tartar* which drove the American ship *Sally* ashore on Cape May.

2. Log of H.M. Sloop *Falcon*, February 11, 1777, reveals a much different version of this engagement. See Volume 7, 1174-75.

3. *Public Advertiser*, London, April 28, 1777.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS <sup>1</sup>

Honored Sir

Philadelphia April 7th 1777 –

As I was lately entrusted with a very Unexpected Command of great Importance which in the common course of things hath drawn Upon me the Envy of certain Individuals being Unconscious of any misconduct in the line of my duty I have determined to bear no Insinuations that May reflect upon me as a Gentleman or an Officer – therefore I earnestly desire an Opportunity of meeting the bearer or bearers, Author or Authors of certain Aspersions from Commodore Hopkins Face to Face in Your presence, or in presense of the Marine Board.

I mean to make no difficulty or demur about my present Appointment – but will leave You to Judge how much room those who lately Envied me the Command of a Fleet will have to Exult when they See me return to the Eastward to command a Single Sloop of War.<sup>2</sup>

I have put the plan <sup>3</sup> which I shewed you on the Regulation and Equipment of the Navy – with some Small Additions into the hands of the President, who Says he will Meet You at the Marine Board sooner than Usual this Evening in Order to have some Conversation on the Subject. – I am with perfect Esteem and Grateful remembrance of past favors Honored Sir [&c.]

J. P. J.

1. Papers of John Paul Jones, 6567, LC.

2. See Marine Committee to Jones, March 25, 1777.

3. See next entry.

“A PLAN FOR THE REGULATION, AND EQUIPMENT OF THE NAVY,  
DRAWN UP AT THE REQUEST OF THE HONORABLE THE  
PRESIDENT OF CONGRESS <sup>1</sup>

Let a dockyard be established at the most convenient and defensible Part, within the four Eastern States, let another be established at a proper Place within the five middle States, and a third at a proper Place within the four Southern States, let the Navy be formed into three divisions, one Squadron to Rendezvous at each dockyard. Let a principal Commissioner, a Surveyor, a Treasurer, and Deputies if necessary, with Clerks, and Storekeepers &c. be appointed for each Dockyard. Let it be the duty of the Commissioners to superintend the Building, Repair, Alteration, Victualling, Payment, and outfit of all Ships of War, let it be their duty to Provide and have in constant readiness sufficient Quantities of Provision, Anchors, Cables, Masts, Yards, Sails, Rigging, Warlike and Naval Stores, Slops and all manner of Articles which are necessary for the speedy Equipment of Ships of War, let it be their duty to examine Warrant Officers and to recommend them to the Board of Admiralty, let it also be their duty to inspect into the State and condition of each Ship as soon as she arrives in Port, and to call the Warrant Officers to account for the Expenditure of the Stores in their respective departments; these Officers ought to Make good all Wastage or Embezzlement.

Let it be the duty of any Continental Agent to import such Articles as the Commissioners may direct for the use of the Navy, let it be their duty to supply Ships of War when in Ports at a distance from the dockyards with such Stores and Articles as may be wanted, to enable the Agent to do this with convenience and dispatch, let them have in constant readiness at some of the best Outports certain Quantities of such Articles as the Commissioners may judge necessary, let it also be the duty of any Agents to muster the Ships company when in Port, and make return to the Commissioners on Oath.

Let all the Commissioners meet at Philadelphia and hold a general Conference, once a year, leaving deputies, or Clerks, to carry on the Business in their absence, let it then be their duty to settle all Accts with the Board of Admiralty, or such Person, or Persons as the board shall think fit to appoint to whom they are always to be accountable for every part of their Conduct, let it be their duty to lay before the Board, or whom the Board may appoint, the true State and Condition of each Ship, of each Dockyard, and of all Stores, to point out past Errors, and future Improvements in the construction of Ships, Drydocks, Stocks, &c. to suggest necessary institutions in the Marine department, and to furnish hints to form a clear line of duty for each of the Navy warrant Officers.

The principal Commissioner ought to be a steady Man of Business, a Seaman, and compleat Mechanic well skilled in all respects in the construction and equipment of Ships of War, it will naturally be his duty to inspect the Conduct of the Surveyor and Treasurer.

The Surveyor, ought to be a Shipwright, a Man of great Activity, and of sound Judgement well acquainted with the Qualities and Properties of Ships of War, as well as all their materials and Stores.

The Treasurer, ought to be a Man of Business, and a complete Merchant, the Purchase of Provisions and of Slops, &c. as well as the Payment of the Men might fall under his direction.

The Authority, of the Commissioners must by no means extend to the destination of Ships or their internal Government it being their Province only to keep the Navy in fit Order for Sea service and it being the Province of Commanders in the Navy to govern their Ships according to the Rules and Regulations established by the supreme Power of Congress, and to follow the Instructions which they may Receive from the board of Admiralty, or their deputies, or from Senior or Flag Officers, consequently commanders of Squadrons or of single Ships have a right to call on the Commissioners or Agents for supplies whenever they are in want of them, being always accountable to Senior Officers in their division for their Conduct, but more especially so to the Board of Admiralty.

As the extent of the Continent is so great that the most advantageous Enterprize may be lost before Orders can arrive within the eastern and Southern districts from the board of Admiralty it will perhaps be expedient to appoint deputies for executing the Office of High Admiral, within these extreme districts, to continue in Office only during Pleasure and at all times accountable to the Board of Admiralty. Perhaps one deputy to the Eastward

and another to the Southward may be found equal to the Business, but the number in each department ought not to exceed three, they ought to be Men of inviolable Secrecy, who inherit much discernment and Segacity, and are endowed with consummate Knowledge in Marine Affairs; besides pointing out proper Services for single Ships, and for Squadrons, it may be the duty of the deputies with the assistance of three or more of the most Judicious commanders of the Fleet who may be named by the board of Admiralty to examine the abilities of Men who apply for Commissions, and make report to the Board, also to examine divers Persons who now bear Commissions in the Service, and whose Abilities and accomplishments are very suspicious and uncertain, the board may do the same within the middle district, and by this means the Navy will at a Period not far distant be Officer'd by Gentlemen and Men of Sense, instead of Men of no education, with limited Capacities whom Nature never intended for a Rank superiour to that of Boatswain.

It may also be expedient to establish an Academy at each Dockyard under proper masters, whose duty it should be to Instruct the Officers of the Fleet when in Port in the Principles and Application of the mathematicks, Drawing, Fencing and other manly Arts and Accomplishments.

It will be requisite that young Men serve a certain term in Quality of Midshipmen, or Masters mate before they are examined for Promotion.

And the necessity of Establishing an Hospital near each Dockyard, under the care of Skilful Physicians is self evident. –

Jn<sup>o</sup> P Jones <sup>2</sup>

Philadelphia 7th April 1777.

[Endorsed] The Honble Robert Morris.

1. Papers of John Paul Jones, 6566a, 6566b, LC.

2. Jones to President of Congress, December 7, 1779:

The President told me that as the Regulations of the Marine was then under Consideration It would be of Service if I would give in Writing the outlines of my Ideas on a Navy System. This I did with great pleasure and the Navy Board at Boston with some other Regulations nearly Corresponding with my essay took place soon afterwards.

Papers CC (Letters and Papers of John Paul Jones, 1777–91), 168, II, 107–22, NA.

#### RICHARD HENRY LEE TO GOVERNOR PATRICK HENRY <sup>1</sup>

[Extract]

Philadelphia April 7. 1777

We have received very agreeable intelligence from the Commissioners (Dr Franklin Mr Deane & Dr Lee) of the United States to the Court of France – They have been received with great cordiality, promised protection, and an answer to their proposals as soon as Spain has been consulted, with which Country France means to act in close concert. The french had in January 25 sail of the line ready & Spain had 17. And both were certainly to have 30 by April. Ten thousand French troops were marched to Brest where the Fleet lay, and opposite the English coast, which will no doubt occasion alarm and prevent the sending more Troops from G. Britain . . . The Commissioners had negotiated a loan of two millions of Livres, to be

repaid when America was in peace and prosperity, without even the mention of interest, and the Ports of France, Spain & Leghorn are open to our Prizes as well as our Trade. These things look well, and if we are not wanting to ourselves, must in time fix the freedom and happiness of America – We have 12,000 stand of Arms arrived at Portsmouth in N. Hampshire with other Military Stores, and 8,000 stand come in here.

The enemy lately made an attack by surprise on our posts upon the highlands of Hudsons River, but they were repulsed, and driven on board their Ships with precipitation and disgrace by an inferior number of American Troops. They have lately embarked Troops at N. York, the Tories say for this City, themselves say they are going to Chesapeake Bay. Some think they mean nothing but to amuse, whilst others imagine they mean to renew their attack on the heights of Hudsons River – Either of the two last opinions I prefer to the former. . . .

1. Berol Collection, CUL.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

##### State Navy Board

[Philadelphia] April 7th 1777

An Order on William Webb to John Brannon for one pound ten Shillings & 6 (for 1 month & 6 days Wages, £5..8 deducting Three pounds Seventeen Shillings & Six pence for 1 pair Breeches, 1 pr Shoes & 1 pr Stockings) £1.10..6.

An Order on William Webb to John Charmondy, for Four pounds thirteen shillings (for 1 mo & 6 days wages £5..8, deducting 15/ for pr Shoes £4.13.

Order'd, Commodore Seymore to send Cap. [Alexander] Henderson with his Galley, down to Reedy Island & Search the different Vessels outward and Inward bound for any Deserters belonging to the State fleet.<sup>2</sup>

Order'd Captain [Jeremiah] Simmons of the *Arnold* Battery, to attend this Board tomorrow morning and furnish us with his reasons for not recruiting.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. Henderson commanded the *Dickinson* galley.

#### BOND OF WILLIAM LUX IN BEHALF OF CAPTAIN WILLIAM ROGERS'

##### APPEAL FROM ACQUITTAL OF THE BRIG *Minerva* <sup>1</sup>

Maryland to wit

Know all Men by these Presents that I William Lux of Baltimore Town Merchant – am held & firmly bound unto John Winning in the Sum of two hundred and fifty Pounds Current Money to be paid to the said John Winning his Heirs, Executors Administrators or Assigns To the which Payment well and truly to be made & done I bind myself my Heirs, Executors & Administrators in the whole and for the whole firmly by these Presents sealed with my Seal and dated this Seventh Day of April Anno Domini 1777 –



Whereas William Rogers on Behalf of himself and others exhibited a Libel in the Court of Admiralty of the State of Maryland against the Brigantine *Minerva* and her Cargoe praying Condemnation thereof for the Use of the Captors and all others concerned And Whereas on the Hearing of the said Libel and Examination of all Witnesses & Evidences produced by the Parties interested therein a Verdict and Judgment of Acquittal & Discharge was obtained and rendered against the said William Rogers from which Verdict & Judgment the said William Rogers by his Advocate prayed an Appeal to the honourable Congress. Now The Condition of the above Obligation is such that if the above named William Rogers do and shall prosecute the said Appeal with Effect & pay & satisfy to the Appellee his Executors, Administrators or Assigns in Case the said Judgment shall be affirmed as well all Costs and Charges adjudged by the said Court of Admiralty to be paid by the said William Rogers to the said John Winning as all Costs and Charges that shall be awarded to the said John Winning by the Court before whom the said Appeal shall be heard, tried & determined, then the above Obligation to be void otherwise in full Force and Virtue.  
Signed Sealed & delivered

in presence of Dan Bowly

Will<sup>m</sup> Lux

1. Admiralty Court Papers, Box 1, 1776-1781, Md. Arch.

DR. GEORGE LOGAN TO SAMUEL LAWFORD, LONDON <sup>1</sup>

[Extract]

Dear Lawford

Charles Town, South Carolina, April 7th 1777

I have reflected for sometime whether your receiving a Letter from a Rebel (tho' an old Friend) will be looked upon as Treason or not, however I now venture to acquaint you of our safe Arrival at this Place where we arrived last December after numberless Difficulties, such as laying under Trees at Nights, and sometimes in open Boats on Water, however We are safe moored among our Friends in peace – I say in peace because there is all the Appearance of it, that is We have a great Trade, every body very busy, and to crown all, at the same time We are ready prepared for our Foes, if they attack us either by Land or Sea, as to the latter (by Sea) the brave Sir Peter Parker may give you a good History of the Carolinians Exploits on the 28th of last June, a good History of which you have in one of your Magazines – I fear the British Navy suffered a Slur on their maritime Character, it was on that day, when, tho' brave fellows they suffer'd incredibly – Had it not been for want of Powder at the Fort (which was the Case for two Hours) every Vessel must have sunk, at least when they got a fresh Supply they played on the Ships with such Spirit, that they were obliged to slip their Cables and take the Benefit of the Ebb Tide in a most shattered Condition. General Clinton can inform you that the Americans are not ignorant of the Art Military – We have enjoyed Peace ever since.

... I have lately seen one of our 36 Gun Frigates which is as noble and compleat a one as ever sailed from Britain in every respect the *Randolph*

she is called built in Philadelphia where her Guns (12 pounders) were also cast –

N.B. We have got up 18 of the *Actaeons* Guns, a number of fine Cables and some very fine Anchors belonging to the *Experiment*, *Bristol* and other Vessels . . .

1. PRO, Colonial Office, 5/127, 87–90. An intercepted letter.

#### JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston] Monday 7th April 1777 –  
The Board Mett According to Adjournment  
Present

Edward Blake Esqr first Commissr  
Josiah Smith, Thos Corbett, Thos Savage, Roger Smith Esqrs.  
Order of the Privy Council –

That the Commissioners of the Navy may purchase ten hands for workmen in a shipyard and write for three white workman from the Northward that they may Lease [Robert] Cochrans place on the Terms proposed or such [indecipherable word] and terms as they shall think Necessary for the Public Service

Agreed to hire or Lease Capt. Cochrans Ship Yard with five Negroe Workmen, and Every Building thereon as formerly Hired or Leased to Paul Pritchard, for Twelve Hundred Pounds Currency P Annum –

1. Salley, ed., *South Carolina Navy Board*, 54–55.

8 Apr.

#### MAJOR GENERAL WILLIAM HEATH TO JOHN LANGDON <sup>1</sup>

Sir Head Quarters Boston April 8th 1777

The Honble Thomas Cushing Esqr has Just Informed me, that the Two Continental Frigates which have been fitting out of this Port and are now ready for the Sea were to have had their Powder from This State (Massachusetts) But that upon a Proof of the Powder it appears Bad I think it is of great Importance that the Ships should be at Sea as Soon as Possible, as many advantages may accrue from it, If you Can therefore furnish the Powder necessary for the Two Frigates from that lately arrived, and now under your Care (which I suppose will be nine or Ten Tons) Consistant with your Instructions I think it will greatly Promote the Publick Service, and I would most Heartily recommend it, I am Sir [&c.]

W Heath M G

1. William Heath Papers, vol. 4, MassHS.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

[Boston] Tuesday April 8th 1777

Petition of Laben Lynds setting forth that he entered on board the Brigantine *Independence*, Simeon Sampson Esqr Comander on the 2d day

of May 1776 as mate of said Brig and served in that Capacity till the Twenty fifth Novr last, when said Brig was unfortunately taken and carried to Halifax, where Your Petitioner has been Confined on board the *Belogna* till the fourteenth of February last – when your Petitioner & eight other prisoners made their Escape from said Ship & humbly prays for such relief as the Honble Court shall see meet. –

In the House of Representts Resolved that there be paid Seven pounds out of the publick Treasury of this State to Laben Lynds the within Petitioner to enable him to pay his Expences from Machias to Boston and also to bear his Expences home he to be accountable for the same if required –

In Council read and Concurred

1. Mass. Arch., vol. 37, 161, 162–63.

#### ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gent Men

Providence april 8 1777

herewith you have Copeys of two Court Martels on two officers belongg to the *Warren*,<sup>2</sup> which you will approve off or Disanoll as you think proper the Ships are much in the Same Siteuacion as they ware when I Rote you Last, the *Hamdon* is Repared, mand and Ready for Sea, tho at present the Siteuacion of the Enemys Ships are Such that it is a Dought whare She Can gitt out – the Sloop *Providence* is Nearely mand under the Care of Leut Pecther [Jonathan Pitcher] and Shall try to gitt hur out Soon – the Siteuacion of the Ships are more Criticull Now then they Ever have ben, altho I make Not Much dout But we Can Defend them by Sea but Should the Enemy gitt Pursesion of the Lande it will Not then be in our power to do it and at present things hear have a bad prospect – the Sea Cost and Providence in purtic[u]lar is almost with out people to Defend them the milishe Refuses to Come in on acct of the high Prices of Goods and the Low Wages the State gives them and the princable men that have maid fortens by Priviteren have bought Estates back in the Cuntrey & have and are now Moving a way which Must Leave the town in a Defencless Condition

There is a grate unEasynes with the Late Crues of the *Alfred* and Sloop *Providence* Ocasiond by Capt Jones going a way and Not Leaving propor Muster Roles, or Rather None as he Did not Sign those he left, the Agents thinks they have No gide to Divide the Money by. it may be for the good of the Servis that you ordor Capt Jones to Do it Soon or that you Empower Sume of the other officers to Do it.

I hope I shall Not give offence by Menchening once more the Nessity thair is of fixing Comisioners of the Nave or Sume people with full Power under you over the Navell affairs in these parts and in that Case thair will be no Nesesity of aney offesor in the Stacion I Now Bare and I Shall be Well Pleased when Ever the Bisness Can be Better Don with out my Sustaining the office I Now Do

if You think Proper you Will Send a Comision for Liut [Ezekiel] Burroughs to Comand the *Hamdon* & if Capt Jones Dose Not Come to

take Charge of the Sloop *Providence* think it Will be Best to give Leut Pit[c]her a Comision for hur

I am Gentle men [&c.]  
E H

1. Hopkins Papers, vol. 2, 51, RIHS.

2. For one of these courts martial, see that of Lieutenant Richard Marvin, April 3, 1777.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 27.

*Eagle* Off New York

Sir,

April the 8th 1777.

Several Transports from Cork with Provisions for the Army, having most of them, without any apparent Necessity, bore up for the West Indies and put into Antigua; Vice Admiral [James] Young appointed Lieutenant Hugh Christian of the Navy to embark in one of them and conduct such as were in Readiness to proceed at the same time, for this Port.

Lieutenant Christian arrived here with the several Transports in the enclosed List described, the 5th Instant: Having testified great Attention and Diligence on that Occasion. The two last Ships upon the List are part of the *Thames's* Convoy: But no Intelligence has yet been received of the *Elephant* Store-Ship, nor the Ordnance-Transport [*Unity*].

Vice Admiral Young expresses in his Letter by Lieutenant Christian of the 12th of February, his Regret on Account of the unavoidable Delay which the Frigates sent to be cleaned and refitted at Antigua, would meet with from the Nature of the Climate and small Number of Artificers to be procured there. Captain Hamond advises me that he arrived in English Harbour with the *Pearl* the 27th of January: And having under the Vice Admiral's Inspection, attended to give the earliest Dispatch to the cleaning and refitting of those two Ships, expected to be joined in time by the *Camilla* and *Perseus*, and to be returned upon his former Station by the 20th of last Month.

I have great Concern to hear by the same Opportunity, of the Death of Captain Wilkinson of the *Pearl*, an Officer of most distinguished Resolution and Ability. He died the 15th of February.

The *Phoenix* sailed Yesterday for her former Station in Chesepeak Bay. And the *Brune* and *Merlin* the 5th Instant for the Coast of North-Carolina. These being the only Changes made in the Disposition of the 31st past, enclosed with my last Letter of the same Date.

I am, with great Consideration, Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN CHARLES ALEXANDER <sup>1</sup>

Sir

[Philadelphia] April 8th 1777

The Marine Commissioners having reported to this Board that the Frigate *Delaware* under your command is ready for Sea, you are hereby

directed to proceed to Cruize for the enemies Transport and Provision Vessels that may be coming from Europe to New York, You will proceed so far to the Eastward and so far from the Coast as will be the least likely to fall in with the Enemies Ships of war until you[r] Men are well practiced and fitted to engage with strong Ships. When that is the case you are then to draw nearer to the Coast of North America, and Cruise along the said Coast from Block Island to the Capes of Virginia doing your true endeavour to take, burn, Sink, or destroy as many of the enemies Ships and Vessels of every kind as you may have the good fortune to fall in with. The prizes you may be lucky enough to take you will send into such Ports of the United states as you shall think will be the safest from the informations you may receive, you are to pay due attention to the printed Instructions from the Navy Board. It is possible that we may think proper to give you fresh Orders which shall be lodged with Henry Fisher at Lewis Town, and the light House will be ordered to shew a large white sheet when they have such orders and find a frigate in sight. Should any unfortunate accident befall you destroy these Orders rather than let the enemy get them, and you will as opportunities occur transmit us Accounts of your proceedings

You will be careful of the *Delaware* her Stores and Materials, Kind to your Officers and Men but observing strict discipline, and you are to pay due attention to the printed Instructions of the Navy Board. Inclosed you have Signals whereby you are to know American Vessels of war. We are sir [&c.]

I. Marine Committee Letter Book, 65-66, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JAMES NICHOLSON <sup>1</sup>

Sir

[Philadelphia] April 8th 1777

It seems currently reported that the Frigate *Virginia* under your command is ready for the sea and that she only waits for Orders. Hoping this may really be the case, we despatch the following Instructions by which you are to be governed. You are immediately to proceed with the said Frigate to Sea, embracing such favourable winds as may be likely to run you quickly off[f] the Coast, for as we know you are not in condition to meet the enemies Ships in Battle on advantageous terms at present, we wish you to avoid them until you get well manned and your People tollerably trained, therefore soon as you clear the land schape your Course for the Island of Martinico, and there deliver to William Bingham esqr American Resident at that Port the letter sent herewith directed for him. We expect a quantity of Arms ammunition Cloathing and other Stores to be lodged with him by this time and he is directed to put a part of them on board the *Virginia* and you will direct them to be received on board, granting bills of lading for what are so received. Should Mr Bingham have shipped these Stores or the greatest part of them previous to your Arrival, it is likely there may be Others at St Eustatia and you may apply there to Mr Saml Curson junr Mr Corneilus Stevenson & Mr Henricus Goddet for any such that may have come to their

hands granting them bills of Lading for what you receive. When you Arrive at Martinico Mr Bingham will inform you what british ships of war are amongst the Windward Islands also what other of the enemies Cruizers are there, and whether the Inhabitants of the British West India Islands continue the practice of fitting out ships in a Piratical manner without commissions and if upon A view of these things Mr Bingham and you should be of opinion that it will be useful to our Commerce for you to make A short Cruise amongst the Islands for the purpose of protecting our Trade and distressing the enemy by all means let it be done.

The British ships of war after being any length of time in the West Indies are rarely well manned and as we hope your ship will sail well, we hope you may either be able to cope with them in Battle or to outsail them, as to any other Cruizers they must outsail or Submit to you, but if you can add some of the enemies Ships to our Navy it will render essential service to your Country inspirit our Seamen and do honor to yourself.

Should you take any Prizes whose Cargoes are perishable or particularly suited to the West India Markets you may order such articles to be sold there and lodge the Money with Mr Bingham taking his drafts for the same, but the Ship and other parts of the Cargo must come to America for condemnation

You will be particularly attentive to collect as many Seamen as possible, not only what may be necessary for the *Virginia*, but as many as you can bring to assist in manning the rest of our Navy. It is expected that you contend warmly on all necessary occasions for the honor of the American Flag. At every foreign port you enter salute their Forts, and wait on the Governor-General or Commander in chief, asking liberty of their Ports for the Ships of the United states of America – Take care that your people do not molest their Trade or Inhabitants nor in any shape disturb that good understanding we have with them. We think you should not only attempt to get seamen at every port you touch at, but also encourage them to enter from every Prize you take, and if amongst these you should number any of the British ships of war, You must be particularly attentive to prevail on the most useful Petty & Warrant Officers to engage in our Service – the encouragement for them is great and we want them much. When your errand to the West Indies is compleated you are to return to Some Port in these States.

The uncertainty of the state of war and the stations the enemy may choose for their large Ships makes it improper we should fix positively on any one particular, but as it is likely those middle states may be the Seat of war the nearer you can land the stores to our Army the better. It is expected from every Commander in our Navy that he will use his officers and people well, Still preserving strict discipline and decorum – that prisoners be treated with humanity that great care be taken of the ships their Materials and Stores, and that due attention be paid to the private Instructions of the Navy Board. We are Sir [&c.]

P: S: you have herewith signals whereby to Know the American ships of war

1. Marine Committee Letter Book, 66-67, NA.

# MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

## State Navy Board

[Philadelphia] April 8th 1777

Whereas there appears a great deficiency of hands in the fleet, and in order to supply the said fleet, we apprehend it necessary that the recruiting should be prosecuted with the greatest expedition.

Resolved, That every Captain shall be allowed Twenty Shillings for every recruit hereafter inlisted, as an allowance for said Captains expences, which sum, to be paid on the Recruits passing Muster.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

*Pennsylvania Evening Post*, TUESDAY, APRIL 8, 1777

Philadelphia, April 8.

By a vessel in 45 days from Nantz in France, we learn, that the privateer which carried Dr. Franklin, since the two prizes formerly mentioned, has taken and carried into some ports in France, five others, one of which we hear was a Lisbon packet.<sup>1</sup>

1. Captain Lambert Wickes, in the Continental Navy ship *Reprisal*. One of the prizes was the Lisbon packet *Swallow*. William Bell Clark, *Lambert Wickes Sea Raider and Diplomat, The Story of a Naval Captain of the Revolution* (Yale University Press, New Haven, 1932).

*Pennsylvania Packet*, TUESDAY, APRIL 8, 1777

Philadelphia, April 8.

A ship is arrived at Hampton, in Virginia, from the Island of Martinico, with about sixteen hundred stands of arms, thirty thousand weight of gun powder, and some dry goods.

Capt. Mumford, from Cape Francois, informs that the brig *Warren*, Capt. Paul Read, from Boston, was taken the 11th of March, just off the bar of the Capes.<sup>1</sup>

1. *Warren* was taken by H.M. Sloop *Badger*, March 11, 1777, according to her journal.

COLONEL MORDECAI GIST TO THE COMMANDING OFFICER AT WHETSTONE FORT<sup>1</sup>

Sir/

You are hereby requested to Stop the Privateer *Revenge*,<sup>2</sup> and not suffer her to pass the Fort untill the Master or Commanding Officer delivers into your custody three Soldiers of my Rigement Vizt John Walker, John

Callahan and whom you will please to confine in your Guard-house untill sent for. yr mot Obt [&c.]

M: G

Balt[imore]: 8th April 1777.

1. Mordecai Gist Letter Book, NYPL.

2. Maryland privateer schooner *Revenge*, eight guns and thirty-five men, William Gosnold, master, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XIII, NA.

COLONEL MORDECAI GIST TO THE COMMANDING OFFICER ON BOARD  
THE MARYLAND PRIVATEER SCHOONER *Revenge* <sup>1</sup>

Sir/

You are hereby required to deliver to Capt [Jacob] Brice or his order John Walker, John Callahan and three Continental Soldiers of my Regt in Brice's Company – to him or his Order –

Given under my hand at Baltimore this 8th Apl 1777.

M. Gist Colo 3 Regt  
Maryland Troops

1. Mordecai Gist Letter Book, NYPL.

*Maryland Journal*, TUESDAY, APRIL 8, 1777

Baltimore, April 8.

Captain [Robert] Cochran, in the armed Brigantine *Notre Dame*, lately arrived at Charlestown, South-Carolina, with a valuable Cargo, from France. "Accounts were received in France, before Capt. Cochran's Departure, of the Arsenal and Dock Yard at Portsmouth having been burnt in the Beginning of December, the Loss is computed at Two Millions Sterling, but at the present critical Situation of Great Britain, being in all Appearance on the Eve of a French and Spanish War, and the Supplies of Naval Stores from America being discontinued, it will be hard to determine what the Loss may be estimated at."

Capt. Cochran carried into Charlestown an armed Victualling Ship, bound from Cork to New-York, which he took after a short Resistance.

JOSIAH POLK AND EDWARD LLOYD TO THOMAS SIM LEE <sup>1</sup>

Sir,

Annapolis Apl 8th 1777

By Express from Congress to Govr Johnson we are informed that three thousand of the Enemy have embarked and said to be destined for Chesapeake Bay with design to make an Attack on the Eastern shore or to go up to the head of Elk and take this City and Baltimore Town in their way. Congress have directed that Govr Johnson should give immediate Orders for the removal of the Military stores and powder from Annapolis to Frederick Town and from Baltimore to the Town of Carlisle in Pensilvania The Govr and all the members of Council being Absent except Col Loyd and myself we have under these circumstances thought it most prudent to lay



a Copy of the above request of Congress before the Assembly that they may take orders there in and have sent the Originals by Express to the Govr we therefore think your immediate Attendance indispensably Necessary And are with great respect [&c.]

Josiah Polk      Edw<sup>d</sup> Lloyd

1. Gilmor Papers, MdHS.

### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Tuesday 8th April 1777.

Ordered that Captain Thomas Lilly repair to Pepper Creek where the *Gloucester* Galley is now building, and give such directions respecting the finishing the said Galley, with dispatch, as he may judge necessary.

1. Navy Board Journal, 203, VSL.

### JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE <sup>1</sup>

April 77	Cape Hatteras N 21 Wt Distance 6 Leagues
Sunday 6th	At 6 A M Saw a Sail ahead supposed to be the <i>Pearl</i> . At 7 Bent a new Main stay sail & set it At 9 Got up fore Yard & reefed the Sail At 10 Saw a Sail to the Eastward, Swayed up Main Yard Set fore sail & Main sail & Gave Chace, Bent the fore Stay sail. First and Middle parts fresh breezes & Cloudy Wr At 1 P M Wore Ship & Set Mn TS At 1½ past 3 fired 6 Nine Pounders at the Chace & brought her too but could not send a Boat on board. Brought too in Main TS, up Fore & Mn sail & lay too under Main & Mizen Stay-sail. At 8 fired several Vollies of small Arms at the Brig to make her shew a light & keep Company
Monday 7	At 2 A M Fired at the Brig several swivels At 12 hauled down Main & Mizen staysails & set the Mizen, the Prize Brig in Company Hoisted out the Cutter & sent a Mate & 6 Men on board to take Charge of her & send on Board the Prisoners. At Noon More Moderate First & Middle part fresh Gales & squally Wr Latter fresh breezes & Cloudy. At 1 P M the Cutter return'd with the Prisoners, she getting under the Lee Quarter, was over set & was lost, but the People saved. the Brig was called the <i>willing Maid</i> , Roger Pye Master from St Thomas's, bound to Ocrecock, Loding Sugar, Rum & Salt, Wore Ship & made Sail
Tuesday 8th	Saw a Sail to Westward, out all reefs & set steering Sails & gave Chace, swayed up Fore top Gallt mast & got the Yard across. at ¼ after 6 Left off Chace, shorten'd Sail. At 9 they hailed from on board the Brig and told

us she had sprung a leak and would certainly sink with them, brought too & hoisted out the Pinnace, Sent the Lieut: & 7 Men on board to bring on board the People & remainder of the Prisoners, got all the People onboard & hoisted the Pinnace in. Made Sail & Left the Brig sinking.<sup>2</sup>

1. PRO, Admiralty 51/157.

2. *Willing Maid* is mistakenly credited to H.M.S. *Pearl* in Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

9 Apr.

JOURNAL KEPT BY OFFICERS OF THE CONTINENTAL NAVY BRIG *Cabot* <sup>1</sup>

[Cape Porpoise Harbor] Monday [Tuesday], April 8.

At 8 A. M. hove up and came to sail, with the wind at E. by N.

Tuesday [Wednesday], April 9. At 2 A. M. made Cape Ann, at 6 came to an anchor in Salem harbour, at 11 hauled into the wharff, and discharged the people.

Thomas Weaver, 1st Lieut.

John Margeson, act. Lieut.

Joseph Vesey, Master.

John Dinsdell, 1st Lieut. Marines.

Edward Ruddock, Chief Carpenter.

[Endorsed] Suffolk, April 16, 1777. Thomas Weaver, John Margeson, Joseph Vesey, John Dinsdell, and Edward Ruddock, made oath that the foregoing journal, by them subscribed, is just and true, before me,

Joseph Greenleaf, Justice of Peace.

Having examined the foregoing journal of the brigantine *Cabot*, signed and attested by my brother officers, I do hereby certify the facts therein related.

Edward Arrowsmith, Capt. Marines.

[Second endorsement]

State of Massachusetts-Bay.

I Henry Allen, jun. Notary Public, by lawful authority duly admitted, dwelling and practicing in Boston, in said State, do hereby certify all whom it may concern, that the foreg[o]ing is a true copy of the original journal, and of the caption thereon taken by Joseph Greenleaf, Esq; and that the said Joseph Greenleaf, Esq; is a justice of the peace for the county of Suffolk, within said State, and that full faith and credit is and ought to be given to his acts and attestations as aforesaid. Thus done at Boston, in said State, this twenty-first day of April in the year of our Lord one thousand seven hundred and seventy-seven. In testimony whereof I have hereunto set my hand, and affixed my notarial seal.

Henry Allen, jun. Notary Public.

1. *Providence Gazette*, April 26, 1777.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Honble Sirs

Boston 9th April 1777

I have the honour to receive a Letter from the Marine Board under the 21st march, in wch you are pleasd to mention that the officers and seamen, concernd in Captur[e]s, complain of there being kept out of there money, I wish they had not a just Reason for there complaint, however I beg leave to Exculpate my self, from that Charge, for the present, and E're long the honourable Board will be convinced by the Commisrs to whome my Books shall be laid open,<sup>2</sup> that I have paid the men £2000 prize money, besides having paid Colo [Jonathan] Glover £919. I have it as invariable practice, never turn a man away when he Ask'd money, if he had a demand for prize money, Its true I have been put to great inconveniences, long after I had the honour of entering into this department, and before any prize money came into my hands, to be obliged to Borrow large sums, wch I did do till I had advanced seven hundred pounds of my own money, on the whole, the Credit of the Continent never sufferd through me, the reason that the accounts have been so long unsettled was unavoidable, the Exigence of the Army being such, I was oblig'd to send forward large quantities of Goods uninvoiced & unappraised, the Expedient now taken will remidy that evil, I shall loose no time in Settling every account, and forwarding them to Congress, and pray give me leave to answer the honble Board. it was not owing to inattention, to their orders under the 18th Octor that I have not comply'd therewith, but to a pressure of Business I being placd between providence and portsmouth, I have had a great plenty of Business, from both quarters I have been endeavouring to add to my help but coul'd not, the young people all having Engag'd in the Army.

I informd you some time since that I had a prospect of furnishing the *Raleigh*, with a Sett of Cannon of our own manufacture, having for that purpose taken fifty tuns pig Iron out of the *alfred*, they meet with indifferent success, the three they first cast burst in prooving, But other two stands proof, I shall advise you of our future [Success]

I am Sorry to Acquaint you with the loss of the Brig *Cabbot*, Which saild from Salem last Sunday fortnight, in Company with two Arm'd Brigs belonging to this State, this same night they fell in with the *Milford* frigate, and she Chasd the Brig *Cabbot* a Shore, where she was lost, I cant larn the particulars, therefore shall suspend any further Acot till I see Capt[n] [Joseph] Olney who is on his way from portsmouth here,

the *Alfred* is now taken in her Ballast, the Carpenters being done with her *Alfred*, the *Boston* this day got into King Road from Cape Ann – And the *Hancock* fell down to Nantasket, they will both sail its probable in a few days, The *Mellish* I've purchas'd at a very moderate pri[ce] giving only £ 1020, she sails fast, and Capt [John Paul] Jones is of opinion she will make a good Cruiser, the Sc[hooner] *Lee* has been saild three weeks on a

Cruise, having nothing meteri[a]l to add I Salute & have the honour to be Gentlemen [&c.]

John Bradford

1. John Bradford Letter Book, vol. 1, LC.

2. Isaac Smith, Ebenezer Storer and William Philips, appointed to settle prize accounts; see letter to Bradford, March 21.

JOHN BRADFORD TO THE SECRET COMMITTEE OF THE  
CONTINENTAL CONGRESS<sup>1</sup>

Honble sirs

Boston 9th April 1777

Your honble Chairman Mr Morris, informs me you never Received an Account [of] my transactions Respecting the Sloop *James*, Capt Gillis that was taken afterwards retaken [and] Carried into Salem, I wrote you fully on that subject under the 16th Decr<sup>2</sup> and informd you that some months before the Committee wrote to me on that matter, the Sloop arrivd at Salem and Cargo was sold, But tho the Sloop was Condemned, they had not sold her till after hearing from Congress, she went off at £200, and being much out of repair and badly found, (being robb'd [by] the Cruisers that had taken her) I thought she sold at her full vallue, nothing could be done [in the] matter but receiving our proportion of Vessell & Cargo the Accounts I now transmit as settled wi[th] the owners, I am sorry to acquaint the honble Board that the *Tryton* is not yet saild, being disappointed of a parcell pot & pearl Ash, how to mak up a Cargo for her I know not, having only three hundred & twenty T[ie]r[ce]s Salmon, & two trs pearl Ash, yet provided I am in pu[rsui]t of Oil to morrow will determin whether I shall get it,

The Ship *Esther* was to sail yesterday for Rappahannock the Ship *mell[ish]* we purchas'd for £ 1020, the *Peggy* a fine ship one of our prizes Claimed by former owners at philidelphia lays unimprov'd waiting the decision of Congress I shall use my utmost Exertions, to dispatch the *Tryton* I have the Honor to be with all due Respects Gentlemen [&c.] the Sum of £973..7.11½ I have Carried to its proper Credit

J B

1. John Bradford Letter Book, vol. 1, LC.

2. Letter of December 16, 1776 has not been located. *James* was captured by H.M. Sloop *Ranger* and recaptured by Massachusetts privateer *Rover*. See Volume 6.

JOURNAL OF THE MASSACHUSETTS COUNCIL<sup>1</sup>

[Boston] Wednesday April 9th 1777

Instructions for Captain John Glover Appointed to negotiate the Exchange of Prisoners

- 1st You are to hoist a White Flag at the Mast head of the Sloop [blank] and to continue it abroad night and Day, untill you return to this Place.
- 2d You are to be particularly careful that no Cannon, Musquet, Pistol or Fire Arms of any kind, be recd on board the Vessel, while she is considered as a Cartel, a Violation of this Order may possibly occasion

- the Detention of the Sloop, and furnish a pretence of doing an Act of Violence, under the Assertion that the Vessel is fitted for War.
- 3dly All Prisoners are to be Victualled at two thirds Allowance.
- 4th A Quiet peaceable Demeanour towards the Prisoners is particularly recommended, and to avoid all Dissentions on board you are directed not to make the Present unhappy dispute the Subject of your Conversation with them.
- 5thly It will be deficient on many Accounts to lay down the exact mode you are to follow in the Exchange, That must be left to your own Judgement observing this that the Prisoners are to be Exchanged for a like Number of Persons belonging to the New England States, giving the preference however to those of this State if to be had, if not to any other of the American States, who are Prisoners under the directions of Sir George Collier.
- 6thly You are to make all the Dispatch, that the Nature of the Service will permit in returning to this Port, with those Subjects of the United States of America, whom you may receive in exchange, and have a written Certificate from the Commissary or other Officer appointed to Conduct the Exchange of Prisoners.
- 7thly On your Arrival at Halifax you are forthwith to Apply to Sir George Collier or other proper Officer and deliver the Letter herewith delivered you, directed to him and exhibit a Copy of your Instructions and also a list of your Prisoners to the End they may be exchanged as above.

To Capt John Glover,

Sir You are hereby directed to take Charge of the Sloop a Cartel fitted out by this State, and with the said Sloop, proceed immediately to Halifax and there deliver such Prisoners as you carry down there, to Sir George Collier or some person appointed by him as Commissary with whom you are authorized to Negotiate the Exchange. And you are directed if possible to procure the releasement of as many American Prisoners as you carry down British and also for those discharged here and permitted to Depart this State with Captain [John] Jones agreeable to their written request now delivered You. And also for the Crew of the *Milfords* Tender and others sent at the same time from the State of New Hampshire to Rhode Island in Number about Fifty: and for about Sixty others discharged from Plymouth, and permitted to go to Ireland under the care of Captain John McDonnell.

For these You are directed to take in Exchange if possible Capts Burk [William Burke], Samson, Hatch and Parsons, with as many of their Officers and Seamen as You can Procure or any others belonging to the United States and this State in Particular, as may be offered You.

You will observe and follow as near as may be the Instructions given you by the Council of this State, and in all respects conduct yourself prudently, using the greatest Oeconomy and Dispatch.

JAMES WARREN TO SAMUEL PHILLIPS SAVAGE <sup>1</sup>

Sir

Plymo April 9th 1777

I have the pleasure to Inform you that Capt [Isaac] Bartlett in Schooner *Plymouth* Arrived here yesterday, with 2 or 300 Arms, A little duck, A few flints, & some few Other Articles, as much as his own Cargo would purchase after A poor sale he left Hallet <sup>2</sup> at Martinico 25 days ago to sail in five days after him, heard of Coffin, & McClannin at St Petre. the Schooner the last was in & Cargo was sold & Coffin had A prospect of selling his Ship Capt Bartlett proceeds to Boston the first Wind. I dont think it necessary to wait your Orders for that purpose, as the risque from here is not Considered of any Conseq[ue]nce] I am [&c.]

J Warren

1. Mass. Arch., vol. 152, 149, Board of War Letters, 1776-1777.
2. Commanded Massachusetts Navy sloop *Republic*.

JARED TRACY TO WILLIAM TALLMAN <sup>1</sup>

Sir

Bedford April 9th 1777.

As there is a number of Vessles expected here with flour &c from Virginia, on Accot. of the United States, you are desir'd to unload & Store the Cargoes, until opportunity presents to Ship it to Norwich to the care of Captn Joshua Huntington, or to Hartford to the care of Jeremiah Wadsworth Esqr. and it is then to be Shipp'd, in small Vessles in such a manner as may be thought the most secure from the enemy.

And all Masters of Vessles arriving with such Cargoes are hereby Directed to Deliver them to you.

By Order of the Comsy Genl. [&amp;c.]

Jar d Tracy

1. Miscellaneous Letters, Force Transcripts, LC.

AMERICAN PRISONERS TO BE EXCHANGED <sup>1</sup>

Memo of Prisoners sent for

[Providence] April 9th 1777.

Richard Low	} Seamen taken in the Sloop <sup>2</sup> Moses Lippitt Master from Sta Croix by the Ship <i>Niger</i> , and are now supposed to be on board the said Ship.
Thomas Roberts	
William Gorton	
Benedict Arnold	Mate of the Brig <sup>3</sup> Joseph Lippitt Master from Sta Croix by the <i>Cerberus</i> and is now supposed to be on board said Ship.
James Murray	Mate of Capt Pe[illegible] taken by the <i>Cerberus</i> . He hath a Wife and Child [in] East-Greenwich.

1. Council of War Papers, Exchange of Prisoners and Miscellaneous Papers, 1775-1781, R. I. Arch.
2. *Hope*.
3. *Elizabeth*.

ROGER SHERMAN TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

[Extract]

Sir

[Philadelphia] April 9th 1777

Capt [Robert] Niles of the *Spy* was here last Saturday he Said That there were a number of the Enemy's Ships of War in Chesepeak Bay So that he could not go to Virginia That he wanted 750 Dollars toward paying for a Cargo of Flour which he had purchased upon which I moved Congress to advance to the State of Connecticut one thousand Dollars which was Granted – and I delivered 750 of them to Captain Niles and he drew a Bill on Your Honr for payment the whole is Charged to the State and I must acct for it when I return home Nothing very material has occurred here Since my last . . . Congress received a Letter from Dr Franklin, Arthur Lee & Silas Dean dated about the 27th of January – it does not contain any thing material more than what has been published in the News Papers they have been offered a loan of Two million Livres without Interest payable after the United States are settled in Peace and Safety which they Gratefully accepted for the use of the States & 500,000 Livres has been received – all ranks favour our cause – It was not certainly known to them whether a War between Gr Britain & France would be Soon Declared . . . a Vessel has lately Arrived here from Sweden with Arms & ammunition . . .

1. Emmet Collection, Mss., NYPL.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE  
PENNSYLVANIA COUNCIL OF SAFETY <sup>1</sup>

Gentlemen.

Continental Navy Board 9 April 1777

We wrote to you about a Week ago, requesting you to return Three Guns you borrowed from the Sloop *Race Horse*, our Captain informs us that he has waited on your Honble Board for an Answer to that Letter, but supposes you have been so much engaged that you could not attend to it. We beg leave therefore to renew our Request that you would be pleased to return said 3 Guns, as we are in pressing Want of them, & fear that our Sloop which we are anxious to send to Sea, will be detained on this Account. We are sorry to be this troublesome, but Affairs are so critical that we must wave Ceremony. We are Gentlemen [&c.]

Fra<sup>s</sup> Hopkinson John Nixon John Wharton

[Endorsed] Captain [Joseph] Blewer knows nothing more of these Guns than that they were delivered in the State house yard to Mr Paneass and by him to Mr Hiles –

1. Simon Gratz Autograph Collection, Case I, Box 22, HSP.

MINUTES OF THE PENNSYLVANIA SUPREME EXECUTIVE COUNCIL <sup>1</sup>

Philada Wednesday April 9th 1777.

The State Navy Board sent in a recommendation of two Officers of the Navy, Viz: Brigantine *Convention*, first Lieut Douglas Spence. Battery *Putnam*, 2d Lieut George Myers.

Agreed, That the Paymaster of the Pennsylvania Fleet be allowed Captains Pay.

Orderd, That Lieut Douglas Spence, and Second Lieut George Myers, recommended by the Navy Board, be Commissioned accordingly.

1. Supreme Executive Council Minute Book, 37-38, Pa. Arch.

PENNSYLVANIA NAVY BOARD TO CAPTAIN JOHN HAZELWOOD <sup>1</sup>

Sir -

[Philadelphia] April 9. 1777

The following appointments being made in the fleet under your command, you'll please to communicate them to the different Officers, at same time give them orders to procure their Men as fast as possible, & come to this board to receive their Commissions.

In the present emergency, it will be proper that you urge every Officer under you to compleat their equipments with all possible expedition.

Fire Sloop *Aetna*, Cap. William Clark

Brigt *Vulcano*, Lieut. William Rogers

Ship *Strubulo*, Lieut. James M'Knight

Guard Boats.

By whom built

*Thunder*, Cap. Francis Gilbert -

Williams & Clinton

*Dragon*, Cap. Benjn Thompson -

Boyer Brooks

*Lyon*, Cap. Henry Martin -

Mordicai Hill

*Resolution*, Cap. William Lyel -

Hale & Dunn

*Repulse*, Cap. John Harrison -

Samuel Robins

*Argus*, Cap. Nathaniel Galt,

Ditto

*Viper*, Cap. Stephen Beasly -

Hale & Dunn

1. Navy Board Minute Book, vol. 1, Pa. Arch.

PENNSYLVANIA NAVY BOARD TO COMMODORE THOMAS SEYMOUR <sup>1</sup>

Sir -

[Philadelphia] April 9 1777

The following promotions & appointments being agreed to you will please to communicate them to the different Captains, at the same time direct them to recommend proper persons to this board to fill up the Vacancies which those promotions will occasion.

Promoted

Francis Gilbert,

from the Ship *Montgomery*

Benjamin Thompson,

" " *Experiment* Galley

Henry Martin,

" " *Washington*

William Lyell,

" " *Dickinson*

John Harrison,

" " *Bright Convention*

Appointed

Thomas Fell,

1st Lieut., to the *Arnold* Battery

Jas Kirk Patrick,

" " to the *Effingham*

Douglass Spence,

" " to the *Bright Convention*

George Myers,

2d Lieut., to the *Putnam* Battery

1. Navy Board Minute Book, vol. 1, Pa. Arch.



*Gazette of the State of South-Carolina*, WEDNESDAY, APRIL 9, 1777

Charles-Town, April 9.

One of the gallies belonging to the state of Georgia, has . . . taken a schooner in St. Mary's river, laden with rice in bulk, destined for St. Augustine.

The *Rutledge* privateer of this Port, commanded by Capt. Jacob Muligan, has lately carried into a safe Port, a Brigantine of 10 Guns, from the Coast of Guiney, with 42 Slaves, a large Quantity of Elephants Teeth, &c. which he took almost under the Guns of a Fort at Barbados, and in Sight of several Vessels at Anchor, one of which, supposed a Man of War, weighed and gave him Chace.

NEWS FROM ST. CHRISTOPHER <sup>1</sup>

Basseterre (in St. Christophers) April 9.

A storeship bound to New York, has been taken and carried into Port Pietre, Guadaloupe; part of her lading has been retaken by the *Seaford*, in a vessel bound to Martinico. We suppose the Admiral has sent to demand her, which whether complied with or not, will bring our good friends the French to an explanation.

1. *Pennsylvania Journal*, May 28, 1777.

10 Apr.

ISAAC SMITH TO JOHN ADAMS <sup>1</sup>

[Extract]

Boston. April. 10. 1777

I wish we were better Able to coape with the enemy att sea, for they have the Advantage of us greatly for they seem to take almost every thing. They have got Bermudas as a place of rendezvous, by which they have all the Advantage possible. I had a Master come by the way of N. York last week, haveing been taken in a brig of mine with 300 hhd. Molasses, [powder?], small Arms and sundry Other Articles, by which shall be a large sufferer.

1. Butterfield, ed., *Adams Family Correspondence*, II, 206.

*Independent Chronicle*, THURSDAY, APRIL 10, 1777

Boston, April 10.

Last Week arrived at a safe Port, from Martinico, the Privateer Sloop of War, *Rover*, belonging to Salem, after a Passage of 31 Days; the Captain of which informs, – That a Privateer fitted out of that Port, by the French, carrying 6 Guns and 25 Men, had captured, and sent into that Place, a large Guineaman, with 300 Slaves on board, a quantity of Elephant's Teeth, and Gold Dust. – That the American Cruizers sent Prizes into that Port daily, – That a Privateer Brig, fitted out at Providence, but belonging to Connecticut, had arrived there, and brought in a Snow, from Guinea, having

on board 297 Slaves, a Brig laden with Fish, and a Sloop laden with Staves, which were all condemned at that Port.

Yesterday arrived at a safe Port, a Privateer Schooner, commanded by Capt. [Joseph] Cunningham, in a short Passage from the French West-Indies, where she has lately sent in several Prizes.<sup>1</sup> We learn that the French Ports are crowded with Cruizers and Merchantmen, belonging to these States, and that all Kinds of Goods are sold at a moderate Price.

1. Cunningham commanded the Massachusetts privateer *Phoenix*, Mass. Arch., vol. 6, 227.

LIBELS FILED AGAINST THIRTEEN PRIZES IN MASSACHUSETTS  
ADMIRALTY COURT FOR THE MIDDLE DISTRICT<sup>1</sup>

State of Massachusetts-Bay, } To all whom it may  
Middle-District. } concern.

Notice is hereby given, That Libels are filed before me, against the following vessels, their cargoes and appurtenances, viz. In behalf of John Fisk, commander of the armed brigantine *Tyrannicide*, owned by the State of Massachusetts-Bay, and of his company on board her, against the brigantine *Three Friends*, of about 100 tons burthen, Arthur Helme, late master. In behalf of Captain John Lee and his company, and the owners of the private armed schooner called the *Hawke*, against the brigantine *Betty*, of about 100 tons burthen, James Simonet late master. In behalf of Capt. Benjamin Dean, his company and the owners of the private armed schooner called the *Revenge*, against the ship *Royal Charlotte*, of about 200 tons burthen, Ignatius Fenwick, late master. In behalf of Captain Elias Smith his company and the owners of the private armed brigantine called the *Washington*, against the brigantine *Placentia*, of about 130 tons burthen, Thomas Eldrad, late master; and against the brigantine *Dorothy*, of about 75 tons burthen, John Pennell, late master. In behalf of Captain William Brown, his company and the owners of the private armed ship called the *Boston*, against the ship *Peircy*, of about 190 tons burthen, Simeon Rogers late master; and against the brigantine *Independence* of about 120 tons burthen, ——— Harvey, late master; and against the brigantine *Eunice*, of about 130 tons burthen, Charles Anderson, late master. — In Behalf of Captain Ishmeal Hardy, his company, and the owners of the private armed sloop called the *Lady Washington*, against the ship *Weathrill*, of about 160 tons burthen, Martin Cox, late master. In behalf of Capt. John Stevens, his company, and the owners of the private armed sloop called the *Satisfaction*, against the ship *Royal George*, of about 220 tons burthen, Peter Young, late master; and against the brigantine *Margaret*, of about 200 tons burthen, John Biddlecomb, late master. — In behalf of Captain Abijah Bowden, his company, and the owners of the private armed sloop called the *Rover*, against the ship *Duke of Leinster*, of about 200 tons burthen, Patrick North, late master. — In behalf of Capt. Francis Brown, his company, and the owners of the private armed sloop *Charming Sally*, against the schooner *Betsey*, of about 30 tons burthen, William Clarke, late master. — All which vessels, so libelled, are said to have been taken and brought into the Middle District aforesaid.

And for the trial of the justice of these captures, the maritime court for the said District, will be held at Boston, in the County of Suffolk, on Tuesday the 29th day of April, 1777, at the hour of ten in the forenoon, when and where the owners of said captures, and any persons concerned, may appear and show cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, April 10, 1777.

CAPTAIN WILLIAM COIT, CONNECTICUT NAVY SHIP *Oliver Cromwell*,  
TO GOVERNOR JONATHAN TRUMBULL<sup>1</sup>

Hond Sir

New London April 10th 1777

The time of my mens engagement being so Near it's Expiration have tho't it would give less Trouble to Your Honr and myself to have but one Settlement and that to the first of May, You will receive this by the hands of Captn [Eliphalet] Roberts and Leut [John] Chapman who Will bring their Accounts, and as You may think proper to adjust them, it shall be my rule with all others – I should have waited on Your Honr with my Accounts before this, had it not been of the greatest Consequence to the Ship for me to have been Steady to her. – for as I mistrusted and intimated to You, so it has turn'd out, and the Confusion Would be much worse should I leave the Ship a day as All Recruters publick & private are trying by all methods to Seduce and Induce my Men away, and their Time being so Near up, and the Demand for Seamen so great, that every method is taken to decoy them, and such a Variety of reports propagated respecting the Ship, that I have as much as I Can turn my Hands too to keep the peace and Order that is necessary on Board – From the Great Demand and Ernest Solicitations of all Others Your Honrs Will see how great the Necessity is of my being impowered to Ship men for Whatever Service you Mean the Ship to go On, and to do that it is absolutely Necessary for me to inform them of the terms we Mean to Allow, and if she is to Cruise. I hope to be try'd out of port, it will be difficult to gett men for less than the Continental Conditions, and it is full time I was About it, I now have many good men, tho disappointed, a fine Choir of Under Officers many of whom do not want to leave the Ship, and upon good Encouragement am perswaded I can soon gett as good a Crew as has been Seduced from the Ship by Means (If I Can believe people) that is truly Devilish, and a better Crew Never belong'd to one Ship than I had – I would Advise to leave the Appointing of an Officer in Melally's<sup>2</sup> Room untill I See you, Which will be the latter end of Next Week, unless you give Orders for my sailing which if you think best, I am gone, for I have Seventy go[od] Seamen now Waiting for the ship at Wood's hole, & thereabouts and Can [get] at Once. Leut Chapman and Captn Roberts Can Inform your Honrs of [the] Menutia of the Ship in all particulars – For News thare is Eight Ships [(in) Gardners Bay)

besides the Five Frigates now off which are Supposed to be [af]ter wood and provisions, I am with Respect Your Honors [&c.]

William Coit

1. Conn. Arch., 1st Series, IX, 160, ConnSL.

2. Michael Melally, former first lieutenant, who was discharged March 14, 1777.

ASSIGNMENT OF PRIZE SHARE BY A CREWMAN OF THE CONNECTICUT  
PRIVATEER SLOOP *American Revenue* <sup>1</sup>

Know all Men by these Presents that I Peter Companion late a Mariner belonging to the private Sloop of War called the *American Revenue* fitted out in the State of Connecticut and commanded by Captain Samuel Champlin for and in Consideration of the Sum of twenty five Dollars to me in hand paid, by William Rogers and Theodore Sayward the receipt whereof I do hereby acknowledge & am therewith fully contented, satisfied and paid, have and by these presents do voluntarily give, grant, assign over and convey to the said William Rogers and Theodore Sayward jointly and severally all my Right, Title, Interest & Claim which I have or ought to have of in & to any Share or Part of the Prize or Prizes which have heretofore or may hereafter be taken by the aforesaid Sloop called the *American Revenue*.

And I the said Peter Companion do hereby nominate and appoint the said William Rogers & Theodore Sayward jointly & severally my true & lawfull Attornies & Agents for receiving the Monies which may be due to me from the Privateer aforesaid and to give discharges & receipts for the same which shall be good in Law & Equity, hereby authorizing them or either of them to apply the same to their own Use & Sole Benefitt & Behoof, as I have received Satisfaction therefor. In Witness whereof, I have hereunto sett my hand & Seal this tenth Day of April 1777.

Signed Sealed &

Delivered in presence of

his

Peter Mitchell P.M.M. Monvielle <sup>2</sup>

Mark

his

Peter X Companion

Mark

Jn<sup>o</sup> Cooke

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS.

2. This date similar assignment was executed by Monvielle, another crewman, Nathaniel and Thomas Shaw Letters and Papers, Portfolio 11, NLCHS.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN RICHARD PEARSON, R.N.<sup>1</sup>

*Eagle* off New York

April the 10th 1777.

Sir,

Early in January I received your Letter of the 15th of last November, referring to a Copy of your Orders from Captain [Charles] Douglas of the 3d of the same Month; To an Account of the State of the Ships appointed to remain the succeeding Winter under your direction in the St Lawrence; And to an Estimate of the Number of Seamen required to be furnished as therein stated, for serving on the Lakes at the opening of the ensuing Campaign: Which several papers, were, with your said Letter, enclosed.

That the first opportunity may be taken for the Conveyance of the Infantry and Stores that were prevented by bad Weather from entering the St Lawrence at the Close of the Season last Year, Captain Ommanney sails immediately with the Transports in which they are to embark, from this Port. Touching at Halifax to be joined by those which have been there assembled for the same destination, He will proceed to conduct them up the St Lawrence without delay. But as it is probable that some Operations upon a Plan already concerted, will have been commenced prior to the Arrival of the *Tartar* at Quebec, I have thought fit, that you should continue in the direction of the Maritime Service connected therewith, until further Order. Captain Ommanney will therefore return to be employed according to [his] destination; unless from some unforeseen necessity it may be deemed requisite for the *Tartar* upon application from the General Sir Guy Carleton, to remain any longer time in the St Lawrence than is at present intended.

The Services being eventual, no addition is made to your last Orders from Captain Douglas for rendering every suitable Assistance to advance the progress of the Army wherein your aid and concurrence may be desired. More especially as the general Line of Conduct with respect to your communications with Sir Guy Carleton, has been pointed out for your guidance in the Extract of my Instructions of the 13th of last Ju[ne] which Captain Douglas was directed to leave with his Successor in the Command, when he should quit the Station.

But as in my last Advices from the Lords Commissioners of the Admiralty, it is signified that a number of Supernumerary Seamen sufficient to supply the place of the Men spared from the Ships of War, will be sent out by their Lordships orders early in the Spring; In view to the Employment of the dismantled Frigates at Quebec, on such Cruizing Service as the general purpose of the American Armament may require, and the actual State of the Ships when the Navigation is open, will permit; Your attention will be given to these objects also. Wherefore if, under the several Circumstances beforementioned, You see expedient to proceed yourself, or to appoint (as may be more eligible) either of the other Frigates, or their Commanders temporarily placed in the *Garland*, for such occasion; You are at liberty to issue the necessary Orders, and otherwise to act therein at your discretion.

For preparing the Frigates with that intent, you are moreover permitted to nominate such qualified persons as you can procure, to the Vacant Posts of Commissioned and inferior Officers in the different Ships, during the absence of those in each Class who have been detached for Service on the Lakes: Taking care to furnish me with proper Lists of the double Appointments so constituted, that the intentions of the Lords Commissioners of the Admiralty, for the payment of Wages to those Officers proportioned to the time of their Service in those several Capacities, may be duly complied with.

The Choice of Stations for the Ships which can be employed at Sea, will be best made during the earlier part of the Summer, towards the Southern Entrance of the Gulph of St Lawrence; From Cape Breton to the

French Islands of St Peters and Miquelon and West part of the Great Newfoundland Bank gener[ally.] As the State of the Weather or information of any Armed Vessels fitted by the Kings rebellious Subjects for intercepting the Commerce with the Provinces of Quebec, may induce. The Ships so stationed, will be furnished at the Port of Halifax, with the necessary Supplies of Stores and Provisions they shall need. They may occasionally inspect the State of the Sedentary Fisheries on the Western Side of the Gulph, and the Settlements at the Island of St Johns for the purposes more fully stated in my Instructions to Captain Douglas beforementioned.

Towards the Close of the Season whilst the Navigation of the River is yet practicable, it will be incumbent to provide a safe Convoy for the Trade of the Province Homeward bound. It cannot escape your notice that the Frigate reserved for such occasion, should be of a description the least proper from her present Condition to be employed for Winter Service on these Northern Coasts: Whereby a convenient opportunity will be afforded for the complete Repair and Refitting of the Ship so circumstanced, in Europe.

But if from the nature of the Operations in which your Assistance is required by the General as aforesaid, You find it inexpedient to Order One or more of the Ships of War on such Cruizing Service early in the Summer; It is then my desire, for reducing the very considerable Expence created by the detention of the Transports from which the Seamen are to be drafted conformable to the Generals Estimate, That a suitable distribution of the number of Men to be sent from England for the Frigates in place of those ordered upon the Lakes may be made amongst the detained Transports; And so many thereof as the General deems it not absolutely improper to release, be sent immediately back to England. The Transports are to be ordered for Deptford. And You will please to inform the Secretary of the Admiralty by the same conveyance, of the several steps which shall have been in that case taken thereon.

You are to cause the Seamen of the Frigates employed upon the Lakes, to be received as they arrive from that Service, and borne on board the *Garland* or other Frigates in the manner directed by Captain Douglas when he left the Station, with regard to those belonging to the *Blondé* and *Isis*. The Seamen of the Transports which Sailed for England before their return from the Lakes, are in general to be received; and such of them as are disinclined [to] enter for the Service on Wages, to be borne in the Frigates on a Supernumerary List for Provisions only, until they can be sent to England. Or, if brought in the Frigates which repair to th[is] Part of the Coast when the Term of their necessary stay in the St Lawrence is expired, they will be equally permitted to return to England, if they desire it. I am therefore to request that you will assure them of my intention therein; and direct a List of their Names or other sufficient Testimony of their late Services to be sent with them, that I may be duly apprised concerning the particular Persons having claim to the promised Indulge[nce.]

Captain Douglas having directed You in his Orders of the 3d of last November, to send t[he] information you have occasion to communicate to



*Vice Admiral Howe's Sea Chest*

me respecting your proceedings, to Halifax, pursuant to the Tenor of my General Letter of the 13th of last June calculated upon the appearances that existed at that time: It is necessary I should now acquaint You, that your future dispatches are to be addressed to me at this Port. I am Sir [&c.]

Howe

(A Copy.) Howe

Capt: Pearson, or Senior Officer for the time being St Laurence

[Endorsed] In Lord Howe's Letter No 28

1. PRO, Admiralty 1/487.

# GEORGE WASHINGTON TO MAJOR GENERAL WILLIAM HEATH <sup>1</sup>

[Extract]

Morris Town April 10th 1777

These Gentlemen <sup>2</sup> have also written to me concerning some Powder, due from the Continent to the State of Massachusetts – about 15 Tons they say. – I really thought this demand had been satisfied long ago out of the 75 Tons taken about this time last year; <sup>3</sup> If it has not, I have no objection to returning what has been had for the use of the Army, but with respect to that lent to the Armd Vessels, if it has happend since my departure from Boston, I can give no order as it is not within my department but comes properly before that of the Marine; you must therefore discriminate; and as I think Genl Ward was Instructed to repay the Powder borrowed from the Massachusetts bay; I wish you to enquire of Him, and the Comy of Stores, by what means it was neglected.

1. Washington Papers, LC.

2. William Sever and Thomas Cushing.

3. Taken in the ordnance ship *Hope* captured by Washington's schooner *Franklin*. See Volume 5.

## MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

State Navy Board

[Philadelphia] April 10th 1777

Captains [Leeson] Simmons & [Joshua] Allen who were appointed to Visit the Signals & Alarm Posts made the following report – vizt

On our arrival at the first Alarm Post at the Cape, under care of Major Henry Fisher, to be in very good readiness to execute the intentions proposed, having his boat & Horse ready, and a trusty hand at the Light House. But was desired by Major Fisher to acquaint you of the necessity of having an assistant with him, in case of a retreat, should the Enemy make an attempt to land there, and if agreeable to the board wou'd chuse Cap. Murphey [Daniel Murphy] with his boat and Crew for that purpose as he has many disaffected persons around him.

From the Cape we proceeded to the second boat at Mushmellion, under the care of George Jackson, which we found in Readiness.

From the above we proceeded to the third boat at the Mother Kill, given in charge, to Samuel Edwards, but now under the care of John Marshall,



who has it in charge by way of Partnership, but we wou'd recommend Mr Marshall for the Post, being well recommended to us as a sober Man, particularly, as we have been informed, Edwards has neglected the duty when under care.

From thence we proceeded to Bombay Hook, to the fourth Boat, under the care of Benjamin Rook, whom we found from his Post, and but three men in the boat to proceed up with. We have employed Mr Pearson of that place, to attend in his room, till the said Rook should return, and that the board would see him paid out of his wages.

We found all right at the other Posts, till we came to No 5 Steep water Point, where Lawrence Morris, whom we found absent from his post, which we have given in Charge to Mr James, Liveing near it, with desire to recommend a trusty Man to it, in case the said Morris should neglect again.

From steep Water Point, we proceeded up to No 6, 7 & 8; at No 8 at Chester, on enquiry found Mr Coburn somewhat edicted to Liquor, but that he had given very good attendance last Summer to his Duty, but found on talking to him, that he would not do the like again under penalty of becoming turned out of his Post; leaving Mr Grub of that place as a Check on him, who has promised to inform the Board of any neglect he shall commit.

At No 10 Billingsport we left charge of the Gun and Flag, to the Commanding Officer there, giving him the proper instructions for that purpose.

From that we proceeded to the Fort Island, desireing the Commanding Officer to give such orders, as was proper to be observed.

We found at Gloucester, all right.

We think proper to inform the Board that we have required all the Men on their Station, that in case the boat below them, should come to their Posts and find them absent, that in that case the one absent should loose one half of a Months pay. In like manner we informed the Men at the different Guns, leaving it at the discretion of the Board to recompence the Post that shall take up the Alarm, before the next one below him, to be paid out of the Money forfeited.

N B We have deliver'd to each Post four rounds of Powder besides the one in the Gun taking away what bad Powder they had – deliver'd in the whole 12 Rounds of 3 pd Charges. Rece'd of the damaged powder 4 Rounds.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

*Pennsylvania Evening Post*, THURSDAY, APRIL 10, 1777

To be Sold at public vendue, at the London Coffee-house, on Saturday, the 12th instant, at six o'clock in the evening, the brigantine *Friendship*, as she came from sea, now lying at South-street wharf, with all her tackle, furniture, &c. agreeable to the inventory now to be seen at the Coffee-house. Also five pieces of light cannon, and about five hundred shot, on board said brig. Any gentleman inclinable to see the brig, will be attended

on by the Captain at any hour, who may be found at the house of James Skinner, the corner of South and Second streets.

April 10.

ADVERTISEMENT FOR DESERTERS FROM THE PENNSYLVANIA NAVY  
ARMED SCHOONER *Delaware*<sup>1</sup>

Philadelphia, April 10, 1777.

Deserted from the armed schooner *Delaware*, belonging to this state, the following men, viz. Henry Packton, alias Blackton, a native of New-Jersey, and of Dutch extraction, five feet ten inches high, brown complexion, and short brown hair; he had on, when he deserted, a brown coatee, breeches of the same, swanskin jacket, and small round hat. Likewise Thomas Hattery, born in this state, said he lived at Chester formerly, and was a schoolmaster, five feet five or six inches high, brown complexion, black hair tied, the tip of his nose remarkably red; he had on, when he deserted, a light blue broadcloth coat, buckskin breeches, and cocked hat with a black cockade in it. Whoever secures said deserters, so that they be returned on-board said schooner, shall have Eight Dollars reward, or Four for either of them, and all necessary Charges.

Richard Eyres, Captain.

1. *Pennsylvania Evening Post*, April 15, 1777.

VIRGINIA NAVY BOARD TO COMMODORE WALTER BROOKE<sup>1</sup>

Sir

To Commodore Brooke

We are informd from very good authority that a Fleet of Men of War and Transports with Troops from the Northward may be expected in the Bay every day – You are therefore desird to order the two Captains Barrons<sup>2</sup> to keep an extraordinary look out and shou'd there arrive any such Ships of War or Transports in the Bay direct them to give immediate notice thereof to this Board. –

(Signed) Thomas Whiting 1st Commr

[Williamsburg] 10th Apl 1777 –

1. Navy Board Letter Book, VSL.

2. James and Richard Barron commanders respectively of the armed boats *Liberty* and *Patriot*.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY<sup>1</sup>

April [1777]

St Jermain's EbS $\frac{1}{2}$ S. 2. Leagues.

Thursday 10

Fresh breezes and hazey Weather.

at 2 pm saw a Sail in the S.W. Qr gave chase, at 6 fired three four pounders shotted, and brought her too, hoisted out our boat, and sent the Master on board, proved to be a Brig from Gaudalupe, bound to Newberry, loaded with Molasses brt the Master and People on board, and sent a Petty Officer, and five Men to take charge of the Prize.<sup>2</sup> At 9 made Sail.

1. PRO, Admiralty 51/399.

2. Brig *Aurora*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

"EXTRACT OF A LETTER FROM ST EUSTATIA, DATED APRIL 10. 1777." <sup>1</sup>

Great numbers of prizes continue to be carried into Antigua, Dominico, St. Kitts, Anguilla and Tortola, by vessels of two & 4 guns, 10 or 20 men, mostly small craft, and these cruise without any commission. Several transports have passed this for America from St. Kitts, &ca. in two divisions, the first about 17 sail, no soldiers, the second about 9 sail, about 400 troops, no convoy only clear of the islands; these ships are mostly armed and have 16 guns and 40 or 50 men as it is said, and from that to 20 & 24 guns; four ships of war have since sailed for America, the *Pearl*, *Perseus*, *Beaver* and *Roebuck*.

1. *Continental Journal*, May 2, 1777.

11 Apr.

WILLIAM GARDNER TO CAPTAIN WILLIAM FURNEL <sup>1</sup>

Portsmo April 11th 1777 –

You haveing on board the Sloop *Polly* whereof you are Commander two Hundred Barrels of Gun Powder the property of the United States of America; It's my desire (in behalf of John Langdon Esqr) that you proceed immediately for Nantaskett Road near Boston, where it is probable you will find the two Contintl Frigates built in the State of the Massachusetts; vizt *Hancock* John Manly Esq. Commander & *Boston*, Hector McNeal Esq. Comr – to the former you must deliver one Hundred Barrels of which Powder, to the latter Eighty Barrels of ditto & the remaining twenty Bbs to the order of Thomas Cushing Esqre Continental Agent in Boston, who will pay you Freight for the whole Quantity. – I do most Earnestly Entreat that you will use every necessary precaution for it's safety in Conveying it thither as well as to make the greatest Dispatch, the two Frigates lay waiting for the same. I am with wishing your safe arrival there & Return Home [&c.]

W<sup>m</sup> Gardner

[Endorsed] I Acknowledge to have Recd a Copy of the above Instructions which I promise to Comply with –

William Furnel

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

ESEK HOPKINS TO COMMODORE SIR PETER PARKER <sup>1</sup>

Providence april 11: 1777

you will Excuse the fredom I take When you may be Assuerd it is Nothing but Humanity in Duces me to Request your assustanc to the Barer Mrs Marey Briggs of White Haven to Gitt a pasage by the first opertunrty Home as She is a gentl Womon that has behaved Well under hard Misfortens and a Longe Captivety Which She has gon through with pacence and fortitude and When She Comes to Newport perhaps Will be an Entire

Stranger Sume Litle part of your Knone Humanuty Will Not be missplased  
on So Deserving a parson.<sup>2</sup> I am with Estem [&c.]

E H

To Sr peter Parker  
Comandr of the British Ships Newport

1. Hopkins Papers, vol. 2, 51, RIHS.

2. Parker replied on April 13 that he would "afford her all the assistance in my power," Hopkins Papers, vol. 2, 16, RIHS. Mrs. Briggs had been a passenger on board the ship *Lowther* taken by Continental Navy brig *Cabot*. See Volume 6.

# JOURNAL OF H.M.S. *Cerberus*, CAPTAIN JOHN SYMONS<sup>1</sup>

April 77

At Anchor off Hope Island

Friday 11

at 3 P M saw a Sloop aground between Warwick & Greenwich [Conimicut] sent the Boats Man'd and Armd to sett her on fire after taken one Man out of her (the rest having made their Escape) fired several Swivells & Musquets at People assembled in Arms on the Shore.

1. PRO, Admiralty 51/181.

# JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY<sup>1</sup>

[Lebanon] April 11th, 1777.

*Voted*, That Seth Harding, Esqr, be and he is hereby appointed Captain and Commander of the ship *Oliver Cromwell* during the pleasure of the General Assembly or this Board.

*Voted*, That Timothy Parker be and he is hereby appointed First Lieutenant of the ship *Oliver Cromwell* during pleasure.

*Voted*, That John Chapman be and he is hereby appointed Second Lieutenant of the ship *Oliver Cromwell* during pleasure.

*Voted*, That John Smith of East Hartford be and he is hereby appointed Third Lieutenant of the ship *Oliver Cromwell* during pleasure.

*Voted*, That Capt. Eliphalet Roberts be and he is hereby appointed Captain of Marines on board the ship *Oliver Cromwell* during pleasure.

*Voted*, John Prentice 2d be and he is hereby appointed First Lieutenant of Marines on board the ship *Oliver Cromwell* during pleasure.

*Voted*, That Bela Elderkin be and he is hereby appointed Second Lieutenant of Marines on board the *Oliver Cromwell* during pleasure.

*Voted*, That Capt. Josiah Burnam be and he is hereby appointed Master of the ship *Oliver Cromwell* during pleasure.

Capt. Wm. Coit is discharged from the Ship *Oliver Cromwell* on the 14th of April instant.

Inlisting orders went out to Capt. Harding for inlisting men for a new crew for the ship *Oliver Cromwell*, to serve untill the 14th of October next unless sooner discharged.

1. Hoadly, ed., *Connecticut State Records*, I, 216.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN WILLIAM COIT OF  
THE CONNECTICUT NAVY SHIP *Oliver Cromwell* <sup>1</sup>

Sir

Lebanon April 11th 1777

I Recd yours of Yesterday and am Content that you Make up your Accounts, to Monday Next inclusive Carefully Observing the Times of Dismission, Desertion or Decease of Such as have left the Ship in any of those ways

My Council of Safety have been greatly Mortified for a Long Time to find it out of their Power to push the Ship out on a Cruise they are Sensible that You have from various Causes been greatly E[m]barrassed and that you Still Labour under Difficulties in your Command which they Consider as Insurmountable and have therefore Appointed Seth Harding to be Capt in your Stead with a proper Choir of Officers for a Term to Come and you are Desmitted with the Officers [and] men on board the ship from & after 14th of April Instant. You will not fail to make up your Accounts to the Time of their dismission by the first of May next that a full Settlement for Time Passd may be had, Ready to be Laid before the Govr and Council of Safety or the Gen Assembly. I am Sir [&c.]

J T

To Capt W<sup>m</sup> Coit

1. Conn. Arch., 1st Series, IX, 161; ConnSL.

*Connecticut Gazette*, FRIDAY, APRIL 11, 1777

New-London, April 11.

Wednesday Se'nnight, Capt. Isaac Champlin, in the Sloop *Polly* of this Port, arrived at Boston, in 29 Days from Cape Nichola Mole, by him we learn the following Arrivals, Viz. At Cape Nichola, Schooner *Betsey*, Moses Griffing, and Schooner———, John Ord, in a Letter of Marque, from Philadelphia; Schooner *Cullendine*, Henry Reves, from So. Carolina; Sloop———Josph Ferribe, from N. London.

In Lat. 38 Long. about 69. Capt. Champlin saw 33 sail of Shipping, supposed to be Transports, whom by their Course, he thinks were bound from New-York to England.

Capt. Joshua Hempsted, jun, of this Place, is arrived at Martinico, in a Letter of Marque Brig, from North-Carolina.

Capt. Wm. Wattles, in a Letter of Marque Sloop belonging to Norwich, is arrived at Dartmouth, from Martinico; Capt. Jabez Perkins, jun. of Norwich, is arrived at Boston, from Cape Nichola; and Capt. Elisha Lathrop, in a Brig belonging to Norwich, is arrived at this Port from the West-Indies.

We learn there has been a Hurricane in the West-Indies, which has done considerable Damage.

We also learn, that in the Course of last Month there has been uncommon blowing Weather on this Coast.

JOHN ADAMS TO ABIGAIL ADAMS <sup>1</sup>

[Extract]

[Philadelphia] Ap. 11 [1777]

The fine new Frigate, called the *Delaware*, Capt. Alexander, has sailed down the River. I stood upon the Wharf to see the fine figure and Show she made. They are fitting away the *Washington*, Captn. Reed [Read], with all possible dispatch.

1. Butterfield, ed., *Adams Family Correspondence*, II, 203-04.

AUTOBIOGRAPHY OF CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>[*Roebuck*, off Capes of Delaware, April 10-11, 1777] <sup>2</sup>

On Making Cape Henlopen I discoverd Adml Hothams Flag who had been cruizing there for the Month past, and as I found he did not think himself authorized to quit the Station to me until he should receive further orders from the Commander in Chief Lord Howe, He at my request came with his Flag to my ship, and sent his own 50 Gun ship into New York to repair some damage she had sustained. The Next day on clearing up of a Fogg, a large Mercht Ship appeared standing into the River Delaware under full Sail,<sup>3</sup> we endeavord to cut her off from the entrance, which we effected; but she still continued her course for the shore, and having a small sand between us, the detour we were obliged to make, prevented our stopping her, notwithstanding the incessant Fire she received from our Broad side as she passed; and no sooner did she strike the ground than the Crew run out to the Bowsprit and jumpd over Board; When she blew up with a most terrible explosion, forming a column of liquid Fire to a great height, and then spread into a head of black smoke, showering down burnt pieces of wood &c which coverd a space round about for near 1/2 a Mile on the Water that included our ship & the Boats (which were endeavoring to prevent her running ashore) but no Person was hurt by the fall – This ship was a great loss to Washingtons Army, as she was loaded with Arms & Cloathing from France, with 35 Tons of Gun Powder contained in a Magazine built for the occasion. This Explosion was not only heard at Philadelphia (60 Miles off) but many windows were broke in the City by the shock. all the *Roebucks* windows were compleatly smashd, not being much more than the length of a Cable from the explosion; Not a Vestige of the ship appeard after it was over.

1. Sir Andrew Snape Hamond Autobiography, vol. 2, 2-3, UVL.

2. Dates established by journal of H.M.S. *Camilla*, and see letter from Henry Fisher to the Pennsylvania Navy Board, April 12, 1777.

3. Ship *Morris*, Captain James Anderson.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE <sup>1</sup>

April 77

Cape henlopen N30Wt Distce 21 Leagues

Friday 11

At 1 AM fired 6 Guns & made Signal to bring too with the Star board Tacks on board. At 3 Lost sight of the *Pearl* & Brig. At 5 fired 8 Guns as a Signal to make Sail. the

schooner in Compy. At 8 Saw a Sail to the Westward gave Chace. The fog clearing up a little, saw the land & Cape Henlopen light House bearing NW 5 or 6 Miles and a large Ship at an Anchor to the Northwd of the lighthouse, fired a Gun at the Chace on which she hoisted rebel Colours & Tacked & stood in for the lighthouse. At 10 Sld [signaled] The Ship to the Northward got underway, & stood for the Chace & fired several Guns at her, upon which she run ashore a little to the Northward of the lighthouse & began to Engage the other Ship which proved His Majesty's Ship *Roebuck* Kept a Constant fire on the rebel Ship. At  $\frac{1}{2}$  past 10 Anchor'd with the Bt Br in 3 faths Water with a spring on our Cable, veered  $\frac{1}{3}$  of a Cable within 2 Cables length of the rebel Vessel. Cape henlopen light house WNW 1 Mile. fired two broadsides at the Enemy which she blew up; in an instant, there was nothing but splinters of her to be seen,<sup>2</sup> the Explotion gave the Ship so great a Shock that every Pain of Glass in the Windows were Broke. The Ship Tending In Shore struck the Ground abaft was Obliged to cut the Cable & Spring & run off, the *Roebuck* in Company Commodore Hotham. At Noon a Signal on board the *Roebuck* to Anchor. Capt'n Linzee went on board the Commodore Cape henlopen SSW Distce 2 Leagues. Cape May NNE Distce 5 Leagues.

Light Airs & Hazey Wr

At 1 PM Anchor'd with the Small Bower in 10 fathoms Veered  $\frac{1}{3}$  of a Cable. Cape henlopen lighthouse SW. heard several Guns fired in the Offing. Bent the Best Bower Cable to the spare Anchor. At 6 Weighed and came to Sail in Company with the *Roebuck*. Cape henlopen SBW 4 or 5 miles At 10 Spoke His Majesty's Ship *Thames* at an Anchor Anchor'd along side of her with the small Br in 9 faths Water Veered  $\frac{1}{2}$  a Cable. Light house Sth 3 or 4 Leags

1. PRO, Admiralty 51/157.

2. Ship *Morris*.

CAPTAIN WILLIAM STONE TO GOVERNOR THOMAS JOHNSON<sup>1</sup>

May it Please Your Excellency

Sir.

Baltimore 11th April 1777 –

I having lately applied to the General Assembly of this State Seting forth to them by Memorial the illegal Sale of my Brig the *Friendship* now detained in the Service of the S[t]ate; and that Body not having given me so Satisfactory an answer as I could wish. – I am advised to apply to you, – Sir,

requesting that you would be pleased to interpose your good offices in my behalf, and as this affair has been so long pending and the delay greatly to my disadvantage, you will be pleased to do your endeavour to bring the affair to a Crisis. – I am entirely unwilling to part with my Vessill – I only want her restored, and to be allowed what is reasonable for the time She has been in the Service. – upon my firs application by Memorial to the Council of Safety the state owed me £300 and upwards for 11 peices Canon, and when the Balance was struck – wha[t] the Agents had advanced little more than £100 was due by me to this State which I was always willing and ready to pay; I have a letter in my Custady of Capt John Martin which he wrote just before he Sailed from St: Eustatia, addressed to Mr Hercules Courtney Esqr here wherein he Mentions that he may Depend he shuld not depart that harber untill Mr [Richard] Jennings had got my proপরty inshured – which shoves that he then had no intention to disposes of my Brig, as he afterwards did by Bill of Sale. – I am informed by Capt Charles Wills of this place lately from St Eustatia that Capt Vn Bibber [Abraham Van Bibber] informed him that He always thought the Bill of Sale was only Conditional and that I was to have the Brig again with out any dispute Capt: Wills also informed one of the Gentlemen, now in the house Assembly, to the above purport. – The Above Circumstances Corresponds and strongly corroberates the Evedence already adduced by me. – which is now filed among the papers in the House, I therefore entreat your Excellency will be pleased to peruse the State of this affair, and if you think my demand just and equetable, you will give orders to have my Vessil restored to me, – the great expence loss of Time and uneasiness of mind this affair has Cost me is very great, and Should be extreamply happy if your Excellency would use your endeavours to have it at last finally Sattled. – I have been Twelve times at Annapolis about this matter and once had four Evidences, all whoes expences I was Obliged to pay besides pay horse hire and expences of keeping. –

I shall be glad you would be pleased to honour me so far as to let me hear from you as soon as Convenient or by Capt Charles Ridgely who is the Bearer of this. – I have the Honour to be with all respect Sir [&c.]

William Stone

1. Executive Papers, Box 7, Folder 37, Md. Arch.

#### JOHN PAGE TO ST. GEORGE TUCKER <sup>1</sup>

My dear Tucker

Wm'sburg April the 11th 1777

I snatch a Moment at the Council Board to scribble you a few Lines by an Express who carries a Letter from G. Washington to the Govr of S. Carolina – We have just been informed by the General that 3000 Men had embarked at Amboy & New-York & were ready [to] sail on the 29th Ultimo, their Destination unknown – but supposed to be to our Bay, Delaware, or up Hudson's River – the 2d appears to me to be the most probable Sup-



position. By a Letter from G. Johnson one of the General's Secretaries to our Governor, we are assured that a French Vessel has arrived at Boston with a large Quantity of Powder, Arms Cannon &c for a Frigate now building & a Variety of Articles of great Value – that a french 50 Gun Ship sailed at the same Time from Nantz with 60 brass field Pieces &c &c on board bound to Boston which was hourly expected – & that 2 very rich English Ships from London were carried into Boston worth £50,000 Sterling – I should have mentioned that a french General, Col. & Majr came in the abovementioned Vessel well recommended by Dr Franklin I have not Time to add another Word – I am yrs sincerely John Page  
To St George Tucker at Charles Town South Carolina

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

DIXON AND HUNTER's *Virginia Gazette*, FRIDAY, APRIL 11, 1777

Williamsburg, April 11.

The Sloop *General Washington*, Captain Moseley, is arrived from Curaçao, laden with salt and dry goods.

The men of war below, since our last, have set ashore 27 more prisoners.

SOUTH CAROLINA NAVY BOARD TO JAMES BLACK <sup>1</sup>

Sir/ Navy Board [Charleston] April 11th 1777 –  
You'll Receive by Capt. [John] Mercier of the Sloop *Beaufort* Two Eighteen pounders (Carriage Guns) to be Mounted on board the Galley you are Building for this State, You'll please have them fitted in such manner as will best answer the purpose for which they are Intended. We think they may be fitted on Skids in such manner as to point at least two points on Either Bow. We are Informed the Guns on board the Georgia Gallies are fitted in that manner In regard to the Masting the Galley we have no Objection to such as you Mention, but would recommend longpole heads to Each, so that a Flying Topsail may be set to [half line break in both copies] may be very square so that as much Can [break] spread on her as can be to Advantage. We [break] recommend that you fitt as many stocks for several Guns as can Conveniently be mounted on [break] you get her finished with all posible dispatch [break] Capt. Merciers Sloop wants some Necessary Alterations to make her fitt to Mount Guns, You'll please do whatever he may think Necessary to her, and pray Dispatch her as soon as posible as we are in great want of her for Immediate Service. by Order of the Board  
Edw<sup>d</sup> Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 55–56.

12 Apr.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON <sup>1</sup>

April 1777 Do [Cape Ann] W11½N 16 Leags  
Saturday 12th at 1 AM Sound'd 100 fathms Muddy Ground at 2 AM

Wore at 4 Saw a Sail to the NE Made Sail & Gave  
 Chace at 5 Tack'd & fir'd 11 Nine pounders to bring the  
 Chace too, at 1/2 past 6 the Chace brought too, a brigg  
 from Bourdeaux for Boston,<sup>2</sup> at 7 bore Down & Join'd  
 the *Diamond* –

Modte & hazey

at 2 PM sent a Mate & Mid: on board the Prize, the  
*Diamond* sent 6 Men on board her at 1/2 past came on  
 board 12 Prisoners, sent 6 of them on board the *Diamond*  
 at 7 PM Parted Compy wt the Prize –

1. PRO, Admiralty 51/420.

2. *Timoleon*, Joseph Blaid, master, with lead and bale goods, Howe's Prize List, May 22, 1777,  
*London Gazette*, July 8 to July 12, 1777.

PETITION OF URIAH OAKES AND WILLIAM SHATTUCK  
 TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

State of the } To the Honble the Council and Honble House of Representa-  
 Massa Bay } tives in General Court Assembled

The Petition of Uriah Oakes and William Shattuck Owners of the  
 Brig *Hawke* a private Vessel of War Commanded by Jonathan Oaks  
 Humbly Shew –

That in Consequence of your petrs being informed by a Number of the  
 Members of this Honble Court, that a Resolve had passed permitting and  
 Allowing Privateers to proceed on any Cruises against the Enemies of these  
 States, they have at a very great Expençe compleatly fitted the said Brig for  
 the Sea, having all her provisions, on board, and all her hands & Warlike  
 Stores on board, and if she is detained, it will be a very great Loss & Damage  
 not only to your petitioners but also to the hands who are Chiefly Sea Men  
 not belonging to any Town in this State. –

They therefore humbly pray your Honors would be pleased to permit  
 said Vessel to proceed on her Cruise, and that she may not be any longer  
 detained.<sup>2</sup> And as in duty bound shall pray

Uriah Oakes      William Shattuck

Boston   Apl 12: 1777

1. Mass. Arch., vol. 182, 341.

2. *Hawke* had been commissioned early in November 1776. See Volume 7.

MASTER'S BOND FOR THE RHODE ISLAND SLOOP *Dolphin* <sup>1</sup>

Know all Men by these Presents that we Caleb Greene of Warwick in  
 the County of Kent in the State of Rhode Island and Providence Plantations  
 Mariner as Principal and Terence Reiley and Nathan Waterman, both of  
 Providence in the County of Providence and State aforesaid Merchants as  
 Surety are held and firmly bound unto Joseph Clarke Esqr. General Trea-  
 surer of said State in the Sum of One Thousand Pounds Lawful Money to

be paid to the said Joseph Clarke in his said Capacity or to his Successor in said Office for the Use of said State: To which Payment well and truly to be made we bind Ourselves Our Heirs Executors and Administrators and each of us and them for and in the whole jointly and severally firmly by these Presents. Sealed with Our Seals. Dated the Twelfth Day of April in the Year of Our Lord One Thousand Seven Hundred and Seventy-seven.

Whereas the said Caleb Greene who is Master of the Sloop *Dolphin* is permitted by a Resolve of the Council of War of this State to proceed with said Sloop and her Cargo to the Island of Santa Croix. – Now the Condition of the above written Obligation is such That if the said Caleb Greene shall proceed to the Island of Santa-Croix and there land his said Cargo and invest the Neat Proceeds in Arms Ammunition and other Warlike Stores, Duck Ticklenbourg Ozenbriggs, Cordage, Woolen Goods Coarse Linnens Paper Medicines and Salt, and shall return therewith to this or some other of the United States, and if the Owner or Owners shall upon her return give the Refusal of her Cargo to this State, and further if the Master of said Sloop shall in all Things during and respecting said Voyage comply with the Resolutions of Congress and the Acts of this State respecting Trade, then this Obligation shall be void or else in full Force.

Sealed and delivered }  
in the Presence of – }

Caleb Greene  
Terence Reily  
Nathan Waterman

H<sup>y</sup> Ward junr      William Mumford.

I. Maritime Papers, Bonds, Masters of Vessels, vol. 3, Part 2, R. I. Arch.

*Providence Gazette*, SATURDAY, APRIL 12, 1777

Providence, April 12.

The Privateer Brig *Fanny*, Capt. Whittlesey, of Connecticut, has taken and carried into Martinico a Snow from the Coast of Africa, having on board 297 Slaves; also a Brig laden with Fish, and a Sloop laden with Staves, which were all condemned and sold at that Port.

The *American Revenue* Privateer, of New-London, has taken and sent into North-Carolina a Vessel bound from London to New-York, with a Cargo of Dry Goods, valued at Thirty Thousand Pounds Sterling.

By Advices from France, we learn that Capt. [Lambert] Wickes, who commanded the armed Vessel in which Dr. Franklin took Passage, after his Arrival at Nantz went out on a Cruize, and took five Sail of British Ships, which were carried into that Port, and condemned.

We hear that two Vessels bound to New-York, laden with Provisions, have been taken and sent into a safe Port at the Southward.

On Wednesday last 36 square-rigged Vessels, among them two Frigates and two Tenders, sailed from the Harbour of Newport; but whether they had Troops on board is not yet ascertained.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN  
CORNTHWAITE OMMANNEY, R.N.<sup>1</sup>

By the Viscount Howe Vice Admiral of the White and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed &c. in North America.

The Commander in Chief of the Land Forces in these Provinces, having desired that a Convoy may be provided for the several Transports as specified in the enclosed List, those destined for Nova Scotia being attended by the Agent Lieutenant Chads who is directed in the present Conduct of them to follow your Orders; you are to prepare to take them under your Convoy; and when they are in every respect ready for the Sea, to proceed with them the most speedily, for the Port of Halifax.

Having, upon your arrival there, delivered to Sir George Collier the Senior Officer in the Command of His Majesty's Ships on that Station, the Letter you will receive herewith; you will be discharged from any further concern with the Transports which are to remain in the Province of Nova Scotia; to take under your Convoy, in addition to those proceeding with you from this Port for Quebec, (which are to be the objects of your particular care) such others having the same destination, as Sir George Collier shall point out. And you will be thereupon to repair immediately with the said Convoy through the Gut of Canso, to Quebec. Your own Experience of the Navigation, and your zeal for the King's Service, will direct you in the choice of the safest and most expeditious means for effecting the passage up the River St Lawrence with the Transports, as Circumstances will admit.

When the Officers and Recruits, with the Stores embarked in the Transports sent from this Port, have been landed at Quebec, as the General Sir Guy Carleton or other Commander of the Land Forces present shall appoint; The *William and Mary* Transport is to proceed for England, according to the Orders which the Master has rece[ived.] The *Milford*, *Integrity*, and *Ann*, are to take onboard the Forage or other Necessaries which the Commissary General residing there, h[as] provided for this Army to be conveyed to New York. And as it is probable that the Operat[ions] upon the Plan already concerted for the Northern Army, will have been commenced prior to your Arrival, which renders any change in the Direction of the Maritime Department devolved upon Captain [Richard] Pearson, unnecessary You are therefore to leave him in the Execution of the Instructions you will be herewith charged to deliver, or forward to him, upon your Arrival at Quebec: Unless from any peculiarity of Circumstances, it shall be deemed requisite upon the Generals request, for the Ship under your Command to be detained on the same occasion. You are otherwise, as soon as you shall have received Sir Guy Carletons Dispatches for the Commander in Chief of the Army in these Provinces, and that the several Transports have been made ready as aforesaid, to return with them to this Port for further Orders: Being however at liberty to call at Halifax in your passage, for any supply of Stores or other Assistance which the State of the Ship at that time may require.

Given onboard His Majesty's Ship the *Eagle* off New York the 12 day of April 1777.

To Capt: Cornth: Ommanney

Commander of His Majesty's Ship the *Tartar*.

By Command of the Vice Admiral

Jos: Davies.

(A Copy.)

1. PRO, Admiralty 1/487.

# JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Saturday, April 12, 1777

The committee on appeals having reported, that they have heard the appeal, entered on the part of Jonathan Burnel, and others, owners or claimants of the brigantine *Sherburne*, &c. from the verdict found, and sentence of condemnation passed in the court of admiralty for the port of Philadelphia, in the state of Pennsylvania, against the said brigantine, fully argued, proceeded to give judgment thereupon, and the opinions of the said committee, to wit: James Wilson, Jonathan D. Sergeant, John Adams, Roger Sherman, Thomas Burke, and William Ellery, being delivered, the said committee was equally divided, by reason whereof no judgment could be given:

Whereupon, in order that no failure of justice may ensue,

*Resolved*, That a committee of five be appointed to rehear and determine the said appeal:

The members chosen, Mr. [Thomas] Heyward, Mr. R[ichard] H[enry] Lee, Mr. [George] Clymer, Mr. [William] Duer, and Mr. [Benjamin] Rumsey.<sup>2</sup>

1. Ford, ed., *JCC*, VII, 257, 259–60.

2. *Ibid.*, 384, on May 23, 1777 Congress resolved to take no action on the *Sherburne* appeal.

## PENNSYLVANIA NAVY BOARD TO HENRY FISHER, LEWES, DELAWARE <sup>1</sup>

Sir –

[Philadelphia] April 12th 1777

The Board received yours of the 10th and according to your desire have sent down Capt Murphey in the Armed Boat *Eagle*, who has instructions to follow your Orders in all respects; We pray you will send us all the intelligence you can possibly get on Monday next we shall send down another Boat.<sup>2</sup>

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. *Salamander*, Captain Charles Lawrence.

## PENNSYLVANIA NAVY BOARD TO CAPTAIN DANIEL MURPHY <sup>1</sup>

Sir –

[Philadelphia] April 12th 1777

You are immediately to proceed with your Boat <sup>2</sup> and People to Lewis Town Creek, and there apply to Mr Henry Fisher and strictly follow such

directions as he shall give you. We request you to keep your People in good order, and not suffer them to stray from the Boat or to commit any Riots.

1. Navy Board Minute Book, vol. 1, Pa. Arch.
2. Armed boat *Eagle*, with a crew of twelve as follows:

No	Mens Names	Quality	
1	Daniel Murphy	Capt	
	Lewis Pankett	Gunner	Dischargd 10th June "Neglect of Duty"
	Michael Love	Private	Apl 4th to the 9th June as Private
2	Michael Love	Gunner	In the place of Lewis Pankett June 10th
3	Thomas Whitfield	Private	
	James Davis	do	Dischgd 3d July Unfit for the Service
4	Samuel Thomson	do	
5	William Robinson	do	
6	John Dougherty	do	
7	Jacob Connor	do	
8	Patrick Mullen	do	
9	Cornelius Walters	do	
10	Thomas Turner	do	
11	Adam Liney	do	
12	Peter Pankett	do	

Record Group 4, Muster and Pay Rolls, Pennsylvania Navy, Pa. Arch.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

##### State Navy Board

[Philadelphia] April 12th 1777

Ordered, Jeremiah Simmons, of the *Arnold* Battery to deliver to Mr Joseph Rice his Apprentice Boy now on board, named David McCoy.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

#### HENRY FISHER TO THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

Gentlemen

Lewistown April 12. 1777

Yesterday morning the Ship *Morris*, Captain [James] Anderson was chased into the mouth of our Bay by a Frigate, the *Roebuck* laying in the road made sail after her. Captain Anderson run his Ship on shore about half a mile from the Light House, the two ships continually firing at him, and he return'd the fire for near three hours in a most brave & gallant manner – The ships sent three Boats, which was beat off by the *Morriss*. Captain Anderson landed his Packet for the Congress wh I have forwarded up by two French Gentlemen – when finding he could defend her no longer, he laid a train & blew the ship up, and I am sorry to tell you that so brave a Man has fell in the attempt – the Mate and fourteen of the Crew are safe on shore – The scene was horrible to behold. The cargo is in part blown on shore, viz. Guns, Cloaths, Gun Locks &c. &c. &c. – We have a number of men saving the Cargo.

The *Roebuck* is now in the Road and two Frigates at Anchor upon the lower part of the Brown. There has been a second flag from the *Roebuck*. The Officer says they expect their whole Squadron in, shortly, and should

they arrive I will give you the earliest advice in my power. – I am Gentlemen  
[&c.]

Henry Fisher

After writing the within, the two ships that lay at the Brown, are making sail up the Bay – the wind at N.N.E. – Saturday Morn. 9 o'clock – therefore sent the Alarm. –

Henry Fisher <sup>2</sup>

[Endorsed] Arrived at 10. o'clock & dispatched in 10 Minutes

John Enos at Cantwell's Bridge

The Express was tore.

1. Papers CC (Letters Addressed to Congress), 78, IX, 79–80.

2. Fisher's letter was published in the *Pennsylvania Gazette*, April 16, 1777.

COLONEL MORDECAI GIST TO BRIGADIER GENERAL WILLIAM SMALLWOOD,  
ANNAPOLIS <sup>1</sup>

[Extract]

Dear Sir

Baltimore 12th April 1777

I have to Inform you that I have taken out of the Privateer Schooner *Revenge* Seven Regular Soldiers, four of whom belong to your old Regiment, whom I propose to have tried by a Court Martial to Morrow – after which, they shall be sent under guard to Annapolis upon examination I found that the Lieutenant of the Privateer knew them to be Soldiers, and had in some other Instances descended to meanness Inconsistent with the Character of a Gentleman, or man of Principle upon which I ordered him to be confined on board the *Virginia* Frigate as a Prisoner – where I did propose he should remain until I had the Opportunity to send him under Guard to the Assembly: but on reading over the late act I find they have affixed a penalty in such cases, which upon application of the owners of the Vessel,<sup>2</sup> I was Induced to have recourse to – and upon releasement of the Lieutenant – not having any Magistrates in Town, they have pledged their word and honor to comply with the act of Assembly, and have made themselves Accountable to the State of Maryland for One hundred Dollars to be deducted out of the Lieutenants prize Money (if any), to which Purpose I have given the Captain a Certificate with permission to sail . . .

1. Mordecai Gist Letter Book, NYPL.

2. Owners of the privateer *Revenge* included William Lux and Daniel Bowly of Baltimore, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XIII, NA.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

[*Roebuck*, at sea, March 22 – April 12, 1777]

after stopping at St Christophers to take in Water put to Sea the 22d following, and persued our Voyage towards the River Delaware.

In our way thither we had the good fortune to take two of the Rebel Continental Cruizers, the one of 14 Guns and another of 10 Guns <sup>2</sup> besides four or five small Vessels laden with different supplies for the Continent, and arrived off Cape Henlopen the 6th of April. The next day I fell in

On our arrival in the Delaware we were informed that the Rebel Frigate called the *Randolph* had sailed out a few weeks before, but meeting with bad weather had sprung her Masts, and had put into Charles Town South Carolina to refit. For this disappointment however we were amply made amends by intercepting a large Ship which the Enemy had sent to France for Powder, Military Stores & Cloathing for their Army. Not being able to cut her off from the Land, she attempted to run ashore, which she had nearly effected, under a very heavy fire from the Ships which she returned, when she instantly blew up into the Air, and when the smoke cleared away not the smallest vestige of her remained to be seen Except on the surface of the water – She was called the *Morris*; and besides 40 Tuns of Gun Powder, was said to have a Cargoe on board worth 50 thousand pounds worth of army accoutrements & clothing – Another of less Note had been taken by the *Daphne* a little before,<sup>3</sup> and a third was taken about this time in the West Indies,<sup>4</sup> which together made up a capital loss to the Enemy.

1. Hamond, No. 6, UVL.
2. The two prizes were the South Carolina Navy brig *Defence*, 14 guns, Captain Thomas Pickering, and Continental Navy sloop *Sachem*, 10 guns, Captain James Robinson.
3. *Sally*, taken March 12, "deserted by the People," from Nantes with gunpowder, lead, etc., Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
4. *La Seine*, with military supplies, taken by H.M.S. *Seaford*. See Young's Prize List, April 30, 1777.

[illegible]

We had a very disagreeable Passage of five and forty days 'tho all have arrived safe, but we have not been so fortunate as to find an immediate Passage for America which has detain'd us here twelve or fifteen days. there are but few American Vessels that come to this Port, & but few french fitting out from it, tho we sail this very Night in one of about sixty Ton, a remarkable swift Sailer & if we get fifty Leagues clear of the Islands we have no doubt of escaping, we clear out for St Eustatia but are destined for Newbury, there is an American that arrived here from Carolina in fifteen days this is his fourth Voyage which he says shall be his last as he has made his fortune, he has brought Rice which is from 25 to 35 Livres the hundred, he has brought me but little news except the confirmation of the defeat of the Hessians, - he says the Congress Conduct themselves at present with the utmost secrecy, which prevents so great a circulation of news as formerly -



General Washington is near Philadelphia with his Army tho' he could not tell me what number it consisted of – General Lee is certainly taken, and it is suspected was betrayed – Mr Hancock is not President of the Congress nor could he tell me who was.

he says Paper Currency passes in Eustatia which is hardly credible – all kinds of Amunition are at a moderate Price tho' Cloths & linens are yet excessively dear – Rice sells at St Augustin a five shillings a pound & the Troops are in a most wretched situation – I ask'd him a thousand other questions which he seem'd to be ignorant of, in fact he seem'd to be a very ignorant fellow, or I should be able perhaps to give you a more interesting Letter,

he was chased within about ten Leagues of this Coast by a Frigate & three Cruisers, they are as insolent as ever they were the last war for they don't suffer a single small french Vessel to pass without searching, almost at the mouth of the Ports, such Politeness of the french Ministry is by no means approved of by the people of this Island who think they have need of a few frigates at least to make themselves a little more respectable than to be treated with such contempt – Faith I am afraid they intend to be the spectators only of our Battles; with all my heart if they intend also to have no pretensions to the benefits of them which I am afraid is the Contrary every thing appears so here.

The Governor of Martinique who by all accounts was a fine spirited Fellow, was chose Governor of this Island but is since dead which is much regretted.

There are eleven American Vessels lying at the Cape Francois at present, five or six went out of the Mole the other Day one of which was taken the second day she was out owing to her bad sailing but the others easily escaped, she was carried into Jamaica with many Frenchmen on board of her who lost everything they had, even their Cloaths. I saw one of them who told me the Americans were treated much better than them for they had nothing but bread and Water allow'd them the whole time – it is currently reported that there are vessels arrived loaded with Artillery & Officers, I wish to God it may be true–

Mr Du Coudray desires to be most respectfully remembered to you, I entreat you Sir not to take his Silence for disrespect which I assure you he is not capable of, he thinks it the best Apology as you are in some measure offended with him and he is much afraid without reasons sufficiently Just, & it gives me great uneasiness to find you are not perfectly pleased with me for what I dont know, for if my Conduct is blameable it is owing to my Abilities & not to my intentions or inclinations for I declare to you they are as sincere and as ready as our Cause is Just – I hope to wipe away all Suspicions by my Conduct in America, as Does Du Coudray 'till then be assured of the Sincerity of [&c.]

N- R-

[Endorsed] Mr Rogers

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY<sup>1</sup>

April [1777]

So end of Moona S.bW.  $\frac{1}{2}$  W 3 Miles.

Saturday 12.

At 5 [A. M.] came too with the Best Bower in Moona Bay . . . sent the Long boat and Cutter ashore, with the Masters of some of the Prizes we had taken, and part of their Crews to the number of 18 in the whole sent with them Provisions for three Weeks, four Muskets, 4 Cartouch boxes, 2 Cutlasses and Ammunition<sup>2</sup> at 10 Weigh'd and came to Sail.

1. PRO, Admiralty 51/399.

2. Apparently they had been landed to relieve *Glasgow* of carrying too many prisoners while she continued her cruise. That Captain Pasley had promised to return for them within three weeks is borne out by the *Glasgow's* journal of May 2:

at 6 AM Weighed & came to sail, stood for the Island of Moona At 12 Anchored at the West end of Moona in 9 fath as did our Sloop, and Schooner . . . sent the boats ashore in search of the Yankees, who we found by a Note they left behind them that they left the Island, 6 days after our departure.

NEWS FROM ST. CHRISTOPHER<sup>1</sup>

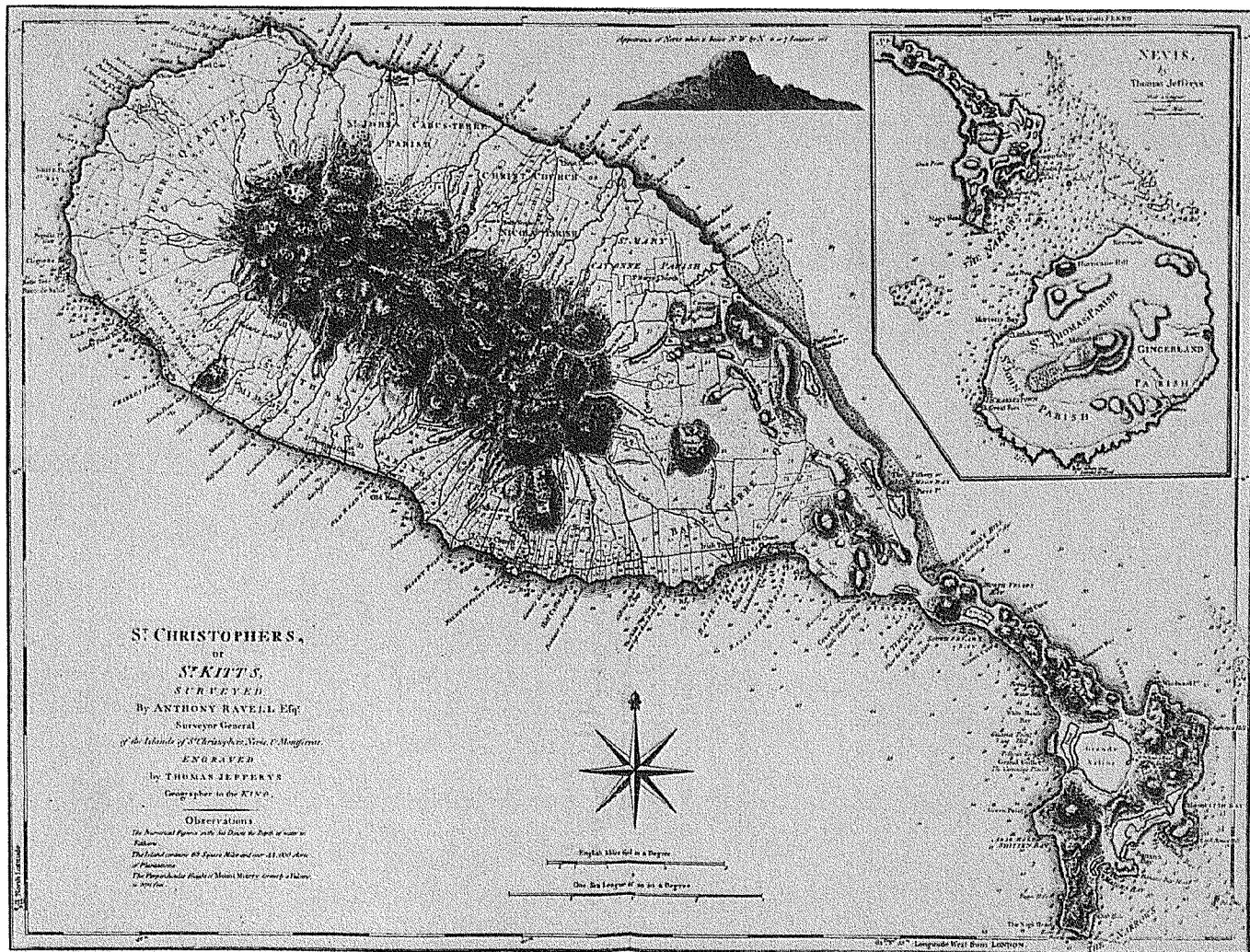
Basseterre (in St. Christophers) April 12.

We have collected the following particulars from persons lately arrived from the Windward Islands, and from English papers.

The pirates have cut two vessels out of Tobago, and there are 26 pirate vessels out of Martinico, cruising to windward, for the outward bound ships, chiefly manned with Frenchmen; one of these pirates, who took a brig from Cork, after a short engagement, had not a single man on board who could speak any English but "strike to Congress." So many of the Cork fleet have been carried into Martinico, that beef is now selling for forty shillings per barrel. The governor gives the pirates every encouragement: – they fit out their vessels there, or rather the French are all turned pirates. In particular, they are now cutting a prize snow down to make a pirate of her. The English sailors carried in in the prizes, are encouraged to run a few dollars in debt, and then have the option of going on board a pirate, or going to jail. We should not omit doing justice to the spirited behaviour of Governor [Valentine] Morris of St. Vincents. He sent to the French Governor to demand the English prisoners, offering to pay their debts. The demand was immediately complied with, and he recovered, at one time to his country, twenty-six stout fellows, who immediately entered on board a privateer which he is fitting out himself. He offers commissions to every man who will give in proper security, observing, that when every cowardly foreigner is fighting under pirate colours, he will run the risk of granting letters of reprisal to his country-men.

The prizes, amongst which are several Guinea ships, brought into Martinico, are sold immediately, and publicly, without condemnation. The best slaves are sold for ten joes apiece.

The *Seaford* has taken three French pirates and a sloop loaded with ammunition, supposed to be one of those loaded from the French ships that



have been freighted on account of Franklin, lately arrived at Martinico, and consigned to the agent Bingham, who commissions all the French pirates.

1. *Pennsylvania Journal*, May 28, 1777.

13 Apr. (Sunday)

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER <sup>1</sup>

April 1777

Moored in Halifax Harbor.

Sunday 13

Arriv'd here Hs Maj's Ship *Milford* with the Rebel Brig *Cabot* a Prize – & arriv'd a Prize Sloop belonging to the *Greyhound*.

1. PRO, Admiralty 51/762.

COMMODORE SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Sir

*Chatham* off Gould Island the 13 April 1777

I have received your Letter with a List of Five Prisoners, Seamen, for whom I have given a Receipt to Lieutenant Baron [William Barron] and shall pass them to the General Account agreeable to your request I am Sir [&c.]

P: Parker

P.S. Wm Bently Mastr of the Sloop *Speedwel* is just arrived from the *Cerberus*, I have order'd him to be sent to Providence in the Cartel Sloop, you'll therefore put him to the General Account

1. Letters to the Governor, 1777, vol. 10, R. I. Arch.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. <sup>1</sup>

April 1777

Sandy Hook No 9.16 Distance 63 Ls

Sunday 13th

at 5 AM fresh Breezes saw a Sail to the S:Et Out 2d Reef Topsails & gave Chace at 8 Came up with and spoke a Schooner from Boston, bound to Virginia in Ballast <sup>2</sup> Bro't too Main Topsl to the Mast took out the Prisoners and destroyed her.

1. PRO, Admiralty 51/694.

2. Schooner *Olive Branch*, Aaron Andrews, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN ADAMS TO ABIGAIL ADAMS <sup>1</sup>

[Extract]

[Philadelphia] April 13. 1777

Upon my Return from my pensive melancholly Walk, I heard a Piece of disagreeable News – That the ship *Morris*, Captain Anderson from Nantz, with Cannon, Arms, Gunlocks, Powder &c. was chased into Delaware Bay by two or three Men of War – that she defended herself manfully against

their Boats and Barges, but finding no Possibility of getting clear, she run aground. The Crew, and two French Gentlemen Passengers got on shore, but the Captain determined to disappoint his Enemy in Part, laid a Train and blew up the ship, and lost his own Life unfortunately in the Explosion. I regret the Loss of so brave a Man much more than that of the ship and Cargo. The People are fishing in order to save what they can, and I hope they will save the Cannon. The French Gentlemen, it is said have brought Dispatches from France to the Congress. I hope this is true. If it is, I will let you know the Substance of it, if I may be permitted to disclose it.

1. Butterfield, ed., *Adams Family Correspondence*, II, 209–10.

CAPTAIN GEORGE COOK TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Dear Sir Ship *Defence* [Baltimore] April 13th 1777

I should have wrote you more particular, but not knowing of Capn David's Sailing till this minute, obliges me to be as short as in my power.<sup>2</sup> – The Ship *Defence* is now ready to Sail for Annapolis by the first opportunity, we want a Pilot to Carry her down, and hope you'l direct Mr Middleton to come up for that purpose, I wrote him sometime past, but has not come.

One Capn Jones a Lieutt on board of the Frigate,<sup>3</sup> thought Proper forcibly to take one of my Men when on duty, on Shore, on Board of that Ship, and now keep's him, for no other excuse than that one of the Men belonging to this State and in this Ships Tender, Entered with them when the Ship was at Sea, with them, And one of my Men on Leave, on Shore last Night was unmercifully Beat for belonging to the *Defence*, such Arbitrary and Unpresdented Measures taken to insult the Province as Well as those in the Service, is what I shall leave to your Better Judgment. I have the Honor to be Dr Sr [&c.]

George Cook

1. Red Book, XIV, 102, Md. Arch.

2. Captain John David, of the Maryland galley *Conqueror*.

3. Lieutenant Aquila Johns, of the Continental frigate *Virginia*.

COLONEL MORDECAI GIST TO COLONEL JOHN STONE, ANNAPOLIS <sup>1</sup>

Dear Sir Baltimore 13th April 1777

In consequence of some despaches from Congress to Captain [James] Nicholson I have thought proper to permit three men of the Old Battalion Whom I had confined in the Guard House to go on Board the *Virginia* Frigate with the promise of the Captain if you and the General disapprove of it that he will land and deliver the men agreeable to your order – if I have in this point exceeded the line of my duty – you must do me the Justice to attribute it to my Zeal and hope my good intentions will be a sufficient apology for the error committed I am with much respect Sir [&c.]

Mordecai Gist

1. Papers of Mordecai Gist, 1777–1779, Force Transcripts, LC.

WILLIAM JACOBS, SAILMAKER, IN ACCOUNT WITH CAPTAIN GEORGE COOK  
OF THE MARYLAND SHIP *Defence* <sup>1</sup>

George Cook Esqr Commander of the Ship *Defence*

	To William Jacobs	Dr
1776	For the Tender	
Novr 29	To Repairing Mainsail & flying Jibb Workman- ship Twine & Rope	5. .-
	To 2 yards oznabrigs	3. .6
	To 7¼ yds of No 3 Duck	7/ 2.10. .9
	To Making a Tarpawling Workmanship & Twine	3. .6
1777		
Febry 9	To Altering a Pendant for the Ship <i>Defence</i> } Bunting & Labour	12. .6
	To 4 yds No 4 Duck for the Tender	8/ 1.12. .-
	To Altering 1 Pendant Bunting & Labour for Ditto	12. .6
March 10	To Repairing Ships Sails 25 Days	10/ 12.10. .-
	To Making 1 Mizzen 1 Forestaysail & 1 Flying Jibb Containing 4½ Bolts Canvass	17/6 } 3.18. .9
	To 34 lbs Twine	5/6 9. .7. .-
	To 1 Cwt 0 qr 6 lbs Rope	90/P Cwt 4.15. .6
	To Making 5 Coverings for the Arm Chest	2/6 10. .-
	To 4 hanks of Marline	2/6 10. .-
	To 24½ yards Bunting	5/6 6.14. .9
	To Making 1 Continental Jack & Pendant	1.10. .-
	To Thread 3/9: 6 Sail Needles	2/ 5. .9
April 5	To Touching 3 Compasses	3/ 9. .-
	To 2 New Glasses for Ditto	15. .-
		47. .5. .6
	Cr By 371 lbs Beef	31½ 5. .8. .2½
		£ 41.17. .3½

Ballance due

Errors Excepted by me

William Jacobs

[Endorsed] Recd April 13th 1777 of Capn Geo Cook a Draught on Mr  
Jesse Hollingsworth for the above Sum of £41.17.3½ which is in full  
£41.17.3½ William Jacobs

1. Scharf Collection, MdHS.

14 Apr.

JOURNAL OF H.M. SLOOP *Albany*, LIEUTENANT MICHAEL HYNDMAN <sup>1</sup>

Aprill [17]77 Cape Sable No 38° Et 84 Leagues  
Monday 14 At 8 [A. M.] Sounded no Ground Saw Several Pen-  
guins thick foggy Wear at 12 Sounded in 60 fathm fine  
Sand in Compy the Sloop

fresh Gales and Cloudy Wear  
 at 1 PM Saw a Sail in the N E qr at 4 PM fired 6 Guns &  
 brot too a Brig Called the *Polly* from Boston to Guada-  
 loupe brot the Prisoners on bd at 6 made Sail the prize  
 in Compy

1. PRO, Admiralty 51/23.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

[Boston] Monday April 14 1777

Mr Phillips came up with a Message from the Honble House to acquaint the Major Part of the Council that it was their Desire that the resolve permitting Privateers to depart under certain Restrictions if not fully signed, may be sent down to the House. –

The Secretary went down with a Message by order of the Major part of the Council to acquaint the Honble House that the Resolve referred to in the foregoing Message was not fully signed by the Major Part of the Council & was directed to lay the same upon the Table –

1. Mass. Arch., vol. 37, 186, 198.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 14 April 1777

Order'd that Mr [Ellis] Gray deliver Capt John Roach [Roche] one Roll sheet Lead for Ship building at portsmo – he paying for the same by an Order of Mr Langdon <sup>2</sup>

1. Mass. Arch., vol. 148, 258, 259.

2. Continental Navy sloop-of-war *Ranger*.

#### MASSACHUSETTS BOARD OF WAR TO ALEXANDER GILLON & CO., CHARLESTON <sup>1</sup>

Messrs Alexr Gillon & Co  
 Gentn

War-Office

Boston April 14th 1777 –

This will be handed you by Capt Bradford Master of our Ship *Pliarne*, & inclos'd are Invoice & Bills Lading of 7 H'ds white Sugar which we pray you to dispose of to the best advantage for our Account, & ship the proceeds aboard Capt Bradford in Rice, with which Article we pray you to load him with all dispatch, & consign him to Messrs J Gruel & Co in Nantes on our Acco – But as the Sugar sent you will be very inadequate to the purchase of a Cargo, we shall send off by a special Messenger by Land sufficient to repay you any sum you may advance, either for the *Pliarne*, or Capt [Jacob] Cole <sup>2</sup> whose Cargo we fear will be insufficient, as the Articles we sent in her we fear are very low at your Market.

By order of the Board  
 Sam<sup>l</sup> Phps Savage, Prest

1. Mass. Arch., vol. 151, 63, Letters from the Board of War, 1776–1780.

2. Master of the ship *General Lincoln*.

SAMUEL ELIOT TO GOVERNOR JONATHAN TRUMBULL<sup>1</sup>

Honord Sir

Boston 14 April 1777

It is with the greatest pleasure I am able to inform you of the arrival of the Schooner *Anna* on Saturday Eveng; Captur'd by Capt [Samuel] Smedley on 16 March in latitude 16 Longitude 48. – she was bound from Bristol in England to Dominica. – As Mr [John] Lewis the prize Master will deliver this to your Honor, and will hand you the Invoice of the Cargo it will be needless to mention them in a Letter particularly.

The Cargo consists mostly of articles which will bear a very advanced price in this Place – The Flour and Painters Colors in perticular, as there has been none at Market for a long time, the other articles are much wanted. –

I shall Libell her in behalf of the Concern'd, (vizt the State as owner, the Captain Officers &c onboard) and will pay the best attention in my power. –<sup>2</sup> I shall esteem it a perticular favor if your Honor will hand me a List of the articles wanted for the State, (as they may be laid by themselves, and forwarded as soon as desir'd,) and any other directions you may please to give. – As Mr Lewis was desirous of waitg upon Your Honor, I consented upon his promising to make the greatest despatch, I shall defer unloading the Vessell till his return. – Capt Smedley four days before he took this Prize fell in with and Captured a large Bark from Liverpool in Engd bound to Pensacola,<sup>3</sup> the perticulars of which, and his Engagement with 2 Large Ships Mr Lewis will give – As the *Anna* made no opposition the Men (according to the Custom with us) are entit'led to their Wages – I request the Sentiments of your honor and your Councill of Safety, and will act agreeably thereto –

I must request the favor of the Invoice by Mr Lewis as I have not been able to take a Copy of it. – The Bark is arriv'd at Dartmouth, as soon as I have finish'd Libelling &c the *Anna* – I will go there and take such measures as I believe to be most for the Interest of all concern'd – and will take all the previous Steps necessary to her Condemnation, and if necessary have her Cargo taken out & securd in some of the Back Towns. – We in Boston look upon Dartmouth as most expos'd of any place in this State. –

I have wrote Capt [Seth] Harding p Mr Lewis and have reque[ste]d his attendance & assistance, as I am certain it will be more for the General Interest for him to be at Boston or Dartmo[ut]h.

With the greatest respect, I remain [&c.]

Sam Eliot

1. Conn. Arch., 1st Series, IX, 99a–99b, ConnSL. Eliot acted as Connecticut agent in Massachusetts.

2. *Anna* was libeled against on May 8 for trial at Boston, May 29, 1777, *Independent Chronicle*, Boston, May 8, 1777.

3. Bark *Lydia*.

*Boston Gazette*, MONDAY, APRIL 14, 1777

Boston, April 14.

Wednesday arrived at a safe port, a privateer schooner, commanded by Capt. Cunningham, in a short passage from the French West Indies, where



she has lately sent in several prizes.<sup>1</sup> We learn that the French ports are crouded with cruizers and merchantmen, belonging to these States, and that all kinds of goods are sold at a moderate price.

Saturday last arrived safe in Port, a Prize Brig, with Eleven Hundred Quintals of Fish, taken by the Privateer Sloop *Charming Sally*. She was bound from Newfoundland for Lisbon.<sup>2</sup>

1. Captain Joseph Cunningham, commander of the Massachusetts privateer sloop *Phoenix*, Mass. Arch., vol. 6, 227.

2. Brig *Hannah*, Henry Bailey, master, Mass. Arch., vol. 159, 92.

*New-York Gazette*, MONDAY, APRIL 14, 1777

New-York, April 14.

Yesterday Morning a Brig, loaded with Tobacco and Flour, taken by the *Thames* and *Daphne*, came into Port,<sup>1</sup> together with another Prize, and a Victualler from Ireland.

1. *Bolton*, William Stevens, master, from Philadelphia, with tobacco, flour, bread, lumber, tar and turpentine, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD<sup>1</sup>

##### State Navy Board

[Philadelphia] April 14th 1777

Ordered, That each Galley and Armed Boat, and Floating Batteries, be provided with two good and proper Spikes for each Gun, for the purpose of Spikeing up their Guns upon an emergency and that Mr [Manuel] Eyre be directed to procure them One Hundred Spikes –

1. Navy Board Minute Book, vol. 1, Pa. Arch.

#### PENNSYLVANIA NAVY BOARD TO CAPTAIN JOHN RICE<sup>1</sup>

Sir –

[Philadelphia] April 14th 1777

The Vessell under your Command being now ready, you are immediately to proceed with her down to Cape May, and on your arrival there, to inform yourself what Ships or Vessels of the Enimies are in the Bay or Cruising of[f] the Cape, that you may be the better able to judge how to conduct yourself.

The principal intention of sending you down is to protect the Inward & Outward bound Vessells, and as Cap. [Isaac] Roach of the *Delaware* goes down with you on the same service, we expect you will be able to execute it with good effect. We recommend it particularly to you, and that you give every possible assistance to all such Vessells.

While there are any of the Enimies Ships in the Bay or Road, it will not be safe for you to venture out to Sea, but when that is not the case you are at liberty to Cruize between great Egg harbour to the North & Sinepuxent to the South, taking care never to go out of sight of the Land, and that you are not more than Forty Eight Hours at one time from your Station. Captain Roach and you are always to Cruize in Concert, and not to separate if possible.

There is too much reason to believe that a communication is kept up

between some people on Shore and the Enimies Ships, by which means they get supply'd with fresh Provisions and intelligence. We recommend it to you to be very diligent in preventing any such intercourse, and that if you discover any persons concerned in it, you inform the Executive powers of the State where they reside, or if necessary secure them yourself.

Should you procure any intelligence of the Enimies motions, particularly respecting the present embarkation at New York, you are to forward it to us by Express immediately, either by land or by Water, as you may judge most expeditious.

In case of a fleet comeing into this Bay, you are to send us immediate advice of it, to watch its motions as long as it can be done with safety, and as your Vessell draws but little water, you may annoy the Boats they employ in Sounding; When that cannot be done without endangering your own Vessell, you are to retreat on this side the Chevaux de Frize; Capt Roach will have Orders to Cooperate with you upon every occasion, and we trust you will execute this service with Honor to yourself and service to your Country.

To John Rice Esqr Commander of the Brigantine *Convention*.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

# BENJAMIN BROOKS AND JAMES CAMERON TO THE CONTINENTAL CONGRESS <sup>1</sup>

April 14th 1777

Reported by Henry Fisher, & Express sent to Bomba[y]hook to Benjamin Brooks, from him to James Cameron at Port Penn Certifying that there is Nine of the Enemys Ships of Warr in Delaware Three Lys in Old Kill Road and Three at the Middle & Three at the Narrows –

Benjem Broo[k]s Jas Cameron

1. Papers CC (Letters Addressed to Congress), 78, IX, 81, NA.

## SHIPMENT ON ACCOUNT OF CONTINENTAL MARINE COMMITTEE TO JOHN LANGDON <sup>1</sup>

Invoice of Merchandize shipped by Samuel & Robert Purviance on Board the Schooner *Friends Adventure* address'd to John Langdon Esqr of Portsmouth, New Hampshire for accot of the Marine Committee –

210 Barrels Burr Flour	368..1.14 Wt	}	£445.18..5
@ 22/6 & bbl at 3/ –			
236 do Commn Do	447..1.11	}	435.13..4
@ 19/6 & bbl @ 2/6			
Cooperage & nailing			3.15..–
Scow hire shiping the Flour			2..5..–
			<hr/> 887.11..9
12 Tons Barr Iron 797 Barrs }			618..–..–
@ £51.10 Pr Ton }			
			<hr/> £1505.11..9

Baltimore 14th Apl 1777  
 Commissions on 1505.11..9  
 sundry Disburstments to Capt Smith 76.10..5

1. Captain J. G. M. Stone Private Collection, Annapolis.

MINUTES OF THE MARYLAND COURT OF ADMIRALTY <sup>1</sup>

Court of Admiralty 14th April 1777  
 Present The Honble Benja Nicholson Esqr judge  
*Sturdy Beggar* John McKeel Esqr Commr  
 a  
 The Ship *Elizabeth* – Joseph Snowball Captn  
 Libell f[ile]d the 24th March 1777  
 Monition issd Same day  
 Condemnation  
 day of Sale Ordered to be on Monday the 21st Instant

1. Admiralty Court Minutes, November 27, 1776 – November 7, 1778, 21, Md. Arch.

*Gazette of the State of South-Carolina*, MONDAY, APRIL 14, 1777

Charles-Town, April 14.

Admiral Sir William [*sic* James] Young's Squadron at Antigua has lately been reinforced, by the *Hind* and *Favorite* Men of War; and Admiral Gayton's, at Jamaica, by the *Fly*, *Hornet*, and *Beaver*. The Cruizers on both Stations are so exceedingly vigilant, that it is difficult for any thing to escape them. Besides, these, a Number of piratical Vessels, fitted out at Dominica, Tortola, Antigua, and St. Kitts, without Commissions, greatly annoy our Trade. On the other Hand, the West Indian Seas swarm with armed Vessels from this Continent.

Admiral Hotham's Squadron, which has wintered in the Bay of Chesapeake, we hear, has lately quitted it, and either gone to cruize, or to be hove down.

The 25th of last Month, the following Men of War, having been hove down at Antigua, sailed from thence for this Continent, viz. the *Roebuck*, *Pearl*, *Mermaid*, *Perseus* and *Cameleon*.<sup>1</sup> The *Flora* and the *Falcon* were careening, and to sail about this time. The Captain of the *Pearl* dying, Capt. Elphinstone of the *Perseus* was promoted to the command of her; the Captain of the *Cameleon* to the command of the *Perseus*, and Capt. Linzee of the *Falcon*, to that of the *Cameleon*.

The *Perseus* Frigate, when she last visited this Coast, cruized all the Way from New-York in about 18 to 25 Fathom Water. The Ship *Grasshopper*, William Coombes, jun. late Master, from Cork, with Provisions for General Howe's Army at New-York, taken by Capt. [Robert] Cochran, was re-taken by the *Perseus*, and is arrived at Antigua.

1. *Camilla*; not *Cameleon*.

CAPTAIN JAMES COOPER TO VICE ADMIRAL CLARK GAYTON <sup>1</sup>

Copy

Sir This serves to acquaint you, that on the 13th Inst on my Passage to this Island, ABreast of the Isle de Vache; I saw a large Ship to the Southwest, standing to the Northward, with Her Top Gallant Sails half Mast up – And as soon as she got right a Head of us, She wore Ship to the southward, she hauled her Courses up, took in her Top Gallant [sails] laid her Mizon Top Sails aback; with an intent as we supposed, to speak us. On my seeing him do that, I hauled down my Steering Sails, hauled my Courses up, & took in my Top Gallant Sails – She being then about  $\frac{3}{4}$  of a Mile distant from us: then she fired a Gun to Leeward, & hoisted Blue or White Colors; but which we could not distinguish, she being between us and the Sun. This happened about  $\frac{1}{2}$  past 5 o'clock in the Afternoon. – I immediately hoisted my Colors, & fired a Gun to Leeward; after which, She Edged away; filled her Mizon Top Sail, & set her Fore Sail. Then I set my Fore Sail, & fired a Gun athwart her Forefoot; of which [s]he took no Notice – After which I fired another; when She hauled down her Colors & made all the Sail, that She possibly could; & stood away right before the Wind for some Minutes: Then I fired another, (which I believe) struck her: After which she hauled her Wind & hoisted her Colors, (which could then distingust to be White) after their being down at least 10 Minutes [she] fired a Broad Side at me; which I returned. She then Wore Ship, & fired another Broad Side; which I also returned. Afterwards she fired 3 Guns; they were again returned by me. Then she made all the Sail that she could, & stood in Shore; being then distant about 6 or 7 Leagues off Port Louis.

She Mounted 24 Guns on her Gun Deck, & 6 on her Quarter Deck. [As] I had a great number of Passengers on Board, some of whom being Ladies, & night coming on; I did not think it proper to follow her, but kept my Course for this Island – In company with the *Mermaid* Capt Bowie from Glasgow. – I am well satisfied, as are also all the Gentlemen passengers; that from every Manoeuvre She made (as well as from Information we received at St Kitts, “of an American Privateer of large force, cruzing to the Leeward of those Islands.” that this was the Ship Meant – Althoug[h] that She faught us under french Colors. –

In consequence of the Above, I thought it my Duty to Acquaint you with the particulars; at the same time not omiting to inform you, that She had a Great Number of Men; her Decks & Tops being lined with them. – <sup>2</sup>

I am with the Greatest respect Sir [&c.]

James Cooper

Dated the *Ladies Adventure*

Off the Navasa 14th April 1777. –

P:S At Madeira, his Majesty's Ship the *Levant* Capt [George] Murray, took an American privateer,<sup>3</sup> the day after we arrived, that is, on the 7th March Ulto: whom it was supposed She had carried to Lisbon or Gibralter; the latter of which place she was the Station of: And sent from thence by Adml [Robert] Man, upon the Application of the Consul of Madeira informing

him that the coast of that Island was infested by American privateers; some of whom he chased & engaged Vessels, even into the very Road of Funchall.

1. PRO, Admiralty 1/240.

2. This engagement may have been with the Pennsylvania privateer ship *Oliver Cromwell*, Captain Harmon Courter.

3. Pennsylvania privateer brig *General Montgomery*, Captain Benjamin Hill.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS <sup>1</sup>

Sir/

*Antelope* Port Royal Jamaica the 14th April 1777

Since His Majesty's Ship *Maidstone* sail'd from Bluefields, the 4th of this Month, with the Convoy Consisting of about 40 sail of Ships & Vessels, I have Intercepted the inclosed letters found in a Bale of Goods out a Vessel taken by One of my Cruizers, and Supposed to be bound for St Peters Mecalon [Miquelon], which their Lordships will see what a Trade is Carried on with the Rebellious Colonies by the French, therefore I have thought it Necessary to send them Express, in a fine going Vessel, (His Majesty's Brig *Badger*) Captain Charles Everit [Everitt]; who is Just hove Down and fitted for Sea – hope it will meet their Lordships Approbation, and to Convince their Lordships of the *Badgers* going well, she has been out but two Cruizes, and have taken 22 Sail of Rebel Vessels; Indeed he has been so Vigilant in his Duty, that it is unlucky for him, that I am Oblidged to send him Home, as it takes him from the Chance of my giving him post, as my time is so near to be relieved; as in all probability, Should their Lordships send him back to Jamaica, he will not be here before I am Gone, and he will have no Chance of Post, without their Lordships should be pleased to consider him – Another piece of Great Service he performed in his last Cruize which was as follows; I sent him to Turks Island to protect the Salt Trade, and when he found that the Customhouse Officers there Cleared out the Bermudian Vessels when loaded with Salt for Bermudas & New York, and they all went to the Rebellious Colonies, with their Salt, he laid an Embargo on any Salt to be Shipp'd either for Bermudas or New York until my further Orders, which hindered a Number of Vessels loading with Salt to Carry to the Rebels, when he arrived at Turks Island he found three french Vessels there in order to load with Salt which he Order'd away, and told them if ever he found any of them there again, he would Sieze them and send them to me – I beg leave further to acquaint their Lordships, that the 12th Instant His Majestys Armed Ship the *Kent* arrived here with a Convoy from Cork, and all the Ships bound to this Island he brot in Safe; she wants many repairs which I have Ordered to be done as soon as the Service will admit of doing it, in order to send her home with the Next Convoy the latter end of Next Month Nothing has happened since the *Maidstone* Sail'd, only the *Boreas* is arrived from a Cruize, with some Prizes, and this day the *Winchelsea* Sailed on a Cruize – I am Sir [&c.]

Clark Gayton

[Endorsed] Rd 22 May ansd 8 July

1. PRO, Admiralty 1/240.

15 Apr.

JOURNAL OF H.M.S. *Milford*, CAPTAIN SIR WILLIAM C. BURNABY <sup>1</sup>

April [1777]

At Moorings in Halifax Harbour

Tuesday. 15

Came on Board Captain Sir W C Barnaby Bart whose  
Commission was read & Supersaded Captain Andrew Berkly  
Acting Captain.

1. PRO, Admiralty 51/607.

BUILDERS OF THE CONTINENTAL FRIGATE *Raleigh* TO THE  
NEW HAMPSHIRE DELEGATES IN CONGRESS <sup>1</sup>

Gentilman

Portsmouth April 15th 1777

We hope you will excuse the liberty we have taken in troubling you with this Letter the Intensus of which is to Acknowledge Obligation we are under to Capt [Thomas] Thom[p]son for his Asistance in building the *Raleigh* Frigate By opportunity and observations he has Acquired great Knowledge in Naval Architecture from which we have Derived Great Advantages and are under Dayly Obligations to him for further Instructions as we are young in boulding Ships of War his Readeness to Serve us in this Respect Deserves our Acknowledgments and we know of no other way But through you to make this Gentelmans merits Known to Congress Which is the Reason of troubling you with this Litter we think him a veary good Judge of Building and Contriveing Ships of war he has don much Sarv[i]ce to the Continante in this Branch in these States and when he Sales we Shall Lament his Loss while we are Boulding future Ships of war altho this is a private Leatture we meane it to ansure a Public Person and therefore must beg the favour of you Gentm to Make the Contents known to Congress as we understand Capt Thomson is gon to Philla and it is the only thanks we are able to Pay that Gentelman we are with Great Respect [&c.]

To William Whipple and  
Edward [Matthew] thornton Esqrs  
Deligats for N Hampshere

James Hackett  
James Hill  
Stephen Paul

1. Captain J. G. M. Stone Private Collection, Annapolis.

JOHN BRADFORD TO LEONARD JARVIS, DEPUTY CONTINENTAL AGENT, BEDFORD <sup>1</sup>  
[Extract]

Bosto[n] April 15th 1777

I receiv'd orders <sup>2</sup> by last post to purchase thr[ee] Ships and to Arm them for Cruisers with not exceeding Eighteen Nine pounds Cannon, pray say is any Vessells at Bedford that will answer the purpose, and give me your opinion whither it will be best to make the Needed alteration in the *Mellish* at Bedford or to send her here for that purpose, if the latter let me beg you, to immediately set about preparing to send her round, as they earnestly recommend dispatch . . .

1. John Bradford Letter Book, vol. 1, LC.

2. See Congressional resolve of March 15, 1777.

ROBERT MORRIS TO DANIEL OF ST. THOMAS JENIFER <sup>1</sup>

Sir

Philada April 15th 1777

I believe my Clerk omitted to insert the list of drafts I paid on acct of your State in the last letter I wrote You, therefore it shall be added hereto. The Agreement I made with your Convention has been the most Ill fated of any I ever had Connexion with a Ship of ours had onboard 500 Muskets intended for you, the Cursed Ships of War have drove her onshore at our Capes & the Captain attempting to blow her up after a brave defence lost his life,<sup>2</sup> There was onbd 2500 Muskets for the Continent and the Mate writes me a good many will be saved unless the Tories plunder or Seize them, I am now sending down orders & assistance & whatever is saved of our share shall be delivered to your order, I expect they will be brought up to Dover & suppose they may easily be Conveyed from thence into Your State.<sup>3</sup> If the Powder from the West Indias meets any disaster I shall beg to pay the ballance in Money for our losses in attempting to full fill this agreement are beyond all bearing. with great respect I am Sir [&c.]

Rob<sup>t</sup> Morris –

Richd Harrison's bill dated Martinico 14th Jany last

in favr of Capt Wm Miles 1940 Drs

£727.10...–

Abram Van Bibbers bill in favr of Capt Mathw Corn

495 Drs

185.12..6

Richd Harrison's bill to Jno Kenyon 339 Drs

127..2..6

1. Red Book, III, Md. Arch.

2. Ship *Morris*, Captain James Anderson.

3. Morris wrote this date to Caesar Rodney at Dover, Delaware, requesting him to hire wagons and send them under militia guard to carry off the salvaged goods, William Buell Sprague Autograph Collection, HSP.

MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

## State Navy Board

[Philadelphia] April 15th 1777

Captain Hazelwood having attended according to Order, and the present state of the fleet, respecting the Commanding Officer being considered, it was agreed to recommend him to the Executive powers, as a proper person to be second in Command.

The board considering the inconvenience attending their Orders going through the present Commodore, who from his infirm state, cannot attend the duties of his station, are of opinion that for the present, all Orders from this board should be directed to Commodore Hazelwood, & that Mr [Andrew] Caldwell and Mr Fitz Simons [Thomas Fitzsimmons] wait upon Commodore [Thomas] Seymour to acquaint him with this resolve.

1. Navy Board Minute Book, vol. I, Pa. Arch.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN CHARLES PHIPPS <sup>1</sup>

April 1777

Cape Henlopen Lighthouse SSE

Saturday 12

at 6 PM spoke His Majesty's Ship *Camilla* . . . spoke the *Roebuck* and was Ordered by Commodore Hotham to

- proceed up the Delaware and Anchor between the Brown & Brandy Wine
- Sunday 13th at 6 [A. M.] Anchored off the 14 fa bank in 7 fa Water found riding here His Majesty's Ship *Thames*.  
Strong Gales and squally Wear  
at 10 (PM) Anchored near us the *Pearl*
- Monday 14 at 3 AM the Rebel Vessels and run up into Morris's River, the *Pearl* fired several Guns being ashore at 11 got under Sail.  
Do Weather  
(PM) Running down the River at 4 Anchored in Cape Henlopen Road found here His Majesty's Ship *Roebuck* the Lighthouse SSE 2 Miles
- Tuesday 15. AM sent all the Prisoners onboard the *Daphne* for New York employ'd as necessary.  
Fresh Gales and Hazey Wear  
at 5 P M sailed hence the *Daphne* with several Prizes in Company for New York.

1. PRO, Admiralty 51/688.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE <sup>1</sup>

- April 77 Cape henlopen light house SW 3 or 4 Miles
- Tuesday 15 At 5 PM [A.M.] Saw a Sail under Cape May, fired a Gun as a Signal for seeing a strange Sail. Hoisted out the Pinnace and sent the Pilot on board the Tender. hoist out the Longboat Sent the Pinnace mann'd & Arm'd with the Lieut to endeavour to cutt off the Schooner under Cape May, Saw the tender fire several Shot at the Schooner & a Pilot boat which had boarded her at 9 saw our Pinnace on board her. Immediately after saw the Schooner on fire & the Pilot boat drove on shore by the tender, Got up Fore top Gallt & Yard across. Saw a Signal on board the *Roebuck* to join her At 10 the Tender joined us. the Pinnace came on board wth the Lieut. found the Schooner was an American Vessel from the West Indias Laden with Rum & Sugar, the People on Shore kept a brisk fire on the Boat & the Schooner being aground, was obliged to set her on fire & leave her. Weighed & Came to Sail. . . . At Noon Cape henlopen light house SW 3 or 4 Miles, standg for the Commodore & fleet.  
First part light airs & hazey Wr middle & Latter fresh breezes & Clear Wr  
At 2 PM Anchor'd with the Small Br in 6 fathm water in Old kill road veered 1/2 a Cable. Cape henlopen light house SBE 2 or 3 Miles found here H: M: Ships *Roebuck*,



*Thames, Perseus & Daphne* & 5 Prizes. At 5 Sail'd H: M: Ship *Thames*. At 6 the *Daphne* fired a Gun for the Prizes to weigh & get under sail

1. PRO, Admiralty 51/157.

### JOURNAL OF THE MARYLAND COUNCIL <sup>1</sup>

Annapolis April 15th 1777.

Ordered That Captain [William] Patterson Master of the Schooner *Dolphin* proceed to Baltimore with the sick of the Ship *Defence*. –

That the Commissary of Stores deliver to Captain Cooke for the use of the sick six Blankets also five hundred weight of Cannon Powder, three hundred Gun flints & fifty weight of Musquet Ball for the Ship *Defence*. –

That the Commissary of Stores deliver to Captain [John] David three hundred and fifty weight of Gun Powder, twenty four Cutlasses, half of a Ream of Cartriche Paper, and Sheet Lead sufficient for Aprons for Cannon. –

1. Proceedings of the Governor's Council (20 March 1777–31 March 1779), 17, Md. Arch.

### JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL <sup>1</sup>

April 1777

Cape Henry N26°W 12 Leagues

Monday 14th

At 6 AM saw a Sail in the NW Quarter, made Sail and gave Chace, at 7 she made a Signal and we answered it, at 8 AM spoke her, which was the *Phoenix* from New York, at 11 saw a Sail in the NW gave Chace, the *Phoenix* on our Larboard Bow at Noon saw 2 Sail to Winward.

Fresh gales and hazy,

5 Sail in sight, the *Phoenix* made our Signal to Chace to the NW, and she Chaced to the NE, made Sail & chaced 1½ past 3 PM fired 1 Six pounder to bring the Chace too, which was the Brig *Ann* from Baltimore, bound to Nantz with Tobacco & flour,<sup>2</sup> sent a petty Officer & 7 Men onboard, the *Phoenix* not in sight, took the prisoners out

Tuesday 15th

At 5 AM saw a Sail in the NW, gave Chace, at 6 AM brought the Chace too by firing a Gun at them, which was the Schooner *Susannah* from Virginia bound to Statia, with Tobacco and flour,<sup>3</sup> brought her alongside and took the prisoners and Cargo out & scuttled her, at 11 punished John Woodbridge 12 Lashes for Drunkenness.

Light breezes and Clear Wear

saw a Sail in the NW Quarter, made Sail & gave Chace, our prize in Company, at 7 PM lost sight of the Chace, reef'd the Topsails sounded from 15 to 10½ fathoms.

1. PRO, Admiralty 51/311.

2. *Ann*, Francis Robins, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Susannah*, William Horn, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

[Charleston] Tuesday 15th April 1777 –

A Letter to Capt. James Dohartee

Capt. James Dohartee Sir/.

You will herewith receive your Commission as Capt. of the [Beaufort] Row Galley now Building by Mr James Black for the use of this State, the Commissioners of the Navy desire that you will give the Necessary Directions for Finishing her with all posible Dispatch, and that you do as soon as possible come to Charles Town, in order to get the Necessary Stores for fitting and Arming said Row Galley

By Capt [John] Mercier you will receive Two Eighteen pounders to be mounted as prow guns – We wish they could be mounted in such Manner as to be pointed on Either Bow without Depending Altogether on the Steersman, we are Informed the Row Galleys in Georgia have their Guns fitted in such Manner as to Travase at least four Points Either way – We would also recommend your bringing the Dementions of all your Sparrs, to get your Sails made by

By Order of the Board

Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 55, 56.

16 Apr.

PETITION OF THOMAS WOODBERRY TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honble Council & Honble House of Representatives of the State of Massachusetts Bay The Petition of Thos Woodberry In behalf of himself and others Owners of the Schooner *Swallow* Humbly Sheweth that your Petitioners have a Small Schoor Aboute fifty five Tons and a Cargo of Lumber and fish Suitable for the West Indies and where as molosses Cotten Salt & C Are much Wanted in this Town –

Your Petitioners Humbly Pray your Honors to permitt them to Send the Said Schoor to the West Indies with a Cargo of Lumber and fish and to Return with a Load of West India produce your Petitioners are willing to give Bonds that Such Goods as the Said Schoor Shall Bring home Shall be Sold at the Prices Regulated and to be under Such Other Restrictions as Your Honors may think fit to Lay them, and your Petitioners as in Duty Bound Shall Ever Pray

Thomas Woodberry in behalf  
of himself and owners of the  
Schooner *Swollow*

Beverly 16 of April 1777 –

[Endorsed] In the House of Representatives April 1777

Resolved that the Petitioners have Leave to send out the within named Schooner when they shall make it Appear to the Naval officer at Salem by a Certificate under the Hand of the Select men of Beverly that said Town have Completed their Quota of the Continentiel Army & give Bond in the Sum of \_\_\_\_\_ that they will not carry out any men but what belong to such Towns as have Completed their Quot[as] of the Contine[n]tiel Army

1. Mass. Arch., vol. 182, 344.

JOHN BRADFORD TO, ROBERT MORRIS <sup>1</sup>

[Extract]

Dear Sir

Boston 16th April 1777

The Brig *Lively* is not yet gone, we discover'd a defect in her foremast and was oblig'd to take it out, it is again set & we are getting her away with all expedition, I shall Address the Master to John Weriat Agent there <sup>2</sup> and shall charge him with the letter directed for him, the Capt Taunt is a man highly recommended for a sober discreet man here in this state & has had the Command of Vessells from hence his Mate is one of this Town, Brother to Capt Cazneau who was appointed to one of the Frigates – <sup>3</sup> The *Betsy* still remains on the Beach, but her hull is unhurt, the Capt is here & this hour sets out for So Kingston to wait the spring tides to make a second attempt to get her off, the first failing, – he tells me the last springs were very low, so that they could only get her round with her head off shore, he makes no doubt he shall be able to get her a float at the full moon . . .

I am sorry for the loss of the *Cabbot* the Capt is now in Town he brot all his men off, and he assures me the Brig is totally lost, (and a great loss it is.) he propose after calling a Court of enquirey to go to Phila with a particular Account of every Occurrence . . .

1. John Bradford Letter Book, vol. 1, LC.

2. Weriat was Continental agent at Savannah.

3. Isaac Cazneau who did not accept the appointment.

PETITION OF THOMAS HARRIS & CO. TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

State of Massachusetts

Boston April 16. 1777 –

To the Hon'ble the Council of the State of Massachusetts

The Petition of Thomas Harris & Compny [owner] of the Armed Schooner *America* now in the Harbour of Boston

Humbly Sheweth That your Petitioners have at a Great Expence fitt'd said Schooner (where of Isaac Snow of Casco Bay was late Commander) in a Warr like Manner with Sixteen Carriage Guns Sixteen Swivells, Musketts & One Thousand weight of Gun Powder, and Ball in Proportion Navigated with Eighty Men and has on Board Provisions for a Four Months Cruize upon the Enemies of the united States of America – to Effect said Purpose your Petitioners humbly Requests that the Honble Council of this State

would Grant a Commission unto Daniel McNeill as Commander of said Schooner & as in Duty Bound shall ever Pray –

Thom<sup>s</sup> Harris & Compny

Danl McNeill Capt  
Isaac Snow 1st Lieut  
John Smith 2d Lieut  
Wilfred Fisher Master  
Willm Preston Capt Marines

[Endorsed] In Council April 17<sup>t</sup> 1777 Read & Ordered that the Prayer of the within Petition be granted & that a Commission be issued out to the within Mentioned Daniel McNeil as Commander of the Said Schooner called the *America* – he complying with the Resolves of Congress –

Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 166, 351.

MASSACHUSETTS BOARD OF WAR TO EMANUEL MICHAEL PLIARNE <sup>1</sup>

Mr Pliarne,  
Sir,

War-Office,

Boston 16 April, 1777

We have rec'd your favour of the 6th March & agreeable to the Expectation of an Express from us which you therein mention, we have sent Mr John Appleton the Bearer of this, & have remitted you by him the four thousand pounds which you were apprehensive you might want – We have also sent by him – 9111 Pounds, – which we suppose sufficient to purchase a Cargo for the Ship *Pliarne* late *Caledonia* which sails the first fair Wind for Charlestown So Carolina, & likewise Money sufficient with the Sugars we ship by them to purchase a Cargo for the Bark *John* & A Brig which we hope will sail soon – for Virginia – The Money sent pr Mr Appleton for the Ship *Pliarne*'s Cargo, is intended under your direction for Mr [Alexander] Gillon to whom we consign her, we apprehend this most agreeable to you, if not you have Liberty to alter it as you please, the other Cargo's we suppose you will purchase yourself in Virginia –

It appears by your Letter that it would be more agreeable to you that the *Pliarne* should load with Masts &c. for Europe than go to the Southward, but she is too small to carry Masts, & Bees Wax & Peltrys are not to be had here – for these Reasons the Board have determin'd that she shall go to So Carolina, & have directed Mr Appleton to make you the offer of being concern'd in her or not, & beg you would upon Receipt of this acquaint him with your Determination But that you may not be disappointed, if you have a Wish to be Concern'd in a Mast & Lumber Speculation the Board would acquaint you that they have two large ships, one of which is now loading, & the other will sail the first fair Wind from Marblehead to the Eastward to load with those Articles, & do now make you an offer to take the half of either or both of them – the Brig which we intended for a joint Concern with you, knowing that we could replace her whenever we should hear from you that the Navigation was open to Virginia; & being able to give a Load

to her for France we have sent her on our own Account to Messrs Gruel & Co at Nantes, we shall immediately send a Vessel to you in her stead – We are obligd for your information respecting Flour & have taken the necessary Precautions for ourselves – We are sorry that [Holton] Johnson has been so long detained at Baltimore, hope he has sail'd before this – We inclose you a Schedule of our proceedings, from which you will be able to judge how much we have done towards the Fulfilment of our part of the Contract – We are very respectfully – By order of the Board,

Sam<sup>l</sup> Phps Savage, Prest

1. Mass. Arch., vol. 151, 64–65, Letters from the Board of War, 1776–1780.

OWNERS' AND COMMANDER'S BOND RESTRICTING ENLISTMENTS IN  
MASSACHUSETTS PRIVATEER SCHOONER *Active*<sup>1</sup>

Know all Men by these presents That We Nehemiah Somes Merchant and Andrew Gardner Mariner both of Boston in the County of Suffolk are held and Stand firmly bound and Obliged unto Henry Gardner Esqr Treasurer of the State of Massachusetts Bay and his Successors in said Office in the full and just Sum of Six hundred pounds to be paid unto the said Henry Gardner Treasurer as aforesaid or his Successors in said Office, to the which payment well and truly to be made we bind ourselves our heirs Executors and Administrators Jointly and Severally firmly by these presents Sealed with our Seals dated the Sixteenth day of April, in the Year of our Lord, One Thousand Seven hundred & Seventy seven

The Condition of this present Obligation is Such That Whereas the Great & General Court of the State aforesaid on the Seventh of April Instant by their Resolve of that date did allow that the Inhabitants of any Town within said State who had raised their full proportion of the Continental Army to fit out private Vessels of War, but not to Ship or receive on board any Men that are the Inhabitants of any Town in said State that have not raised their proportion of said Army

If Therefore the said Nehemiah Somes & Andrew Gardner shall not Ship or receive any Men on board the Schooner *Active* whereof the said Gardner is Commander that are the Inhabitants of any Town within the said State that have not raised their proportion of the Continental Army, then the above written Obligation to be void, but in default thereof to remain in full force & Virtue

Signed Sealed & Delivd  
in the presence of  
Tim<sup>o</sup> Austin Jno Furnass

Nehemiah Somes  
And<sup>w</sup> Gardner

1. Mass. Arch., vol. 139, 127. Similar bonds for other privateers are to be found in this source.

SAMUEL ELIOT TO GOVERNOR JONATHAN TRUMBULL<sup>1</sup>

Honor'd Sir

Dartmouth 16 March [*sic* April] 1777

I did myself the Honor of writing to you, on the 14th Instant by Mr [John] Lewis – which I doubt not you have receiv'd, by him I mention'd

my hearing of the Arrival of the Bark (taken by Capt [Samuel] Smedley,) at Dartmouth,<sup>2</sup> but my information was wrong, she put into a place call'd Woods Hole, very much expos'd to the Enemy, and on my arrival in this Place, it was the general Opinion she would be retaken. – I had provided a boat, and had everything prepar'd to go down and secure her Cargo, when (about 3 o'Clock P M) to my great satisfaction I saw her enter the River. I immediately went on board and took Possession of her Papers – which I now transmitt for you perusal, I find no Invoice of the Powder – the Gunner has made a return of two whole and five half barrels, which they on board say is all – she mounts 10 Carriage & 4 Swivel Guns & 2 Cohorns, and seems to be well found in every respect, as the powder is an Article in great demand, I will order it out and shall make preparation to unload the whole Cargo as soon as possible, whether there are any articles on board not enumerated, I am not able to Say, if there should be, I will by the first Post give an Account to you – Mr [George] Newcomb the Mate will d[e]l[ive]r this to your Honor, he may give some information more respectg the Cargo. – I must beg the favor of the invoices by him when he returns – with respect I remain [&c.]

Sam Eliot

NB I must request the favor of a List of such Articles as may be wanted for the Use of the State, as they may [be] in readiness to forward immediately upon application – There were no Letters on board when she Arriv'd –

1. Conn. Arch., 1st Series, IX, 97a–97b, ConnSL.

2. *Lydia*.

PERMIT GRANTED BY GOVERNOR NICHOLAS COOKE FOR  
EXCHANGE OF PRISONERS <sup>1</sup>

State of Rhode-Island and Providence Plantations.

Permission is hereby granted to Maj James Tew, whom I have appointed to negotiate an Exchange of Prisoners, to proceed in a Cartel Sloop to Newport for that Purpose, and also to return again in her with such Prisoners, Women and Children, as he shall receive at Newport.

Given under my Hand at Providence  
the 16th Day of April, A.D. 1777.

[Notation on verso]

Jos: Randal in a Schooner from S. Carolina to W Indias

Benja Harris Master of the Brig *Sally*, from Boston to So Carolina taken last May, now at N York –

1. RIHS Manuscripts, vol. 6, 80.

MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

State Navy Board

[Philadelphia] Apl 16th 1777

Captain Henderson, of the Gondolo *Dickinson* having recommended

John M'Clain as a proper person for a second Lieutenant, the Board represented him as a fit person and he was appointed accordingly.

Repeated Orders having been issued from this board, for the Commanders of the Armed Vessels Batteries and Boats belonging to this State, to furnish them with lists of such necessaries as were wanting to compleat their equipments and to apply for orders to the Commissaries and Store Keepers to supply them with all such necessaries.

The board cannot but be surprised to find that notwithstanding such orders, daily applications are making to them for Articles which shou'd have been procured in consequence of these orders and it being represented to us, that some of the Cpts of the Gondolos, did lately go on board the Ammunition Vessell belonging to this State and take from thence a quantity of powder and shot, which imply'd either a want of those necessary articles, or a very great abuse in the Captains who took them, to prevent all such abuses or wants in future, the Board Orders. That Commodore Hazelwood do direct every Officer Commanding any Vessel, Battery or Boat in the service of this State, immediately to furnish him with a list of such Articles as he or they may want to compleat their respective Equipments, agreeable to the establishment made by this Board.

After such requisition if any Vessel, Battery or Boat shall be found deficient in any such articles, the board will consider the Commander of such Vessell, Battery or Boat, as answerable for the consequence, except it can be made appear that such articles have been applied for and could not be procured.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

#### AFFIDAVIT RESPECTING IMPRESSMENT OF PHILIP MILLER <sup>1</sup>

Philip Miller duly enlisted in the Service of this State on Board the Ship *Defence* maketh Oath that on or about the 11th Day of April instant he was going in the Ship's Boat on Shore at Fell's Point in Baltimore Harbour, when he was Seized by Aquila Johns Lieutenant of the Continental Frigate commanded by Capt'n Nicholson, forcibly detained, assaulted by the Said Aquila Johns, and against his own Consent carried on Board the Frigate, where he was detained for the space of three Days, during which Time he was beat & abused by the Boatswain on Board said Frigate, that on the 4th Day he obtained Liberty to go on Shore for some Cloaths, in Charge of a Midshipman, when he made his Escape.

Sworn to in Council [Annapolis] this 16th Day of April 1777. —

R Ridgely Clk Co

1. Executive Papers, Box 7, Folder 48, Md. Arch. Another petition (undated) requesting the Governor to order Nicholson to release John Coram, master of schooner *Betsy*, who was also impressed on board the Continental Navy frigate *Virginia* is in the same source, Box 9.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY <sup>1</sup>

April [1777]	St Jermain's NbW. 3. Leagues.
Thursy	Light Airs, with Calms, the first and latter, the middle
[Wednes-	fresh breezes and hazey Wr
day] 16	at 12 [noon] saw a Sail to the S.E. made sail and gave
	chase inclinable to Calm, fired several Guns to bring her
	too, Arm'd the Long boat, and sent the Master in chase
	who after firing several Swivels brought her too, proved
	to be a Sloop from Martinico bound to So Carolina,
	brought the Prisoners on board, and sent a petty Officer
	& 4 Seamen to take charge of her. <sup>2</sup>

1. PRO, Admiralty 51/399.

2. Sloop *Sally*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.NEWS FROM ST. CHRISTOPHER <sup>1</sup>

Basseterre, April 16.

So eager are the French for piracy, that many Planters in Martinico have sold their property, and vested it in pirate vessels with the permission of their Governor. In short St. Pierre is full of pirates and their prizes. Had ever British thunder a more proper object than the destruction of such a thievish place? Or could any governor deserve the exaltation of Haman more than he, who, in a vile association with thieves and robbers, prostitutes the honour of a great King, his master, and sullies the character of a gallant, loyal people? but indeed, why do not our Governors send to demand all British property carried into French and other neutral ports? An answer of restitution or refusal would be well worth the trouble. An open enemy is much better than a secret enemy, and we trust Britain will yet take severe vengeance on every pitiful associate of the American rebels.

One piece of management in the French deserves recommendation. If the vessels they take be too good to be sunk or burnt, they immediately change her from a ship to a snow, or from a snow to a brig, and so stand it out that the owners are mistaken in their challenge; this, in Martinico, is done at an out bay called Lamontan. There the pirates first bring in their prizes and divide the spoil, which, if slaves, they are immediately dispersed over the country, and sold for what can be got for them. Two slave ships were carried in there about the beginning of March; one *Enfanton* purchased both cargoes from the pirates, and sold them afterwards all over the islands.

One Piegent [Prejent] who was of service to Dargout in the sedition of St. Domingo, and is now his chief favorite, a fellow of no visible property, is the ostensible owner of four pirate vessels, and is said to be concerned in many more for his Excellency's benefit. Besides the flag and rendezvous for pirates in the heart of St. Pierre, there is another flag and rendezvous close to the garrison at Fort Royal. There the pirates are publicly careened and supplied with every conveniency. Lord [George] Macartney has sent several pressing demands to the French Governors at Martinico and St. Lucia to get the English property restored, which has been carried in by the



pirates, but the answer has been, "they know nothing of the matter." Yet it is to be supposed his Lordship will continue the demand, till he forces out of these pirate Governors, something like an explanation. (*Oh! how the royalists flounce and fling.*)

On Friday the 11th inst. all the forts and batteries at St. Eustatius, cannonaded his Majesty's pilot boat *Balaboo*, for contaminating herself by going near a vessel which the Dutch supposed to be a pirate or rebel. The Dutch ought to publish a reward for the best poem on the subject. The vessel which the *Balaboo* spoke, was from Demararo. The *Balaboo* had her colours flying and all sail set, and only passed within hail of the vessel; but conscious guilt made Mynheer suppose it was one of her beloved rebels. (*Tory news.*)<sup>2</sup>

1. *Pennsylvania Journal*, May 28, 1777.

2. Parenthetical comments are those of the printer of the *Pennsylvania Journal*.

17 Apr.

RICHARD BULKELEY TO HENRY NEWTON<sup>1</sup>

Sir.

Secys Office Halifax 17th April 1777

The Lieutenant Governor having been inform'd that several Vessels are about to clear out for St Augustine, with an intention to carry their Cargoes to New York, and being apprehensive they may fall into the hands of the Rebels; I am to acquaint you that you inform them the Masters, that no pass will be granted them to Sail from this Harbour, and further that he will represent the whole of the proceedings to Lord Howe, if they Attempt to the Contrary of this notice. I am &c –

(Sign'd) Richard Bulkeley

1. Dispatches and Letters of Governors, Lieutenant Governors, and Secretaries, Record Group 2, vol. 136, N. S. Arch. Bulkeley was Secretary of the Nova Scotia Council, and Newton was Collector of Customs.

JOHN LANGDON TO MAJOR GENERAL WILLIAM HEATH<sup>1</sup>

[Extract]

Sr.

Portsmouth April 17th 1777 –

Your favour of the 8th Inst. I reced at Exeter (where I was on Publick Business) accompanied with a Letter from the Honble Council of the Massachusetts & also one from the Hon'ble Mr Cushing setting forth the necessity of Ten Tonns of Powder for the two Frigates – My being out of Town was the only reason of my not answering it immediately. I now beg leave to inform you that I immediately on my receiving the Letters sent down Orders from Exeter to Ship two hundred Barrels Powder on board one of the Coasters agreeable to Mr Cushings desire they were accordingly Shipped on board the Sloop *Polly* Capt Fernald who sailed last Friday Evening but the Wind promising unfavourable put back & sailed again on Sunday evening last hope ere this he has arrived . . .

1. William Heath Papers, vol. 4, MassHS.

CAPTAIN JOSEPH OLNEY TO CAPTAIN JOHN MANLEY <sup>1</sup>

Capt. John Manl[e]y,  
Sir,

Boston, April 17, 1777.

Whereas on the 25th of March last, the continental armed brigantine *Cabot*, under my command, was forced on shore at Geboges [Chebogue Harbor], by the *Milford* frigate: In vindication of myself, I think it my duty to call on you, being the superior officer in this port, praying that you would call a court of enquiry, to be composed of the Continental sea commanders here present, that my officers may be examined, before we part, respecting our late disaster. I am, Sir [&c.]

Joseph Olney.

To Capt. John Manly, of the *Hancock*.

1. *Providence Gazette*, April 26, 1777.

CAPTAIN JOHN MANLEY TO CAPTAINS HECTOR MCNEILL,  
ELISHA HINMAN AND JOHN ROCHE <sup>1</sup>

Gentlemen,

Boston, April 17, 1777.

You are desired to attend upon a court of enquiry, to be held at Mr. Marsten's, in Congress-street, at 4 o'clock this afternoon, at the request of Joseph Olney, Esq; respecting the loss of the Continental brigantine *Cabot*, under his command.

Signed John Manly.

To Hector M Neil, Elisha Hinman,  
and John Roche, Esquires.

The above is a true copy.

Attest.

William Lamb

1. *Providence Gazette*, April 26, 1777.

JOHN BRADFORD TO WILLIAM LUX, BALTIMORE <sup>1</sup>

[Extract]

Dear Sir

Boston 17th April 1777

I must ask your pardon for my long Silence pressure of Business occassioned it, and not a want of friends[hip] the Congress having imediate Occassion for a Brig I employ'd the one I wrote you about in their service, I fitted a second out and sent her for Baltimore, but she was Stop'd on her way by the *Unicorn* it wou'd give me pleasure if I could serve you by an enquiry [of] the *harlequin's* prize,<sup>2</sup> but I am utterly a stranger to the people [of] that state, and 'its not in my power to serve you, if in fu[ture] any prizes should get in here I will have an eye to them . . .

You ask what Commissions I charge. I have not yet forwarded any of my Accots to Congress, But I charge 2½ PCt on the Gross Sale I suppose it will be allow'd, I don't expect of the Agency from the Captors my Business is so great I can't attend it –

1. John Bradford Letter Book, vol. 1, LC.

2. Brig *St. James* taken by Maryland privateer *Harlequin* in the summer of 1776. See Volume 6.

JOHN BRADFORD TO JOHN HANCOCK <sup>1</sup>

[Extract]

Dear Sir

Boston 17th April 1777

... I hope things will operate more to the satisfaction of the Publick as Mr Hopkins is not in Command as the disaffection was very general,<sup>2</sup> the late resolves for advances to be made for the encouragement of seamen will have its salutary effects in manning them ships, but ours are manned –<sup>3</sup>

The Cpts Waters & Tucker with my self are looking out for proper ships, but they are not yet accommodated there's a ship Building at york very fit for a Cruiser & set up for that purpose her lower deck lay'd, but if we buy her, we have no materials to fit her therefore we suspend that, for the present and give the preference to purchasing a Vessell with part of them –

I hear nothing of the Schooner I sent from plimouth I think she must be taken, and the Brig that went on shore at point Judith is still there her hull unhurt, the last spring tides were remarkable low we hope to get her off the next full moon –

1. John Bradford Letter Book, vol. 1, LC.

2. See Congressional resolve of March 26, 1777, suspending Commodore Esek Hopkins from command.

3. See Congressional resolve of March 29, 1777.

JOHN BRADFORD TO NATHANIEL SHAW, JR.<sup>1</sup>

Sir

Boston 17th April 1777

Capt John Moodie in the Brig *Betsy* Belonging to the Continent and bound to Maryland for a load of Iron, to build the ship of Warr in this state having Occassion to come into your state to repair some damages he receiv'd by being ashore on point Judith, I request your kind Aid & Assistance in furnishing him with what he may have occassion for to enable him to perform his voyage and give him all possible dispatch the Iron being much wanted, here being none to be purchas'd in this state his draft will meet due honour – I am Sir [&c.]

1. John Bradford Letter Book, vol. 1, LC.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Honourable sirs –

Boston 17 April 1777

I have the pleasure to acquaint you with the arrival [at Nantes] of the Brig *Fanny*, Capt [William] Tokely. Copy of a letter from J. Di Schweighauser, dated Nantes 29th Decemr I now inclose I give you Joy on the occassion, and am sorry the dispatch of the *Fanny* was like to be impeded by the Capt & Crew refusing to return in her, I am in conjunction with the two Captains seeking after ships to accomodate them, we can't yet hear of any suitable for that purpose, we hear of a large ship set up at Old York for the design of a ship of War, her lower deck is squar'd off, she may be purchas'd, but was I to buy her, we should only be posses'd of a hull without

a possibility of getting furniture for her, I am put to difficulty even to get a Coil of spun yarn, if we should have arrivals from France with Materials, I think that ship wou'd be Object worthy attention, a Judicious Shipwright from this town has been down to view her and reports her to have a very fine bottom and to be very well Constructed, The Ship *Alfred* belonging to Phila which was some time since sent to Beverly by a Capt Giles, and I am told is like to be clear'd, is as I am inform'd by Capt Tucker a fast Sailer & might be made by altering her deck's a suitable ship to mount Eighteen six pounders, is it not probable the owners wou'd sell her, we have two fine ships in this port ready for the sea, belonging to private Gentlemen, but they won't sell on any consideration, I have wrote to Mr Jarvis to get the Alterations made on the *Mellish*, if it can be done with expedition at Bedford, if not to send her here –

The publick has Sustain'd a loss in that valuable Brig the *Cabbot*, the Capt has had a Court of inquirey on his conduct and have acquitted him with honour, it appears on Evidence given before the Court that Capt Olney was deceiv'd by the two Captains of the Brigs belonging to this state who had agreed to Board the *Milford* but left him in the lurch,<sup>2</sup> the proceedings of the Court will be forwarded to the Honourable Board by next weeks post, she ran on shore at Cape Forsoe about one hundred miles to the Westward of Halifax, it has cost a very considerable sum of money to bring the Crew up, they all got safe to town except one man lost in landing –

I am preparing to forward my Accounts by next weeks post, and have the honour to be with all due Respects Gentlemen [&c.]

[P. S.] I must not omit mentioning a publick hospital is much wanted being at a great Expence to keep people at Sick quarters this goes by a private hand I had but short Notice therefore have taken the Liberty to Blend the information due to the hon Secret Committee with that of the Marine Board

To the hon John Hancock Esqr Chairman  
of the Marine Board

1. John Bradford Letter Book, vol. 1, LC.

2. Captains John Fisk and Jonathan Haraden, of the Massachusetts Navy brigs *Massachusetts* and *Tyrannicide*.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

[Boston] Thursday April 17th 1777

In the House of Representatives, Whereas, the present employment of the Vessels of War in this Harbor is of the utmost importance to the Interest of the United States, and by their Acting in Concert at this Moment, peculiar advantages may arise respecting the Safety of this Coast, and the Security of the important Supplies that are now dayly expected in this and other Ports. –

Therefore, Voted that Mr [William] Cooper, Capt Batchellor [Josiah Batchelder] Mr [George] Partridge & Brigr [Joseph] Palmer, with such as

the Hon'ble Board shall join be a Committee to Confer with Commodore Manley, Capt McNeil & the Commanders of the Continental & Colonial Vessels, together with the owners & Commanders of such Armed Vessels as may be in this Harbor for the purpose of Uniting them in some immediate and important Service, as far as the Orders they have received from Congress or the Government of the States to which they belong will allow, and that the Board of War be desired to be present at this Conference. –

Sent up for Concurrence –

In Council Read & Concurred & Moses Gill Benjamin Austin & Daniel Hopkins Esqrs are joined.

1. Mass. Arch., vol. 37, 202, 204–05.

#### ORDER OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

Council Chamber [Boston] April 17, 1777

Whereas This State has furnished Thomas Cushing Esqr the Continental Agent for the use of the Continental Frigates under his Care with Tons of Powder & the said Agent has Informed this Board that he is ready to refund to this State the Powder he has been furnish[ed] with out of the Continental Powder he has lately recd from Portsmouth, Therefore Ordered that the Commissary General be & hereby is directed to receive said Powder as the said Thomas Cushing Esq is ready to deliver him for the use of this State, & he the said Commissary is directed to Convey & place the same in the Magazine at Watertown.

1. Mass. Arch., vol. 173, 144.

#### *Continental Journal*, THURSDAY, APRIL 17, 1777

Boston, April 17.

Saturday last [April 12] arrived safe in Port, a Prize Brig, with Eleven Hundred Quintals of Fish, taken by the Privateer Sloop *Charming Sally* [Francis Brown, commander]. She was bound from Newfoundland for Lisbon.<sup>1</sup>

Also last Saturday arrived safe in Port, Mr. John Lewis, Prize master of the Brig. *Ann*,<sup>2</sup> of and from Bristol, bound for Dominica, laden with Bread, Flour, Oyl, Paint, &c. taken by the Brig *Defiance* [*sic Defence*] Capt. Samuel Smedley, who also took a Bark of 130 Tons, laden with Stores, bound to Jamaica, which arrived at a safe Port last Week.<sup>3</sup> On the 10th ult. Captain Smedley had an engagement with two Ships for four Glasses, but their metal being too heavy, he quitted them. Mr. Lewis has favored us with Bristol prints to the first of February, taken in the above Brig from which we have extracted the following . . . That Captain Brown in the Privateer Sloop *Charming Sally*, and Capt. E[leazer] Johnson in the *Dalton*, are taken and carried into Plymouth; and that *Argo*, Ward, & *Betsey*, Lebras, bound to Bilboa, are taken and carried into Lisbon.

By a vessel in 45 days from Nantz in France we learn, That the privateer which carried Dr. Franklin, since the two prizes formerly mentioned, has

taken and carried into some port in France, five others, one of which we hear was a Lisbon packet.<sup>4</sup>

1. Brigantine *Hannah*, *Independent Chronicle*, Boston, April 17, 1777.

2. Libel identifies the prize as the schooner *Anna*, *ibid.*, May 15, 1777.

3. *Lydia*.

4. Packet *Swallow*, taken by the Continental brig *Reprisal*.

*Independent Chronicle*, THURSDAY, APRIL 17, 1777

Boston, April 17, 1777.

Since our last, the Officers, Marines and Mariners of the Continental Sloop of War, the *Cabot*, (which was mentioned to have ran ashore, on the Rocks of Jeboge, in Nova-Scotia) arrived in this Town, – together with 14 Sailors, who deserted from the *Milford* Frigate, while at Anchor near that Place.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT <sup>1</sup>

Sir

Lebanon 17th April 1777 –

With Pleasure I received your Fav'r of 14th p M[r] [John] Lewis – Your Procedure with Respect to the Prize meets Approbation– shall be glad you will proceed with both as mentioned for the Best Interest of the concerned – Inclosed you have a Minute of such Articles as you are desired to reseive for particular Use – the Remainder of the Schooners <sup>2</sup> Cargo, reserving Beef Bread & Flour to further Order you will dispose of to the Best Advantage – the Wages of such prisoners as have conducted Well & have been guilty of no Inimical Acts, you will please to Discharge – The Invoice of the Schooners Cargo is returned you – You will please to proceed as is proper with the Bark att Dartmouth – <sup>3</sup> should think it best that her Cargo shall be Secured as Danger is apprehended – & Inform of your Proceedings with Each as you have Opportunity – Capt Harding has no Concern in the Brigg *Defence* present Cruize – Capt Smedley has the Comand & Charge of her – Capt Harding is appointed to the Comand of Ship *Oliver Cromwell* now in Harbour of N London belongg to this State & preparing for Sea – You cannot have his Assistance – Wishing you success in Business I am Sir [&c.]

J T —————

1. Conn. Arch., 1st Series, IX, 100, ConnSL.

2. *Anna*.

3. *Lydia*.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM <sup>1</sup>

Private

Dr Sir/

New York April the 17: 1777

Not thinking your Tender is a conveyance by which any material information is to be hazarded, I only write to acknowledge the receipt of your favors by the *Preston*. We learn from a Prize lately arrived here, that the *Roebuck* & *Perseus* were met with in Lat. 30°; whence I conclude those ships, and (I hope) the *Camilla* & *Pearl* also may have some time since joined

you. The *Phoenix* is returned to her former Station. She will be found between the upper part of the middle & the Horse Shoe. Wherefore when you can spare any of the Frigates two single Deck ships & a Sloop constitutes the proportion I wish to have added to his Command. The *Brune* & *Merlin* have been detached for a particular Service. We Trust you may expect daily to hear from them, the last bein to join you as soon as her prior destination will admit.

I rejoice in any Satisfactory advices you have received from England. You are to applaud your own abilities as the Source of them No other acknowledgement being thereon due (but as a concurrent Evidence) to Dr Sir [&c.]

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England. Hotham was on board H. M. S. *Emerald* in Chesapeake Bay.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE SIR PETER PARKER <sup>1</sup>

By the Viscount Howe, Vice Admiral of the White and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed &c: in North America.

Whereas by a Letter dated the 19th of last March, addressed to You, and subscribed by the several Captains assembled pursuant to your Order of the 17th of the same Month, for holding a Court Martial to try Lieutenant John Thomas Duckworth, first Lieutenant of His Majesty's Ship the *Diamond*, Mr Charles Rex Gunner, Charles Bayley Gunners Mate, Joseph Hodgman Gunners Yeoman, Michael Terrill Simon Cannons, John Bates, Andrew Wilson, Robert Reed, William Eneas and John Reeves Gunners Crew, belonging to the said Ship, upon the charge of a capital Offence exhibited by Captain Feilding Commander of the said Ship, in his Letter to you of the 20th of last January, it appears, that the said Captains so assembled, declined to hold a Court Martial, because the Persons charged as above mentioned, "had been before tried at a Court Martial on the 23d of January last and honorably acquitted."

And Whereas I am of Opinion that to whatever imputed Crime such acquittal may be supposed to refer, the Obligation upon the said Captains (Captain Feilding excepted) to have formed a Court, was still indispensably binding; Their Right to pursue their own judgment in the course of every subsequent proceeding being always admitted. But being further of Opinion, that Captain Feilding could not with propriety have sat as a Member of such Court, the Order for Trial having been founded solely on his Complaint and Representation: For these Reasons, and that Justice may be duly and regularly administered in the present Case, I do hereby authorise and require you to cause a Court Martial to be assembled (as soon after the return of the *Diamond* to Rhode Island as Circumstances will admit) for the trial of the said Lieutenant John Thomas Duckworth, Mr Charles Rex Gunner, Charles Bayley Gunners Mate, Joseph Hodgman Gunners Yeoman, Michael Terrill, Simon Cannons, John Bates, Andrew Wilson, Robert Reed,

William Eneas and John Reeves Gunners Crew in His Majesty's Ship *Diamond*, as principals or accessories in the Death of the five Seamen belonging to the Transport, named the *Grand Duke of Russia*, who were killed on the 18th day of last January as set forth in the Letter from Captain Feilding of the 20th of the same Month herewith enclosed.

You are to transmit to me the original Judgment of the Court with the Minutes of the Proceedings thereof on this occasion, and to return the Letter from Captain Feilding sent herewith.

Given onboard His Majesty's Ship the *Eagle* off New-York the 17th day of April 1777 –

Howe.

To The Commodore Sir Peter Parker *Chatham*  
By Command of the Vice Admiral Jos: Davies  
[Endorsed] In Lord Howe's Letter (No 34)

1. PRO, Admiralty 1/487.

PENNSYLVANIA NAVY BOARD TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen – [Philadelphia] April 17th 1777

By the information which this Board has received, it appears there are now several of the Enimies Ships and Tenders in this Bay, and as none of the Armed Vessells belonging to this State can be employed in the Bay, except one Brigantine and one Schooner, which are already order'd down,<sup>2</sup> the Board are apprehensive they may not be adequate to the purpose of keeping the Cape May Channel clear of the Enimies Cruizers, or of protecting the Inward and Outward Bound Vessells.

They therefore submit it to your honors, whether it wou'd not be for the Publick Service to Order such of the Continental Vessells as are fit for the Purpose down, to Co-Operate with the Vessells belonging to this State.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

2. Brigantine *Convention* and schooner *Delaware*.

VIRGINIA NAVY BOARD TO CAPTAIN ELEAZER CALLENDER <sup>1</sup>

Sir

We are inform'd Lieut. John Lurty is now in your Neighbourhood if so be pleas'd to let him know that the Commissioners of the Navy have appointed him first Lieutenant of the Galley now building at Fredericksburg<sup>2</sup> under your command and desire him to repair to his duty accordingly –

We have sent Capt [Wright] Westcott of the *Scorpion* to the Ropewalk for the Rigging for your Vessel and hope he will be with you in a fortnight

(Signd) Thomas Whiting 1st Comr

Navy Board [Williamsburg] 17th Apl 1777 –

1. Navy Board Letter Book, VSL.

2. *Dragon*.



JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Thursday, April the 17th 1777.

Sailing Instructions to Captain Edward Travis, of the Brig *Raleigh*, for making a Cruize, not to exceed six month, were Drafted, read, and considered, and the same being considered, are approved by the Board, And It is Ordered that a Copy thereof signed by the presiding Member, be delivered Captain Travis, he having signed and agreed thereto. see Book of Sailing Instructions.

Adjourned till to morrow 10 o'clock

Signed Thomas Whiting 1st Commr

1. Navy Board Journal, 207, VSL.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ <sup>1</sup>

April 1777

Thursday 17th

Do [St. Bartholomew] bore SWbW  $1\frac{1}{2}$  W 19 Leagues at  $1\frac{1}{2}$  past 5 AM Saw a Sail to the No ward made Sail in Chace. Fired a six and three 12 Pounders brt too the Chace which proved a Schooner from Egg Harbour near Philadelphia hoisted out the Pinnacle brt her hands on board us, sent a Midshipman & 4 hands on board her, lost 3 Cutlasses over board, handing 'em into the boat past 9 in pinnacle and made Sail, The Tenders & Prize in Co <sup>2</sup>

1. PRO, Admiralty 51/711.

2. Schooner *Dolphin*, Andrew McKenzie, master, bound for St. Eustatius, with a cargo of flour and tar. See Young's Prize List, April 30, 1777, PRO, Admiralty 1/310.RICHARD HARRISON TO THE MARYLAND COUNCIL <sup>1</sup>

Gent.

St Pierre M/que Apl 17. 1777.

Inclosed I send you a Copy of my last respects informing you of my resolution to remain in this Island.

I have now to acknowledge the rect of your favr of the 8th of February which was delivered me a few days ago by Capt [John] Young of Philada and agreeable thereto I send you a Copy of the declaration of Messrs Nibbs, respecting the Capture of their Schooner by Capt Pattison [William Patterson] with their Accot subjoined, which is the only Document I am able to furnish & which the General deemed sufficient to make Mr. [William] Bingham and myself responsible for the damages.

It is very true that I did not object to Capt Pattisons design of pursuing this Vessell at the time he took leave of me, because he told me he had well informed himself that she was not a Flag of Truce – But a day or two before, when he first broached his Project to me, observing that she had a white Flag in her Shrouds, I told him that she had the Appearance of such a Vessell, & strictly charged him not to meddle with her or any other that he might find under similar Circumstances, or that were in any manner under the protection or within the Jurisdiction of the French Government – This

Gentlemen, I aver on my sacred Word & Honour and I would send you my Deposition to the same Effect was there any person here to take it. – As to his taking the Vessell near Dominique, Circumstances plainly contradict him. For the people, whom he put ashore on the Island, were here with a Complaint to the General within Six hours after he left the Bay.

I am happy in informing you that this affair has proved of no bad Consequence to any other American: and had not the Circumstance of her being a Flag of Truce nearly concerned the Honour of the General, & Pattisons gross imprudence provoked him, I am well convinced that he would never have taken any Notice of it, for you may rest assured that he is heartily disposed to serve us and our Cause to the utmost of his power. I am very sincerely Sirs [&c.]

R<sup>d</sup> Harrison

(Duplicate)

1. Executive Papers, Box 2, Folder 182, Md. Arch.

18 Apr.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON <sup>1</sup>

April 1777                      Do [Cape Ann] W2°S 53 Leags  
 Fridy 18th                    2 AM Wore *Diamond* in Company –  
                                     First part Fresh Breezes & foggy Weathr Middle & Latter  
                                     Calm & Foggy  
                                     at ½ past 3 P M Saw a Schooner to the Northwd fir'd 4  
                                     nine Pounders & one 3 Pounder to bring her too, a  
                                     Schooner from St Lucea for Ipswich <sup>2</sup> sent a mate & 4  
                                     Men on Board her. Came on board 4 Prisoners, at 11  
                                     P M Sound'd 120 fathm Brown sand, *Diamond* in  
                                     Company –

1. PRO, Admiralty 51/420.

2. Schooner *Polly*, with molasses and coffee, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Friday April 18th 1777

On Motion Ordered that the Inspector of Powder for the County of Suffolk be and he hereby is directed to inspect the Powder supplied the Ship *Boston* Hector McNeil Commander from the Powder Mill at Stoughton wch upon Tryal proved to be insufficient, said Powder being now at the Powder Magazine in Boston, and report to this Board what is best to be done with said Powder.

1. Mass. Arch., vol. 20, 416, 418.

GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR.<sup>1</sup>

[Extract]

Sir,

Lebanon 18th April 1777.

This moment received P Post yours of yesterday, have no objection against your furnishing Capt. Saltonstall as proposed, and rendering every assistance needful from this State.<sup>2</sup> . .

1. Shaw Mss., Force Transcripts, LC.

2. For the Continental Navy frigate *Trumbull*.

*Connecticut Gazette*, FRIDAY, APRIL 18, 1777

New-London, April 18.

Last Saturday Morning, about thirty Sail of Shipping, being Men of War and Transports from Newport, passed by this Harbour, supposed to be bound to New-York.

A few Days ago a large Prize Ship taken by the *Defence*, Capt. Smedley, belonging to this State, arrived at Bedford. She is said to have 5000 Barrels of Provisions on Board.

The Ship *Oliver Cromwell*

Seth Harding, Esq: Commander,

Lying in the Harbour of New-London,

Is nearly ready to sail on a Six Months Cruize, having great Part of her Men engaged. — Able Seamen or Marines will meet with great Encouragement, and receive Pay equal to those in the Continental Service.

Apply to the Sign of the Golden Ball in New-London, or on board the said Ship.

JOHN PEIRCE, JR. TO JONATHAN TRUMBULL, JR.<sup>1</sup>

[Extract]

Albany April 18, 1777

Lake Champlain is open — Lake George is not — It is surprizing the Troops do not come in faster — Commodore Wynkoop writes that a number of Boats with Canadians & Regulars were seen somewhere near Gyllelands Creek — that our whole force is not more than fourteen hundred, he very much fears that Ty. will be lost before the Garrison get in . . .

John Peirce Jur

1. Jonathan Trumbull Papers, vol. 6, 80a–80c, ConnSL.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN <sup>1</sup>

April 1777

Friday 18

Moor'd in the No River Off New York —  
at 7 AM arriv'd here the *Defence* a privateer Brig taken by the *Roebuck* <sup>2</sup> was inform'd the *Daphne* was aground on robens reef sent a Row Galley & other B[oa]ts to her Assistance

Little Wind & foggy  
 at 2 PM sent Boats to the *Daphne* for the Privat[eer]s  
 prisoners at 6 Anchor'd here an Arm'd Sloop taken by  
 the *Perseus* <sup>3</sup>

1. NMM, Admiralty L/E/11.

2. South Carolina Navy brig *Defence*, Captain Thomas Pickering, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. Continental Navy sloop *Sachem*, Captain James Robinson.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN BENJAMIN DUNN <sup>1</sup>

Sir

Philadelphia 18th April 1777

The Navy Board of this State having made application for the Assistance of such Continental Cruizers as can with propriety be employed to defend the Cape May Channel in Delaware Bay against the enemies Ships and tenders now mollesting the trade at the Capes. We have thought proper in compliance with their request to order the *Andrea Doria*, *Surprize*, & fly on this Service. You are therefore to proceed soon as it is possible with the Sloop *Surprize* under your Command down the Cape May Channel until you join the *Andrea Doria*, where you will put yourself under the command of your Senior Officer Captain Isaiah Robinson and in conjunction with him and the Gallies of this State exert your utmost abilities to secure the communication between this City and the Sea by means of that Channel, You must to the utmost of your power protect and assist all American Vessels inward or outward bound, and you are also to exert your utmost abilities and address to take, Sink, burn or destroy any or all of the enemies Ships that may come in your way When this service does not require your further Attention consult your senior officer, and with his concurrence you may open the other orders given you herewith and proceed upon the execution of them. Remember there is a Cargo on board the *Surprize* and you will be careful not to expose it unnecessarily to risque of being lost or taken. We are Sir [&c.]

1. Marine Committee Letter Book, 68, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ISAIAH ROBINSON <sup>1</sup>

Sir

[Philadelphia] April 18th 1777

The Navy Board of this State having requested the assistance of the Continental Navy in defending the Cape May Channel in Delaware Bay so that the inward and outward bound Trade may not be totally obstructed by the enemies ships stationed at the mouth of said Bay.

The Brigantine *Andrea Doria* being now ready for service you are forthwith to proceed down the Cape May Channel and Co-operate with the two Gallies send down by the said Navy Board the Commanders of which will be instructed to Consult with and be directed by you in pursuing such measures as may be necessary to secure and defend the said Channel as well as in any attempt you may think it proper and prudent to make on such of the enemies Tenders and Vessels as you may judge your force equal to

Cope with, and you will exert your utmost abilities and address, to take sink burn or otherwise destroy, any or all of their Cruizers you meet with. –

You will particularly attend to the business of protecting our Trade and procuring any American Vessels inward or outward bound to which you can extend protection or assistance. The Gallies of this state whilst acting in conjunction with you will be subject to your orders. They draw Little water and have heavy Canon in their Bows which induces us to think they might be very successfully employed in mollesting and galling the enemies larger Ships lying at Anchor in the Road or any part of the Bay especially by attacking them in the Night. They Gallies might run into shoal Water on the shoals nearest to where the ships anchored and take such a Station that the large ships could not get near them bring the Bow Guns to bear on the Enemy and keep up a Constant firing until they obliged them to weigh Anchor or slip their Cables. Calm weather will be the best for this sort of business, because the enemies ships would remain unmanageable and the Gallies could Row and do what they pleased. If attacks of this kind are frequently made and with success they will get tired of Anchoring and prefer keeping the sea which will give our vessels a better chance of getting in and out We would like to have this plan attempted and think you would do well to go in one of the Gallies on the first occasion taking care not to disgust the Captain of her thereby, but you will be the better able to judge what can be done afterwards. When you find the service herein recommended does not require your particular attention, either by means of your taking or destroying the enemies Tenders or by their quitting the Station, you may then deem these orders to be fully complied with and opening the others given you herewith proceed as therein directed. And as you have a valuable Cargo on board you will during this service be particularly attentive to the safety of the *Andrea Doria* and her Cargo, only exposing her to danger when you are sensible the true Interest or honor of America requires it. We are sir [&c.]

1. Marine Committee Letter Book, 69–70, NA. Gallies were *Convention* and *Delaware*.

#### CONTINENTAL MARINE COMMITTEE TO CAPTAIN ELISHA WARNER<sup>1</sup>

Sir

[Philadelphia] April 18th 1777

The *Fly* under your command being now ready for service you are to proceed down the Cape Channel until you join the *Andrea Doria*, *Surprize* and two Gallies of this State all of which with the *Fly* are now directed down that Channel for the purpose of securing a Communication & passage between this City and the sea and to protect and assist All American Vessels inward and outward bound as well as to oppose the enemy All in their power. –

You are therefore to Consult with and be directed by your senior officers in this business and exert yourself to the utmost in executing and promoting the service you are now Ordered upon. When this shall be done and Captain Robinson shall think it proper that the *Andrea Doria* and *Surprize* should proceed on their Voyage, you may run up the River and send an officer to inform us how things are circumstanced, keeping your people on

board and w[ai]ting for such farther Orders as we may find necessary to give. — We are Sir [&c.]

1. Marine Committee Letter Book, 68–69, NA.

VIRGINIA NAVY BOARD TO VAN BIBBER & HARRISON <sup>1</sup>

Gentlemen —

Captain [Edward] Travis of the Brig *Rawleigh* is now on a cruise Shou'd he send or bring any Prize or Prizes into any of the French Ports, you are desired to proceed to have them condemn'd and sold, and distribute the Money in the following manner to wit, if a Merchant Vessel one half of the nett proceeds to the Captain and Crew, and the other half you are desir'd to retain in your hands, and if a Man of War or Privateer then the whole to be paid to the Captain and Cr w, but if the Captain or commanding officer of the said Brigg shou'd not make application for their part of the Prize or Prizes, you are to keep the whole in your hands till further orders —

Shou'd Captain Travis be obligd to put into any of your Ports you are desir'd to furnish him with such necessaries as he may be in want of for the use of his Brigg —

(Signd)

Thomas Whiting 1st Comr

[Williamsburg] 18th Apl 1777

1. Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM SAUNDERS <sup>1</sup>

Sir

Williamsburg 18th Apl 1777 —

The Board desire you will repair here immediately to take the command of the *Manly* Galley, the late commander being dead <sup>2</sup> Your hb'le Servant

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.

2. Captain Joel Sturdivant.

NORTON & BEALL TO DANIEL OF ST. THOMAS JENIFER <sup>1</sup>

Sir

Williamsburg 18th April 1777

We are favoured with Yours of the 3d Instant covering a Letter from Martineque, for which we are much obliged, we wish You had informed us where the *Betsy*, Captn Dashiell arrived, we have a Quantity of Powder in her — We have just recd a Letter from St Eustatia dated the 10th Ult, advising us of the Arrival of Small Arms, Lead, Tin, & Locks, from Rotterdam, which are the Goods bought by Mr McCreery for Your State, we wish to receive orders respecting the same — With tenders of services at this place, & Petersburg, We are Sir [&c.]

Norton & Beall

Our Capes & Bay are clear of Brittish }  
Ships Tobo 25/ to 35/ as in Qy }

1. Executive Papers, Box 2, Folder 183, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Friday, April the 18th 1777.

Mr Ebenezer Finley, lodged with the Board, ten thousand Dollars which he received from the Continental Treasury for the use of Messrs Maxwell and Loyall appointed by Congress to superintend the building two Frigates in this State, on account of the United States. Ordered that a receipt be given Mr Finley for the same, signed by the presiding Member, and that the said Money be lodged in the Publick Treasury till called for by Messrs Maxwell & Loyall.

Richard Heywood and others, Sailors on board the *Henry Galley* Robert Tompkins Commander, exhibited a Complaint in writing against the said Tompkins, setting forth, "That their wages have for a considerable time past been detained from them by the said Tompkins, to their great prejudice and disadvantage, as well as to the Service in which they are engaged, & may be a means of deterring and preventing others, to whom a knowledge of this may come, from entering into the Navy, Also that Captain Tompkins is guilty of many other Malpractices, such as making away with and Selling the provisions & liquors belonging to the Galley, & applying the Money to his own use, selling the Arms put into his care, for the use of and belonging to the Commonwealth, and Suffering his inferior Officers to do the same, Wantonly using, and firing away the Powder on board the said Galleys, instead of keeping it to answer better purposes, making his Clerk draw up the Pay rolls one to receive, and the other to pay by, getting drunk frequently, ill treating, and abusing the Men on board, and many other practices, all of which are too intolerable to be any longer borne or submitted to by these Complainants as well as on account of this Commonwealth as to the injustice done to themselves. Therefore praying that the Board will take the matter into their most serious consideration, and either remove or displace the said Robert Tompkins from the command of the said Galley["] which Complaint being read before the Board, It is Resolved that the same be heard on Friday next, at which day Captain Tompkins is directed to attend this Board, and It is Ordered that the parties respectively produce their Witnesses, to be then examined touching the same.

Signed, Thomas Whiting 1st Commr

1. Navy Board Journal, 208-09, VSL.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

April 1777

Cape Fear N53.32W 8 Leagues

Friday 18th

at 8 Saw a sail to the Eastwd Gave Chace Do Saw 2  
More Sail 1 bore SSW the other NW at Noon the  
Chace bore EbN 3 Miles  
Strong Gales & Cloudy  
½ past 2 Fired 2 Shot At the Chace at 3 fired 3 Shots  
More at her & brought too the Sloop *Allston* from Charles

Town So Carolina bound to Philidelphia Laden wt Salt  
Rum Tea Coffee &c<sup>2</sup>

1. PRO, Admiralty 51/4197.

2. *Alston*, William Thompson, master, *Howe's Prize List*, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN THOMAS WINDSOR, R.N.<sup>1</sup>

Copy.

By James Young Esqr Vice Admiral of the Red,  
and Commander in Chief of His Majesty's Ships  
and Vessels, employed, and to be employed at  
Barbadoes, and the Leeward Islands, and in the  
Seas adjacent.

You are hereby required and directed to proceed forthwith in His Majesty's Sloop *Falcon* under your Command to St Johns Road Antigua and there take under your Orders and Protection such Transport Vessels hired into the Service of Government and bound to North America as are ready to proceed on their Voyage,<sup>2</sup> and Sail with them immediately to Old Road St Christophers, where You must use the utmost Dispatch to compleate theirs & your Water and You are also directed to take under your care and protection all such Transport Vessels as you may find lying at Old Road Waiting Your arrival: and are without a Moments Delay to proceed with the aforesaid Transports under your Convoy towards the Coast of America 'till you are 120 Leagues clear of the Island Anguilla, taking especial care none of the Transports lose Company with His Majesty's Ship under your Command, and to the utmost of Your Power protect and Prevent any of them being taking by the Rebels Cruizing Vessels: when you arrive at the aforesaid distance from Anguilla; You are to make a Signal for all the Masters of the Transport Vessels in Company to come onboard you, and then but not sooner acquaint them You are to part Company and Order and Direct the Masters of the Transports to make the best of their way to the Ports in America they are respectively bound to by their Charter Parties: and You are to proceed without a Moments loss of Time and join Captain Hammond [Andrew Snape Hamond] of His Majesty's Ship *Roebuck* pursuant to the Orders You received from him for that Purpose: for which this shall be your Order.

Given under my hand onboard the *Flora*, in English Harbour Antigua  
the 18th April 1777

James Young.

By Command of the Admiral      Geo. Lawford –

1. PRO, Admiralty 1/310.

2. Accompanying a copy of the order to Captain Windsor, which was sent to the Admiralty, was "A List of Hired Transport Vessels, having onboard Troops &c bound to North America, which have put into St John's Harbour, at the Island of Antigua." The transports were *Henrietta*, Robert Elder, master, and *Nathaniel*, Samuel Rolles, master. They had arrived at Antigua on March 20, 1777, PRO, Admiralty 1/310.



"EXTRACT OF A LETTER FROM GRENADA, APRIL 18." <sup>1</sup>

Every thing continues excessive dear here, and we are happy if we can get any thing for money, by reason of the quantity of vessels that are taken by the American privateers. A fleet of vessels came from Ireland a few days ago; from sixty vessels that departed from Ireland not above twenty-five arrived in this and the neighbouring islands; the others (as it is thought) being all taken by the American privateers. God knows, if this American war continues much longer, we shall all die with hunger.

There was a guineaman that came from Africa with 450 Negroes, some thousand weight of gold dust, and a great many elephants teeth; the whole cargo being computed to be worth 20,000 l. sterling, taken by an American privateer, a brig, mounting fourteen cannon, a few days ago. The name of the guineaman was the *St. George*, Capt. Moore; she was bound for this island.

1. Almon, ed., *Remembrancer*, V, 171.

19 Apr.

REPORT OF A COURT OF INQUIRY INTO THE LOSS OF  
THE CONTINENTAL NAVY BRIG *Cabot* <sup>1</sup>

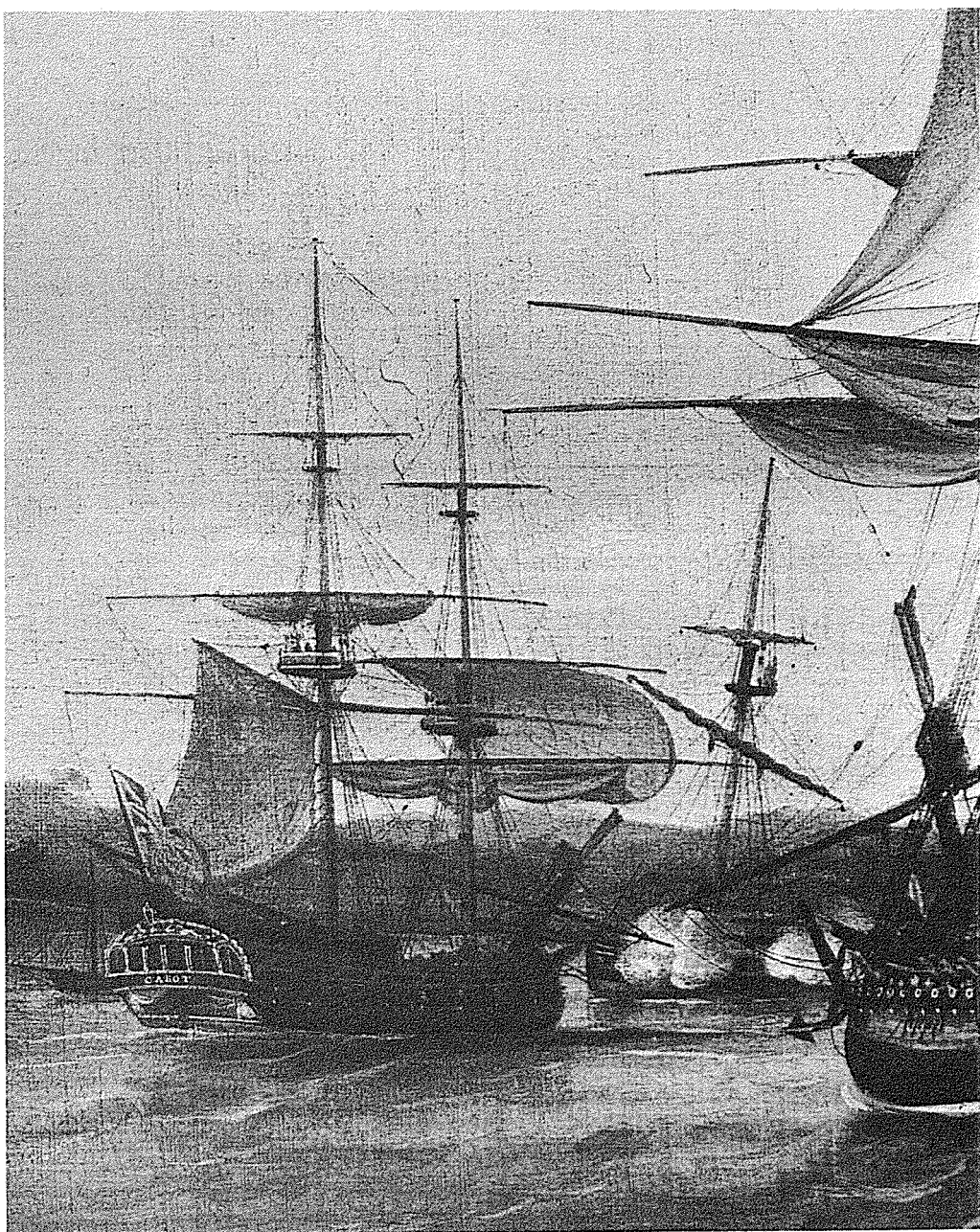
We the subscribers, in consequence of the above request of Capt. Olney,<sup>2</sup> late commander of the brigantine *Cabot*, in the continental service, having assembled together, in humble imitation of a court of enquiry, proceeded as follows, viz.

First, we called in Mr. Thomas Weaver, late First Lieutenant of the *Cabot*, whose account of things, by way of question and answer, we have duly attended to; and though it did not elucidate the matter much, yet we found nothing which contradicted the facts set forth in the foregoing narrative of the *Cabot's* misfortune.

Secondly, we called in a certain Mr. [John] Margeson, late acting Lieutenant, whose account of things appeared clear and distinct; he strengthened every fact alledged in the above narrative, and gave us much satisfaction.

Thirdly, we called in Mr. [Joseph] Vesey, late master of the *Cabot*; he gave such an account of the whole transaction as was perfectly consistent with a seaman, an officer, and a man of observation.

Fourthly, we called in Mr. Edward Arrow Smith, late Captain of marines on board the *Cabot*; he gave a very circumstantial account of the matter, more especially the conversation, which happened between Capt. Olney, the Captains Fisk, of the *Massachusetts*, and Harriden, of the *Tyrannicide*; his station being on the quarter deck, where he had a better opportunity of hearing what passed, than the foregoing gentlemen, whose duty required their attendance in other parts of the vessel.



*Continental Navy Brig Cabot taken into the Royal Navy After Her Capture*

Fifthly, we called in a Mr. John Dinsdell, late Lieutenant of marines on board the *Cabot*; his account was also satisfactory.

From the whole we have been able to draw up the following conclusion; Namely, That on the evening of Sunday the 23d of March last, the brigantine *Cabot*, being at a few leagues distance from Cape-Ann, in company with the two State brigs before mentioned, commanded by the Captains Fisk and Harriden, did then and there fall in with a british frigate called the *Milford*: That being near the said ship at ten o'clock at night, they did consult with each other what was best to be done, whether to attack immediately or wait till morning. It being at last agreed on by all the Captains to keep together, and dog the ship until day-light, then to attack, and board her at one and the same time, they again mutually promised to stand by each other to the last, and share each other's fate; That when day-light came on, the two brigs were at a little distance a-head of the *Cabot*, standing to the S. E. the *Milford* at a little distance on the *Cabot's* lee quarter, bearing from N. to N. N. W. and standing on the same tack with them: That the wind blowing fresh, the two brigs a-head reefed their topsails, and tacked to the N. W. passed close under the *Cabot's* lee, but did not speak the *Cabot*: That soon after the brigs tacked, the *Milford* also tacked, and stood after them: That then there was a fair opportunity for the *Cabot* to escape, had Capt. Olney forgot his promise to the other two Captains on the preceding evening; but he, desirous of yielding every assistance in his power to his companions, tacked ship and stood after the enemy, hoping that wind and weather would afford them an opportunity of engaging her with their united strength. A shower of rain soon hid them from the *Cabot*, and the wind hauling to the westward, brought the enemy so far to windward, that when they again espied her she was standing for the *Cabot*, and had cut her off from her two companions, who were now standing to the northward with a pressed sail, without discovering any intention to rejoin the *Cabot*; upon which Capt. Olney put about, and stretched to the southward by the wind, until he found the enemy gained on him; he then bore away, and made use of every endeavour to escape, until Tuesday afternoon, when finding himself hemmed in with land on both sides, and a-head, with an enemy of superior force astern, he called a council of his officers, when it was unanimously determined to stand in for the land, in order to find some shelter from their pursuer, or run the vessel ashore, which they accordingly did between four and five o'clock the afternoon aforesaid.

The foregoing is the substance of the information we have been able to collect from a careful examination, one by one, of the officers who have signed the narrative of the *Cabot's* misfortune.

John Manly,  
Hector M'Neil,

Elisha Hinman,  
John Roche.

Boston, April 19, 1777.

1. *Providence Gazette*, April 26, 1777.

2. See Olney's letter to Captain John Manley, April 17, 1777.

OWNERS OF MASSACHUSETTS PRIVATEERS TO THE  
MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honble the Councel & House of Representatives of the State of the Massts Bay, in General Court now Sitting –

The Owners of the Private Vessels of War, having been applyd to by a Committee from the General Court, to Know if they will send their Vessels in Company with the Continental Ships upon a Cruize, and upon what terms –

The Subscribers, Owners & Agents for themselves & the rest of the Concern'd, having the good of the Country Especially in View; are willing to foregoe their prospect of Gain and Agree, that their Vessels shall sail in Compy with the Continental Ships, under the Command of Comodore Manly, and Cruize under his Orders, for the term of twenty days, from the time of their sailing, upon Condition, that the Honbl Court will engage to make good the loss if any of them are lost or taken, or damaged by the Enemy, provided there is not prize Money enough obtain'd from such engagements, to Defray the loss or damage; but if there is, they then Aquit the General Court as they only wish to Keep themselves whole –

The Subscribers beg leave to Suggest to the Court that they are Assured it will be impossible for these Vessels to be fitted away, unless the Court will take off the Restrictions, with Respect to maning them, and they apprihend it would have a very good tendency, if no privateers were permitted to man, unless they could be ready to go with the fleet, and if it was Immediately Known that all Vessels of War, in the different Seaports in this State, that could be got ready might have the priviledge of getting M[en] upon the best terms they could, they Apprihend in this way, a very formidable force might be Collected in 8 or 10 days, at least sufficient to Scour the Coast of the destroyers of our Trade the British Cruisers – As a great number of the Private Vessels are now ready, & the rest may be in 8 or 10 days from this date and as the present oppertunity if delayd may be lost forever, they pray the Court would Interpose in the fitting the Continental Ships; that the private Vessel[s] may not be delayd on their Account – If this proposal should be agreeable to the Honble Court, would it not be prudent, that no Vessel be permitted to depart, or any person to go to Halifax, Newport, or New York untill the fleet are sail'd

We pray your honors to Act upon this Matter & give your Answer as Speedily as may be, for Untill you are determined, every thing is at a loose, and Unless this Affair is push't with Secrecy & Spirit, We fear the benefits in view, will be in a great measure, if Not Intirely lost

Boston April 19th 1777

Mungo Mackey	Agt for	<i>American Tartar</i>	26. Carrage Guns
Job Prince	Agt for	<i>General Mifflin</i>	20. Guns –
William Shattuck		<i>Brig Hawke</i>	14. Guns
Sam White		<i>Sloop Satisfaction</i>	14 Guns
Thoms Harris		<i>Schooner America</i>	14 Guns
Nehemiah Somes	Agt for	<i>Schooner Active</i>	10 Guns

Gustavus Fellows	for	Schooner <i>Speedwell</i>	8 Guns
Thomas Adams		Schooner <i>Willing to Join</i>	8 Guns

At Sundry Out Ports –

Salem 4 Brigs & 1 Schr 1 Sloop

Marblehead 1 Brig 2 Schr

Beverly 1 Brig 1 Schr 1 Sloop

Newbury Port Several Vessels

All the Above we apprihend can be got ready and will be willing to go.

1. Mass. Arch., vol. 182, 353–55.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

[Boston] April 19th 1777

In the House of Representatives Resolved That the resolve of this Court of the 7th instant allowing Privateers to put to Sea on Cruizes in certain cases, shall not be construed to permit any privateer to proceed on any Cruize unless he or they who were the Owner or Owners of a Major part of such privateer before the passing said resolve produce a Certificate as in said Resolve is directed; and unless said owner or owners with the Captain of such privateer shall give a Bond to the Treasurer of this State in the penal sum of two Thousand pounds that they will not inlist or take on Board said Privateer any Inhabitant of any of the New England States other than the state of the Massachusetts Bay, and if any such Inhabitant shall proceed on a Cruize in any Privateer from this State he shall forfeit to this State his Right or share in any prize such Privateer may take – And Whereas it has been represented to this Court that there are some Persons attempting to evade the restrictions provided in the said Resolve of the 7th Instant – Resolved that the Commander of the Fort at Castle Island and of the several Forts that Command the several sea ports in this State, Stop every armed Vessel of private Property, from passing their Forts, unless the Commander of each Vessell as aforesaid, shall produce a permit for the same from the Naval Officers of the Port from which said Vessell may sail – And any such Vessel that shall Sail out of any Port or Harbor, without such permit, the Owner or Owners thereof shall forfeit such Vessel with her Stores, or the Value thereof to the use of this State. –

In Council read and Concurred

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 213, 215–16.

LIEUTENANT SAMUEL SMEDLEY, CONNECTICUT NAVY BRIG *Defence*,  
TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Sr

Bedford in Dartmouth April 19th 1777 –

I have the Pleasure to inform your Honour of the Brig *Defence* arival in this Port yesterday Afternoon Not With Standing the bad Situation the brig was in when We Sailed With Reguard to the men have made out to Take & Man four Prizes Vizt a bark Ship from Liverpool & Waterford bound to Jamaica Laden with Provisions Iron Work and Nails Sum ball [bale] Good

&c – A brig from bristol bound to Jamaica Laden With flour bread Paints & Oil bottle beer and Cider &c the Above two is arivd the Latter at boston the bark Mounted Ten Iron Guns another brig from Glasgow bound to Antigua Laden With beef & butter a Snow from Dublin With beef and butter &c – <sup>2</sup> Several Articles in the Prizes to Tedeous to Mention I Shall be Glad to have an answer from your honour What To Do With the brig I am Informed the harbor of New London Is Well Liend With Enemies Ships as it Was When We Saild by Which I found Difucalt in Gitting Out In Consequence of Which Mr Shaw has halled up his Privateer Sloop in this Port I Would Recommend to your honour by all means Lengthun the brig and Put a Quarter Deck on hur that She may be in a Poster to Fight Which Now She is Not & most the Uncomfortables Vessel that Ever I Was In She might be Done at Bostone With Safty and I beleve Verry Soon I think It Would be the best Port for the brig at Present but Shall be Ready to Obay Any Orders that Shall Come from your honour Our Mens Times of Entering is Out & has been Since the first of March Which has made Sume Difucalty Many Run a way before We Saild and I Suppose all the Rest Will Do the Same their time being out in a bout twelve Days after and Expected to Go in to the Vinyard they had Pland to Go home but I See their Was No Chance for to make a Cruis Unless We Put to Sea With What We had Accordingly we Did and with the blessing of God have Made Out better then I Expected Considering our Situ[a]tion I Must Conclude by Refering you to the Doctr <sup>3</sup> for Fother Perticulers I am your Honours [&c.]

Turn Over – Sam<sup>l</sup> Smedley

N B: I Must Conclude With Out Mentioning the New Appointed Officers to the Brig Which Does honour to themselves and Country allways Ready and Willing to Fulfill and Execute any Orders <sup>4</sup> I Directed all the Prizes to the Care of Mr [Samuel] Eliot of boston that Should Fall in at or Near that Port as I Know him To be a Carefull man and one that understands the Nature Of Bisness the brig Will Want all New Standing Rigging and all Most All the Sails New and While that is Fitting their will Be time to Altor the Whole I Suppose the Chance of Gitting Men is as bad in New London as ever Which if It is Will be Impossible to Git hur Complement their if your honour Should Conclude to have the men Recru[i]ted the inlisting Orders Will be Necessary –

I beg to Know What to Do with the Prisoners we have Got about twenty 10 Entered on board –

S. S –

The Honble Jonathan Trumbull Esquire  
Governor of the State of Connecticut  
Favd by } Lebanon  
Doctr Ellis }

1. Conn. Arch., 1st Series, IX, 101a–101b, ConnSL.

2. The four prizes, in the sequence listed by Smedley, were bark *Lydia*, schooner (not brig) *Anna*, brigantine *Grog*, and snow *Swift*.

3. Dr. Benjamin Ellis, Surgeon of the *Defence*.

4. Lieutenants James Angel, Jonathan Leeds, and Joséph Squire.

DEPOSITION OF CAPTAIN JOHN WANTON REGARDING PRIZE BRIGANTINE  
*Countess of Eglington*<sup>1</sup>

The Deposition of Capt John Wanton late of Newport & State of Rhode Island now residing in Bedford in Dartmouth in the County of Bristol & State of Massachusetts Bay is as follows Vizt On or about the ninth Day of February last I the Deponent saild in the Brigantine *Countess of Eglington* lately Captured by the Privateer Sloop *America* Capt William Dennis from said Bedford to South-Carolina and on my Passage had very hard Gales of Wind & large Sea, frequently the Brig proved a remarkable fast Sailer, I had a Proof of it by being Cha[s]ed by the Privateer Brig *Commet* belonging to the State of South-Carolina the Particulars was as follows Vizt at Day-break the Mate of my Brig whose watch was then upon Deck called out a Sail close on board. I then immediately ran upon Deck & being under Close Sail the Night before being Squally Ordered all the Reefs out of the Top sails & made all Sail except Top gallant Sails, the said Privateer appeared to be about two Gun shots Distance & carried all Sail that she could pack both Top gallant Sails & Top mast Steering Sail We was then Rather to Southward of Veniyar [Winyah] & the said Privateer chased me up to Charlestown Barr, where I arrived about an hour before her – The Capt of the said Privateer who went with me in Company to the Governor acknowledged to his Excellency that he had never been so much Beat in Sailing Before the said Privateer was returning from a Cruize of about three Weeks – I saw a Number of Sails upon my passage & several of which gave me chase & allways beat them the said Brig was as stiff a Vessel as I ever saild in, Her proving so fast a Sailer was the means of her fetching such a Very high Price for a Vessell of her Bigness, she sold for twenty two hundred & forty pound Sterling Exclusive of a New Cable One hawser two Anchors & one good fore top sail – And further this Deponent saith not

John Wanton

County Bristol ss

Dartmouth April 19th 1777

the above named John Wanton personally appeared before me one of the Justices of the peace of the County of Bristol aforesaid & after being carefully examined & cautioned to testify the whole truth, made solemn oath to the truth of the foregoing Deposition by him subscribed which was taken at the Request of Adam Babcock to be used in a Case to be heard & tryed at the Superiour Court of Judicature &c. to be held at Barnstable in & for the County of Barnstable in the month of May next upon Appeal from the Marratime Court of the Southern District which was held at Plimouth in said County of Plimouth on the 17th Day of January last Wherein the said Adam Babcock was libellant & John Brown & Capt Isaac Jones & others were Claimants the said Brown & Jones being more than thirty miles distant were not notified nor present at the taking the foregoing Deposition & the said Deponent being bound on a Voyage to sea

Before me Benjamin Atkin Justice Pacis

Copy Examd W<sup>m</sup> Winthrop Cler –

1. Revolutionary War Prize Cases, No. 9, Records of the Court of Appeals in Cases of Capture, 1776–1787, the *Countess of Eglington*, Jones, Claimant v. Babcock, NA.

JOURNAL OF THE CONTINENTAL CONGRESS <sup>1</sup>

[Philadelphia] Saturday, April 19, 1777

*Resolved*, That three persons be appointed as a board of assistants to the Marine Committee, with a salary of 1,500 dollars per annum each, to reside at or in the neighbourhood of Boston, in the state of Massachusetts bay, with power to adjourn to any part of New England; who shall have the superintendence of all naval and marine affairs of these United States, within the four eastern states, under the direction of the Marine Committee.<sup>2</sup>

That the appointment of the said commissioners be made on Tuesday next.

The Marine Committee having recommended John Rathburn [Rathbun] to be captain of the armed sloop *Providence*,

*Resolved*, That he be appointed accordingly.

1. Ford, ed., *JCC*, VII, 281, 284.

2. Navy Board of the Eastern Department.

WILLIAM WHIPPLE TO JOHN LANGDON <sup>1</sup>

[Extract]

Philadelphia 19th April 1777.

... I shall pay the earliest attention to what you say respecting Roache's ship – <sup>2</sup> if there is a probability of getting cannon from the Massachusetts furnace I think it best to stick close to them as the surest way of obtaining cannon for the *Raleigh* – the bursting of a few, I hope will not discourage the furnace from going on – not more than half those cast in the furnaces this way have stood the proof.

This city is still threatened with an invasion but whether the threats will be executed or not, is a matter of doubt with me. A plan of correspondence between this City and the enemy has lately been discovered – 7 or 8 of the Traitors are under close confinement – some of them will no doubt be hanged – this is disagreeable business, but if we dont hang them they'll hang us, and self preservation, you know, is the first law of nature. – A considerable quantity of the goods will be saved from the ship blown up near the Capes, as mentioned in my last – She had a valuable cargo on board 2100 bbs of powder 2500 stand of arms and a considerable quantity dry goods amounting in the whole to 250,000 livres for account of the public besides private property to a large amount – but the greatest loss is the life of the Captain whose bravery on this occasion is without example.<sup>3</sup>

The establishment of a Navy Board in the Eastern Department is now in contemplation and I imagine will soon be done – this is a necessary measure and ought to have been adopted some time ago. I am much at a loss for proper men to comprise this Board. Boston, I suppose will be the place of their sitting therefore it's probable they will be of that town, or neighborhood. My only wish is, that they may be good men – he is my choice who will best serve my country – some gentlemen are very urgent



that I would engage in this business, but it's totally against my principles to accept an office of profit created by a Legislative Body, of which I am a member and to resign my seat from lucrative views would not only be treating honor done me by my constituents with indecency but be inconsistent with that patriotic delicacy, which ever affords the most agreeable reflections – these are my present sentiments nor do I by any means think I shall relinquish them. Whoever are appointed, I suppose must reside chiefly at Boston.

1. William Whipple Papers, 1777–1789, Force Transcripts, 333–35, LC.
2. Continental Navy sloop *Ranger*.
3. *Morris*, Captain James Anderson.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ISAAH ROBINSON <sup>1</sup>

Sir

[Philadelphia] April 19th 1777

The Marine Committee gave you Instructions of yesterdays date for performing certain services in Delaware Bay which being accomplished you are to have recourse to the following Orders which you are to obey and fulfill soon as possible. You are to proceed with the *Andrea Doria* and the Cargo on board direct for Cape François in Hispaniola and on your Arrival there wait on the Governor or General asking the protection and liberty of the Port. You will be attended in this visit by Mr Stephen Ceronio to whom you must deliver the letter given you herewith and to Whom the Cargo on board is consigned. This Gentleman will receive the said Cargo with despatch and if he has any public stores on hand that have been provided by him previous to your Arrival or if there be any arrived there from Europe you are to receive the whole or such part as you can conveniently take on board the *Andrea Doria* and return therewith to the first safe Port you can get into in the United states of America preferring this part of the Coast if equally safe. You are to land the Stores and goods wherever you arrive giving us notice thereof and employing proper persons to take charge of them until we can direct how they are to be disposed off. We believe there is sufficient water for the *Andrea Doria* in Egg Harbour – several of the Inlets south of Cape Henlopen, or in several Inlets in North Carolina and probably these may be safer than the great Bays. You will be careful to keep your men on board wherever you go and then take in three or four months Provisions

We hope all this business will be finished before the first day of July Should there be no Public stores for these States at Cape Francois, you will depart from thence immediately after landing your Cargo and proceed down to Cape St Nicholas Mole where you are to apply to Mr John Dupuy and if he has any goods or Stores to ship receive them on board and proceed as already directed. You will get as many men to enter on board your Brig as possible at these places and should there be no stores or goods to bring away you may then proceed on A Cruize Against our enemies, taking sinking burning and destroying as many of their Ships and Vessels as possible. You

may send your Prizes into the French Ports or for the Continent preferring the later when proper and practicable. The Gentlemen mentioned will transact your business, they will supply you with whatever may be necessary, and you may order them to sell all perishable Prize goods or those suited to the West India Markets taking care they are really and truly indisputable Prizes agreeable to Resolves of Congress, but the Vessels and Other Parts of the Cargoes must come to some American Port for condemnation. In this manner you may continue Cruizing until the first day of July, and should you return from the Cape or the Mole and land A Cargo on the Continent as already mentioned before the first of July, you may proceed on a Cruise for West India Ships or others in these Seas until that day. On the first day of July you are to open the Sealed Orders inclosed herein and exert yourself to the utmost in the execution of them taking care that the *Andrea Doria* is clean well manned victualled and every way in good Order for service at that Time.

[Letter concluded on May 2]

1. Marine Committee Letter Book, 86-88, NA. Similar orders this date were issued to Captain Benjamin Dunn, Continental Navy sloop *Surprise*.

LIEUTENANT JOHN LANSING, JR. TO CAPTAIN ISAIAH ROBINSON,  
CONTINENTAL NAVY BRIG *Andrew Doria*<sup>1</sup>

Sir

Hd Quars Phila [April 19, 1777]<sup>2</sup>

It has been represented to General Schuyler that Mitchel McDonald a Citizen of this City was last Night impressed by some of the crew of your Vessel and carried on Board – The General desires that if this representation is true you will immediately give Directions to Liberate him. By Order &c  
J Lansing Junr

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

2. Corner of page containing the date is torn off. This letter follows one of April 18, and precedes one of April 20, 1777 in the source.

APPLICATION FOR A COMMISSION FOR THE MARYLAND PRIVATEER  
SLOOP *General Mercer*<sup>1</sup>

Wm Lux and others of Baltimore County applies for a commission for the Privateer Sloop called The *General Mercer*, Thomas Timpson Captain of the Burthen of forty four Tons, mounting ten Carriage Guns & thirteen Swivels, carrying fifty men, having on Board 25 Musquets, 6 Blunderbusses, 20 pistols, 35 Cutlasses, 30 Pikes, 30 Tomahawks, 600 w[t] Powder 2500 w[t] Ball, 26 Barrels of Beef & Pork, & 30 Barrels of Bread. Witness our Hands this 19th Day of April 1777. –

On Behalf of the owners  
Cha Wallace

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VI, NA. Commission was issued this date.

SAMUEL JOHNSTON TO THOMAS BURKE <sup>1</sup>

[Extract]

Hayes April 19th 1777 -

Yesterday a vessel arrived here, loaded with Arms for the State of Virginia in thirteen days from Statia. She brings no news.

1. Thomas Burke Letter Book, 1774-82, 30-31, NCDAB.

JOURNAL OF H.M.S. *Glasgow*, CAPTAIN THOMAS PASLEY <sup>1</sup>

April [1777]

St Jermain NE 4 Leagues.

Friday 18.

At 8 AM saw a Sail in the S.E. Qr at 11 saw three sail in the S.E. gave chase.

The first part fresh Breezes and fair Weather, the midd[l]e and latter, light airs with calms,

four sail in sight, still in chase. Tackt Ship, at 2 the chase bore down upon us, supposing us a Merchantmen, but proving his mistake, he made all the sail he could off, fired Eleven Guns shotted to bring her too, some of which struck her, as we found on taking her the next day. Tackt ship and continued the chase.

Saturday 19

At 4 AM St Jermain WbS 2 Leagues

at 5 saw a sail standing in for the Land. little Wind gave chase, proved the Sloop we chased Yesterday, Armed the Longboat and sent the Master in persuit, on their perceiving the approach of the boat, they fired several shot at her, made the signal for the boat to return, fired 3 Guns to repeat the signal. At 11 the Long boat came on board Still in chase.

Moderate and fair Wr

at 2 pm saw the chase run ashore, and all hands employed plundering her. At 3 came to Anchor in the Bay of Jermain with the best Bower in 7 fathom water, with a spring on the Cable, our Broad side to the shore within point blank shot of the Sloop. Sent an Officer with Barge to take possession of the Sloop at 5 Sloop was towed off, and Anchored on our off side. She proved to be a Yankee Privateer, called the *Henry*, Amos Weeks Commander, of six Carriage Guns, six Swivels, two Cohorns & 23 Men.<sup>2</sup>

1. PRO, Admiralty 51/399.

2. No further identification is given in Gayton's Prize List, Feb. 26, 1778, PRO, Admiralty 1/240.

VICE ADMIRAL JAMES YOUNG TO COMMANDERS OF VESSELS ON THE  
LEEWARD ISLAND STATION <sup>1</sup>

(Copy:)  
General }  
No 17 - }

By James Young Esqre Vice Admiral  
of the Red & Commander in Chief of  
his Majesty's Ships and Vessels em-

ployed and to be employed at Barbado's and the Leeward Islands and in the Seas adjacent.

In Pursuance of the King's Pleasure Signified by the Earl of Suffolk, one of his Majesty's Principal Secretaries of State, to the Lords Commissioners of the Admiralty and by them Communicated to me.

You are hereby required and Directed Strictly to search and Examine all Dutch Ships and Vessels You may meet with, going to, or coming from the Island of St Eustatia (or the other Dutch Settlements in these Seas) and to send such of them as shall be found to have any Arms, Ammunition, Cloathing or Material for Cloathing on board into English Harbour Antigua to be detained there until farther Order; taking especial care the Hatches are Sealed up and properly secured, and that no Embezzlement is made of the Stores: Lading, Tackle or Rigging &c from any of them; for which this shall be Your Order.

Given under my hand on board the *Flora* in English Harbour Antigua the 19th April 1777

Jam<sup>s</sup> Young.

To The Respective Captains & Commanders of His Majesty's Ships *Flora*, *Portland*, *Seaford*, *Hind*, *Druid*, *Beaver*, *Shark*, *Favorite*, *Fly*, *Sylph*, and Armed Brigs *Pelican*, *Endeavour* and *Antigua*.

By Command of the Admiral Geo: Lawford.

1. PRO, Admiralty 1/310.

#### GOVERNOR GEORGE JAMES BRUERE TO LORD GEORGE GERMAIN <sup>1</sup>

No 11

My Lord

Bermuda April 19th 1777

On the 15 Instant, I was honoured with the Receipt of Your Lordships dispatch No 2, of the 1st of January, forwarded to Me, from New York by Governor Tryon. In answer to which, I have already informed Your Lordship, in my former letters, of the Arrival of His Majestys Sloop of War the *Nautilus*; and likewise of the *Galatea*, Captain [Thomas] Jordan Commander. And these two, of His Majestys Ships of War, have prevented since their Arrival the Coast of Bermuda, from being Infested, with Rebel Privateers; and Myself carried off. Long before Your Lordships Appointment, I had repeatedly Represented, the absolute Necessity of having some Soldiers here for the better Support of Internal Government. And particularly some at the West End, to preserve wrecked Vessels from plunder, And likewise Some, at the principal entrance, for His Majestys Ships, into Castle Harbour. and likewise some Soldiers at the Forts, that Command the entrance into St. Georges, or Town Harbour, where the Custom House is. In order to Countenance or produce, Some little more Respect to Government. for which end, it is absolutely Necessary, that whosoever may be Honored, with His Majestys Commission as Governor here: He ought to have, the Supreme Order or Direction of them. otherwise the Cunning and

Deceit of these People, will endeavour, with all the Art possible, to Create a Shiness or Animosity, betwixt the Kings Officers, which they have frequently attempted to do, and for which purpose, they Addressed Captain Collins, master and Commander of His Majestys Sloop *Nautilus*, at His first Arrival. – I have been very desirous, to keep the people in Peace, during these American Troubles and unnatural Rebellion, but it was my duty to Report, that some of the Inhabitants, had Addressed the Congress at Philadelphia.

And likewise to Represent, the Attrocious Crime, of the Powder being taken off. And some of the Inhabitants in the Country, preventing a Person from hiring Me His Vessel, to carry Dispatches, to the General and Admiral at Boston to Acquaint them of it.

And further the going on board a Sloop, out at Sea, that I had hired to carry my Dispatches, Sixteen or 18 in Number, and three of them, were Members of Assembly, to ask for my letters or dispatches. When my Negro Man Concealed Himself in the pump, and by which means He preserved my letters, and Carried my dispatches Safe to Boston.

And this was such an Indignity to Government, that I was obliged to Report, and these facts cannot be Denyd. A week or ten days after this Insult, Captain Tollemache of His Majestys Sloop the *Scorpion* very, fortunately touched at Bermuda, with a large Transport under His Command, and after consulting Him, I embraced the oportunity, of giving under His Charge, thirty pieces of good ordnance, with the Carriages and all the implements thereunto belonging, out of the Store here, least those Cannon and their Carriages, should be Carried off, as the powder was.

And for the doing of which, the General Assembly, in their Message of the 12 of July 1776, Catechised Me, as your Lordship will find, in their minutes, for sending the said Cannon off. And I gave them for Answer, that I expected His Majestys thanks, for so doing. They likewise prevented Captain Tollemache from purchasing Rice, from different People. And further in Answer to Your Lordships Request, to know what hath passed, since my letter of the 12 of July 1776.

I wrote to Your Lordship November the 30th No 7 by a Brig bound to Liverpool, which letter I Suppose could not have reached London, when Your Lordship wrote to Me, on the first of January. I should be very glad, to have it in my Power, to point out any marks of Steady Loyalty, and to confirm the Declarations of their Sincerity sett forth in their Address: by any Evidence of Myne, in behalf of the Bermudians. I have likewise already wrote to Your Lordship, via New York No 8, 9 and No 10, and Reported that a number of Vessels, have been taken by the *Nautilus*, the *Galatea* and their Tenders. And many of them belonging to Bermuda. As they stole a trade without entring or clearing their Vessels, with Salt to North America, In exchange for Corn &c. Under the specious pretence of the fear of Starving. They carryed on a prohibited Trade, to too great length; and some vessels it is Said, Carried some Arms, or Powder, and Indigo, from

South Carolina, and have been taken by His Majestys Ships before mentioned, the vessels and masters belonging to Bermuda.

These several Seizures, exasperated the People, and caused them to make heavy Complaint against the Captains of His Majestys Ships, notwithstanding the People, were Acting contrary to Law, and Occasioned their writing the Audacious letter to Me upon my prorogueing the General Assembly –

The very morning that the *Nautilus* had taken and brought into St George's Harbour, her first prize, Mr John Esten, Judge of the Admiralty Court, resigned. He having been accustomed to Trade, and have Connexions, in North America, He did not Choose to keep that Employment.

And the Captains of the Men of War, being anxious to have the Seized Vessels, brought to Tryal, as soon as possible, I was obliged to appoint, Mr John Randle Mr OBrians Deputy Secretary, a Judge of the Court of Admiralty, for the time being, as the most Loyal Man I could find, and the fittest Person, for the present purpose, where every Man is concerned in Trade more or less, and I soon found out, and joined with Mr Randle, a second Judge Mr Farmer, who my Lord Dunmore, had imployed, as a Judge of the Admiralty in Virginia, when Mr Farmer, was obliged to leave Norfolk and go on board some Vessel, for months with my Lord Dunmore. – The Legislative Body having passed an Act, in May 1775, to prohibit the exportation of flour, Indian Corn, Rice, or any kind of provisions, that might be in these Islands at the time, or that hereafter might be brought in, which was thought absolutely necessary at the time, to Ease the People from the Apprehensions of Starving, in a place where so little Cultivation is carried on, depending chiefly upon nurseing up the Cedars, the building of vessels for Sale, and the freight and Trade, of those Vessels, but the knowing ones; had a more extensive View, of carrying on a larger Trade, than might be necessary to prevent our Starving, and Supplying the Enemies of great Britain in Rebellion, with large quantities of Salt

And the Leaders of the Assembly Availed themselves of that Act to make themselves popular, and to serve particular Traders or their Friends, and when so much Rice, flour, wheat &c. Arrived, as they were neither able to purchase or consume, it was detained by that Law, And I had Petition upon Petition, to allow them to carry some off. particularly such Rice or flour &c, as had been purchased for the Inhabitants of Antigua, and Dominique, and the Masters of such loaded Vessels; having only Called in at Bermuda to See their families, were detained by the Act of Assembly. And the prayer of these several petitions could not be granted, without the meeting of the General Assembly; and therefore I Summoned them to meet, there several times, but in Short they refused to meet, and at last sent me for answer, that they must wait, for an Answer, from the General Congress; to know if they could obtain a Supply of provisions. (an Answer having Arrived I Suppose) they afterwards met, and by Vote of Assembly, permitted such Persons only, to carry off, Rice and flour, as they thought proper, And I was obliged to Assent to such their Votes; or otherwise the Detention of the

Peoples property, belonging to Antigua or Dominique &c would have laid at my door.

And notwithstanding my Repeated Reports, before Your Lordship entered into office, of the Conduct and behaviour of the General Assembly, which may be Seen, on their Minutes, and the Transcripts of their proceeding sent home, from time to time Years ago, and their constant Attempt, and endeavours, to encroach on the prerogative of the Crown. the People have never had one Reprimand or particular Request, or Demand, from His Majesty, to pay their Ministers of the Church properly, (on which Account We have but one at present in Bermuda, to officiate for all the Nine parishes), or to pay any of the Officers of Government Regularly.

Their Views by such behaviour, is to usurp the Executive power of Government, by obliging every inferior officer of Government, Constantly to petition and Solicit them for the payment of their Stipulated Salaries, and to raise no money Certainly, for the necessary Contingencys of Government. Ten months after the passing of the Act, to prohibit the exportation of Corn, flour, Rice &c Provisions began to grow scarce; Excepting about two or three thousand Bushels of Wheat, which they wanted to send off, it having but a Slow sale here, as they prefer Indian Corn for their Negroes.

Upon which I turned the tables upon them in their own way, by adjourning the House of Assembly from time to time that the Wheat might not, be sent off by Vote: Until all the Wheat was sold by Retail; otherwise I believe Numbers of People would have Starved.

And I had the thanks of many People, for Rejecting the Petition, of those that were Interested in the Wheat, by not meeting the General Assembly, the Leaders of which would have Voted for its being sent off.

The Act of Assembly for preventing the Exportation of All sorts of grain, being soon afterwards expired, the General Assembly made another Bill, similar to the former, which passed the House of Assembly, and board of Council; but as I had found the inconveniency, and partiality of the Operation of the former, After letting the Bill lay with Me for Consideration, Until the next meeting of Assembly, which was about a month, when they readily came But I sent down their bill Dissented to. Only two or three days, before I received His Majestys Disapprobation of the former Act, which had had its operation for a twelve month.

And I thought Myself very fortunate in having so done, in Opposition, both to the House of Assembly, and Council as it proved to be His Majestys pleasure.

I have Reported in my former letters the Insult and Opposition, that Lieutenant [William A.] Merrick of the *Galatea* met with at the Salt Kettle and for which some of the Inhabitants of Bermuda have been highly Culpable. And notwithstanding, they will not give in any Evidence, or inform of, or give up the Offenders, upon which Captain Jordan hath Carried some of the Masters of the Vessels, that He had taken to New York. Notwith-

standing they got their Chief Justice to grant them a habeas Corpus for those Masters of Vessels, but to no purpose, for Captain Jordan would not give them up. Giving for Answer, that He would not, until they brought the Offenders, that made opposition at the Salt Kettle. They likewise Attempted to Arrest Lieutenant Merrick, for detaining one of their boats, in which Boat, He took several prizes. upon which the People are so much exasperated, that they have sent an Embassy with an Address to Lord Howe. I could have wished that the Captains of the Men of War had been a little more moderate, and that the People had not deserved so much Rigour. The *Galatea* hath followed the Embassy to New York, and the *Nautilus* is in Castle Harbour, three miles round the point of Davids Island by Water from Me, And without any Internal Support, I leave your Lordship to Judge, in what a Situation I am in. I have the Honor to be with the greatest Respect [&c.]

George Ja<sup>s</sup> Bruere

[Endorsed] Bermuda 19th April 1777 Governor Bruere (No 11) R 19th August

1. PRO, Colonial Office, 37/36.

20 Apr. (Sunday)

ESEK HOPKINS TO WILLIAM ELLERY <sup>1</sup>

Sir

Providence April 20th 1777 –

I receiv'd your esteem'd Favour of Town Meeting day, just time enough to get chose a deputy for this Town had I receiv'd it a Week sooner perhaps I might have been at the head of the Prox – Altho' I have lost the Interest of a parcel of mercenary Merchants Owners of Privateers, I do not think I have lost it in the Major part of this State – I heartily wish the Fleet may do well in the way you have directed it. I am obliged to you for your advice to Continue a Friend to my Country, and you may depend I shall, should I have a few Friends in it – Neither do I expect to remain Inactive –

I can assure you it gives me great Satisfaction that in my own Judgement I have done everything in my power (or would have been in any other mans power in my place) for the Service of my Country – One thing I must ask, and shall think I am not well us'd if it is not Granted – That is an attested Copy of a paper or Petition Sign'd by some of the Ship *Warrens* Officers, and perhaps some other Men to the hon. Marine Board, or to Congress – Should it be in your power to obtain it please to send it soon – if not, please to let me know the Reason why I am not to be allow'd it – <sup>2</sup> and you will much oblige Sir [&c.]

E H

1. Hopkins Letter Book, 77, RIHS.

2. On May 14, 1777, Congress provided Ellery with a copy of the complaint against Hopkins for delivery to him, Ford, ed., *JCC*, VII, 352.



CIRCULAR LETTER TO GOVERNORS IN THE WEST INDIES <sup>1</sup>Copy.Circular.

Sir

New York

April the 20th 1777.

As great Prejudice has ensued to the King's Service by the granting of Licences for Vessels from the West India Islands to navigate the American Seas, under Pretence of bringing Stores for the Fleet and Army, neither wanted nor applied for; Whereby the King's rebellious Subjects have been enabled to obtain Supplies of some necessary Articles of Subsistence, greatly facilitating their further Opposition to the Re-establishment of His Majesty's Authority in these Colonies; We are therefore to desire your Excellency will be pleased not to grant Licences for Rum or Melasses to be cleared for any Port in these Colonies, not declared at the King's peace; excepting to the Contractors for the Army, who will apply to You thereupon; Or until We can have the Honor to signify to your Excellency that such Restriction is no longer requisite.

We have the Honor to be Sir Your most obedient Servants

Howe

W: Howe.

His Excellency Sir Basil Keith, Govr &c &c &c Jamaica.

The Honble Edwd Hay Barbadoes.

W. M. Burt Esqr Antigua.

Val: Morris Esqr St Vincents

The Rt Hble Lord Macartney Grenada.

[Endorsed] Circular In Lord Howe's Lre No 32

1. PRO, Admiralty 1/487.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE <sup>1</sup>

April 77

Sunday 20th

Cape henlopen light house NBW Distce 4 Leags .  
 At 2 PM Tacked Ship Out 3 reef TS, People Empd  
 Rigging Cape henlopen Light house WNW 3 or 4  
 Leagues. At 4 Saw a Sail to Windward gave Chace. At  
 5 Brought too the Chace, which was the *Perfect Etienne*  
*Cadenet* Master a french Schooner from Cape Nichola mole  
 for St Estatia, Laden, Mollasses and some dry Goods <sup>2</sup> she  
 then steering NWBW for the Light house of Cape hen-  
 lopen – Cape henlopen then bearing of us WNW 2 or 3  
 Leagues, the false Cape WSW  $\frac{1}{2}$  W 7 or 8 Miles, then 11  $\frac{1}{2}$   
 fm water, At 7 Joined Company His Majestys Ship  
*Perseus* At 8 Came too with the small Bower, veerd to  
 $\frac{2}{3}$  of a Cable in 15 fathm water. Cape henlopen light  
 then bearing SWBW 2 or 3 Leagues At the time of  
 examining the Schooner, Sent a Mate & 6 Men on board  
 her to take Charge of her as to all appearance she was  
 bound to Philadelphia Recd on Bd the Master, Mate &

2 Passengers & 10 Men Hove out the longboat & sent on board one weeks Provisions for 6 Men.

1. PRO, Admiralty 51/157.

2. Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777, indicates that the *Perfect* was considered a legitimate prize.

PHILIP KEY TO RICHARD LEE<sup>1</sup>

[Extract]

Dear Sqr

Chaptico St Marys County 20th April 1777

I have the pleasure of forwarding [torn] circulating News with us with the [torn] that G. Hows Army are certainly moving from the Jerseys – & its conjectured their aim will be our Bay & a conquest of the E Shore – the *Virginia* Frigate has been compleately man'd by a very warm press – the *Defence* has broke ground & will be down the Bay in a few days – we have a Ship from Patuxent loaded with 500 hhds Tob. that sails for France tomorrow . . .

1. Landon Carter Papers, UVL.

JOURNAL OF H.M.S. *Emerald*, CAPTAIN BENJAMIN CALDWELL<sup>1</sup>

April 1777

Cape Henry SWBN 8 Miles

Sunday 20th

at 8 AM saw a Sail in the SE Quarter, gave Chace.

Light breezes and hazy Wear

hoisted the Barge out and sent her to Board the Chace, which was the Sloop *Revenge*, from Gaudalupe bound to Virginia with Rum and Sundries,<sup>2</sup> at 3 PM Made Sail with the Brig & Sloop in Company

1. PRO, Admiralty 51/311.

2. *Revenge*, Henry Laugiew, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

"EXTRACT OF A LETTER FROM ST. EUSTATIA, APRIL 20, 1777."<sup>1</sup>

A small Virginia boat, commanded by Capt. Sinclair, arrived here the sixteenth instant from South-Carolina, with indigo. The eighteenth she sailed again, and that evening took a schooner with one hundred hogsheads of rum, some sugars, and eight hundred Joes. This morning the prisoners came up from Saba, where they were put on shore.

1. *Pennsylvania Evening Post*, May 10, 1777. This was armed boat *Nicholson*.

21 Apr.

REPORT TO THE MASSACHUSETTS GENERAL COURT OF THE COMMITTEE  
APPOINTED TO CONFER WITH CAPTAIN JOHN MANLEY<sup>1</sup>

The Committee appointed the 17th instant to confer with Commodore Manley & others have attended that Service & Report That they apprehend, that if the General Court do comply with the Proposals contained in the annexed paper<sup>2</sup> and the Fleet Sail under such Directions of the Board of War as this Court may Order their time of Sailing may then be kept a Secret

& very essential Service to the United States be effected. – The Proposals annexed are from the Owners and Agents of several private Ships of War of this Town & the Court will Judge of their propriety. The Board of War were present at the Conference; & the Committee are of Opinion that if the Court agree to make up a Fleet, it will be best to join all the Strength obtainable within a given time, whether in this Port or any other port within this State – all which is Submitted

[Endorsed] In Council April 21. 1777  
Read & sent down

Moses Gill P order  
Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 182, 356.

2. An interesting crossed out note at the bottom of the paper reads: "The Owners are willing the Vessels should go upon their first Terms, the Men are not, they expect that they are put on the Continental Establishment for the time being & will not proceed on any other terms," Mass. Arch., vol. 182, 353–55.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

[Boston] Monday April 21st 1777

In the House of Representatives Resolved, That any private Vessels of War, belonging to any of the Inhabitants of this State, may proceed on a Cruize under the Command of Commodore Manly; Provided that they are rendezvoused at Boston or within the Capes on or before the last day of this month and are their Compleatly ready to proceed to Sea; any Act or resolve of this Court to the Contrary notwithstanding.

Resolved that the Council be desired to give such advice to Commodore Manly & the Commanders of all other Vessels of War that may now go under his Comand, as are Consistent with their present Orders; that they proceed to Sea, wind and weather permitting, on such a certain day as the Council may advise to, and that they continue to Cruize for the Enemy for the Term of Twenty-five days next after their Sailing as Aforesaid.

Resolved, That in Case any Private Vessel of War shall in the Expedition, be damaged by the Enemy while in the Execution of the Commodore's orders, before the Expiration of said term of Twenty five days, such Damage shall be made good by this State to the Owners of such damaged Vessels, provided there shall not be Prizes enough taken by this Fleet, within said Term, for the defraying such damages; or so much of said damages shall be allotted as their proportion such prizes shall fall short of defraying.

Resolved, That no men belonging to either Connecticut, Rhode Island, or New Hampshire Governments, shall be permitted to go in either of the private Vessels of War, that are now Allowed, by these resolves, to proceed to Sea in said Fleet: nor shall any Men in the Service of the United States, or any of them be permitted to go in any of said private Vessels –

Resolved That Copies of these resolves be sent as soon as possible, to the Several New England States, and that the Secretary transmit the same –

In Council Read and Concurred  
Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 218, 223.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Monday April 21st 1777

Whereas the Powder that has been delivered to Capt John Manley for the Use of the Ship *Hancock* by the Commissary General proves in some measure deficient – Ordered that the Commissary General be and hereby is directed to receive the whole, or part of such powder as Capt Manly may deliver him and that the said Commissary Convey and place the same at the Magazine at Waterbury.

1. Mass. Arch., vol. 20, 423, 424.

MASSACHUSETTS COUNCIL TO THE SECRET COMMITTEE OF THE  
CONTINENTAL CONGRESS <sup>1</sup>

[Copy]

State of Massachusetts Bay

Gentlemen,

Council Chamber Boston April 21st 1777

We have just received a Letter from William Bingham Agent for the United States of America in the West Indies dated St Pierre Martinico March 23d 1777 Informing that he had shipped to our Address by the Sloop *Republick*, Allen Hallet Mr Twenty five Cases of Muskets, being part of a large supply of those Articles lately arrived there on account of the United States which will be forwarded to the Continent as opportunities of armed Vessels may offer. We have ordered these twenty five Cases of Muskets to be deliver'd to the Order of the Commander in Chief of the Continental Army in this Department.

In the Name and behalf of the Council I am &c

Jer: Powell Presidt

1. William Heath Papers, vol. 4, MassHS.

MINUTES OF THE SELECTMEN OF BOSTON <sup>1</sup>

Boston Ss:

At a Meeting of the Selectmen April 21, 1777

Present Messrs [John] Scollay, [Thomas] Greenough, Williams, Gustavus Fellows, [John] Preston, [Harbottle] Dorr.

Capt Allen Hallet from Martinique attended & informs that he left that place the 28 March last in the Sloop *Republick*, with 19 Men. that in about 8. or 9 Days. one of his Men was taken with the Small Pox and died, one is now sick and five liable to it & now complaining. – his Cargoe consists of 150 hhds Salt, 1200 Stand of Arms & 13 or 14 thousand pounds weight of Powder – whereupon the following Directions were given – Vizt

Capt Allen Hallet

Boston April 21, 1777

The Sloop *Republick* of which you are Master being arrived in the Harbour from the West Indies with the Small Pox on board. Our directions are that you proceed immediately to Rainsfords Island with your Vessel Marriners & Passengers in order to have your Vessel and everything liable to Infection well smoked and cleansed by Mr Hartley Keeper of the Hospital on said Island.

You are not to permit any Person to leave the Sloop or come on board her without our permission, everything on board that will give infection – Mr Hartley will receive from you into the Warehouse.

You may deliver the naked Arms & the Powder to the Person whom the Board of War may employ to receive them. Our further directions will be given Mr. Hartley –

By Order of the Selectmen

William Cooper Town Clerk

Mr Samuel Hartley

Boston April 21, 1777

The Sloop *Republick* Allen Hallet Master from Martinique having the Small Pox on board is ordered to your Island, you are therefore to take on shore into the Hospital House those that are sick of that Distemper, and those that are liable to the distemper, you are to put into the Well house, you are to take on shore (after smoking them on board) all Goods, Bedding & Clothing liable to Infection & sufficiently air and cleanse them, those Persons that are not liable to take the Small Pox after being sufficiently smoked & cleansed & having a fresh shift of Clothes you may permit to leave the Island – the Vessel you are to smoke and cleanse – and when the Vessel with the goods are sufficiently smoked & cleansed you are to report to us for our further Orders. You may deliver the naked Arms & the Powder to the Order of the Board of War.

By Order of the Selectmen

William Cooper Town Clerk

1. *A Report of the Record Commissioners of the City of Boston containing the Selectmen's Minutes from 1776 through 1786* (Boston, 1894), 34–35. Hereafter cited as *Boston Selectmen*.

WILLIAM WATSON AND EPHRAIM SPOONER TO  
GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Plymouth 21 April 1777

This pr Capt Auldon [Jonathan Alden] <sup>2</sup> is to inform your Honor, of the safe arrival in this port, of the Brigantine *Grogg*, from Ireland, Leden with Beef, Butter, Potatoes, Herrings, & sundry other Articles, Taken by Capt Smedley, of the Brigtn *Defence*, belonging to the State of Connetticutt –

The prize Master, has applyed to us as Continental Agents, for assistance, we have taken every necessary precaution, have put on board the Prize such persons as will infallibly prevent purloining & pilfering, and are getting her in to the wharf where we shall very particularly attend to her, 'till your Honor shall please to give orders conc[e]rning her.

As we have the Honor of acting as Continental Agents in this place, and also, of doing business for your Son the Commissry General this way, we shall be much obligd, if you'll permitt us to transact the business for this prize, – which shall be done with Integrity and with strict regard to the Intrest of your State as well as of all concerned in her –

The prize is very Leaky and some part of her Cargo is perishing. – If it be absolutely necessary, we shall, after applying to the Judge of Admiralty for Leave, Take out such articles as must otherways be lost, and make sale of them – Such as potatoes &c which we presume your Honor will not object to. –

With Tenders of our best services att all times, we beg leave to Subscribe our selves Your Honors [&c.]

William Watson & Eph<sup>m</sup> Spooner

1. Jonathan Trumbull Papers, vol. 6, 83a–83c, ConnSL.

2. Alden, a midshipman on board *Defence*, was prize master of the *Grog*.

JOURNAL OF H.M.S. *Scarborough*, CAPTAIN HENRY MOWAT <sup>1</sup>

April 1777. Cape Codd So 85 Wt distce 44 Leagues  
 Monday 21st At 3 AM made sail. – sounded 140 fathms green mud. –  
 at 8 saw a sail bearing EbN  $\frac{1}{2}$  N 3 Leagues. – made sail  
 & gave Chace. –  
 First Light airs & Hazy, Middle & Latter Fresh Breezes  
 & thick foggy Wr  
 PM sounded 45 fms sand & mud – at  $\frac{1}{2}$  past 1 set steering  
 sails. – sent the Cutters manned & arm'd after a Schooner. –  
 At 5 the boats returned with the *Sally* from St Luice for  
 Salem sent a Midshipman & 5 men on board to carry her  
 to Halifax – hoisted the boats in & made sail. – parted Co  
 with the Schooner. – stretched away to the NWbW after  
 a French Schooner of which we had intelligence. –

1. PRO, Admiralty 51/867.

*New-York Gazette*, MONDAY, APRIL 21, 1777

New-York, April 21.

We are informed that his Majesty's Frigate *Perseus* has taken so many Prizes off the Carolinas, that for want of Hands she was obliged to carry them to the West-Indies.

The following Prizes have been lately carried into Rhode-Island: Sloop *Chance*, from Hispaniola, Molasses, Coffee and Rum; and a new Sloop from New-London to Hispaniola,<sup>1</sup> by the *Juno* Frigate; Schooner *Olive*, from Cape Francois to New-London, with Salt and Molasses, and a Sloop from South-Carolina,<sup>2</sup> by the *Unicorn*; A Sloop and Schooner by the *Amazon*; <sup>3</sup> and a Sloop from South-Carolina by the *Orpheus* <sup>4</sup>

Prizes sent in here since our last by his Majesty's Ships, viz.

A Rebel Privateer Brig called the *Defence*, Capt. Pickering, of 14 Guns, from South-Carolina.

And Schooner *Dolphin*, William Raddon, Master, from Philadelphia, laden with Flour, Tar, Tobacco and Lumber, both by his Majesty's Ship *Roebuck*

A Rebel Privateer Sloop of 10 Guns, called the *Sachem*, Capt. [James] Robinson, from Philadelphia, by the *Perseus*.<sup>5</sup>

The Schooner *Mary*, Capt. Tennet, from Cape Francois, for Philadelphia, with Rum, Sugar and Molasses.

Schooner *Harmony*, Simmons, Master, from Surinham for Philadelphia, with Rum, Sugar and Molasses, both taken the 11th Instant by the *Pearl*

Schooner *Raven* from Philadelphia for Nantucket, by the *Thames*

A Schooner Name Unknown, by the *Camilla*.

The 12th Instant, Capt. Hammond [Andrew Snape Hamond], engaged a Ship of 24 Guns, off Cape Henlopen, from France for Philadelphia, loaded with Gunpowder, &c. and after a few Broadides she blew up, and every Soul on board perished.<sup>6</sup>

Lieut. Douglass was put on board the *Sachem*, and on the 13th he pushed up the Delaware, and burnt a Ship outward bound, called the *Elphinstone*, loaded with Flour and Indigo.

1. *Hero*, James Latham, master, with horses and lumber, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.
2. *Ibid.*, *Happy Couple*, David Lawrence, master, with rice and indigo.
3. *Ibid.*, unnamed sloop, Samuel Beebe, master, from Stonington, Connecticut, with salt, sugar and rum; schooner *Oliver*, John Bulkley, master, from St. Thomas, with sugar and rum.
4. *Ibid.*, *Three Friends*, Benjamin Clisson, master, with rice, indigo and dry goods.
5. *Ibid.*, is noted of the Continental Navy sloop *Sachem*: "from the Congress, Sloop on a Cruise, armed for War."
6. *Morris*, Captain James Anderson.

#### ORDER OF THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT <sup>1</sup>

Continental Navy Board, Philadelphia, April 21, 1777

All Surgeons and Warrant Officers in or near this city, belonging to the Navy of the United States, and not in actual service, are hereby directed to give personal attendance at the Continental Navy-Board, every Monday and Thursday, between the hours of ten and one in the forenoon, to receive the orders of the said Board.

John Nixon, Francis Hopkinson, John Wharton.

1. *Pennsylvania Gazette*, April 23, 1777.

#### PENNSYLVANIA NAVY BOARD TO CAPTAINS JOHN RICE AND ISAAC ROACH <sup>1</sup>

Sir/ [Philadelphia] April 21st 1777.

In consequence of an Application from this Board, The Honorable the Marine Committee of Congress have Order'd down the Brigantine *Andrew Doria* Capt Isaiah Robinson whose Assistance we thought might be necessary in the Service you are directed to.

By the Rules Established by the Honorable the Continental Congress, the Officers of the United States Command all Officers of the like rank belonging to any particular State when employ'd together.

Of course Cap. Robinson will take the Command as soon as he joins you; You are therefore to follow his instructions on every occasion, (except they shou'd be contrary to those we have already given you) and as

the good of the Service requires perfect Unanimity in the Officers, we recommend it to you, to Cultivate a good Correspondance with each Other.

[Endorsed] A Copy of the Above were sent to each Captain.

1. Navy Board Minute Book, vol. 1, Pa. Arch. Rice commanded brigantine *Convention* and Roach schooner *Delaware* of the Pennsylvania Navy.

*Pennsylvania Gazette*, WEDNESDAY, MAY 28, 1777

Charles-Town, April 21.

The Brigantine *Chance*, Captain Peter Johnson, an armed vessel, belonging to this port, from Cape-Francois, with a number of volunteers on board for our first regiment of foot, sailed from the Cape the 1st of March, was taken the second by the *Hound* Sloop of War, and lost a few days after, on an island about ten leagues west of the cape; the vessel, cargo, and all the people, except four, lost. The prisoners had been removed to the Man of War immediately after the capture.

The Schooner *Cannon*, Archibald M'Neill, Master, of this State, bound to Cape-Francois, was on the 16th of March chased ashore at Monte Christi, by the *Boreas* frigate, who sent boats in, that threw out half the cargo, and got the vessel off; the people all escaped to the shore. The same frigate, two days before had chased a New England brig, Capt. Coffin, upon the rocks at the same place, where they burnt her – The British cruisers were so numerous and vigilant at Hispaniola, three weeks ago, that scarce any thing could escape them. Eight Masters of captured vessels, out of thirteen, had been put ashore in the space of one week.

The *Galatea* of 20 guns, and *Nautilus* of 16, lay in Castle-Harbour, Bermuda, the beginning of this month, in a condition not fit to put to sea. The *Galatea's* tender, a schooner of two 4 pounders, lay at the same place. They however made captures, by seizing the island boats, and going off in them as islanders, to the assistance of such unarmed vessels as happen to fall in with the land.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

April 1777                      Charles Town S22.7W 48 Ls  
Monday 21st              1/2 past Merdn Saw 2 Sail to the Wtwd Gave Chace 1  
Sail Stood to the Sowd Fired 3 Shot & brought too the  
Sloop *Francis* from St Eustatius bound to No Carolina  
Thos Baker Master <sup>2</sup>

1. PRO, Admiralty 51/4197.

2. *Francis*, letter of marque, Thomas Baker, master, with salt, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

22 Apr.

*Independent Chronicle*, THURSDAY, JUNE 19, 1777

Halifax, April 22.

Last Friday arrived a Brig laden with dry Goods, &c. bound from



Bourdeaux, in France, for Newbury; was taken by His Majesty's Ship *Grayhound* and sent in here.<sup>1</sup>

The rebel privateer brig, brought in here by the *Milford*, was mentioned in our last, is the same that engaged the *Glasgow* last Summer. She is called the *Cabbot*; fights 16 six pounders on one deck, and had 182 men on board, one Joseph Olney, commander. She sailed from Salem the 23d of March in company with the *Tyrannicide* and *Massachusetts*, two Rebel privateers of much the same force with the *Cabbot*; all three bound on a long cruize to the southward. They had been out but a few Hours when they fell in with the *Milford*, and *courageously* bore down, seemingly with a full intent to engage. – The *Cabbot* was to receive the first broad-side, while the other two were to attack, one on the quarter the other on the bow; but coming near enough to perceive the King's ship was already prepared to receive them, their courage began to fail; and one of the Captains named Fisk insisting (tho' within half Gun shot of the *Milford*) that she was a *line of battle ship* and not a Frigate; the others readily took the hint, and all three instantly hal'd their Wind, and crouded off with all the Sail they could pack. The *Milford* pursued them for two days, and at last run the *Cabbot* ashore near Cape Vison, where said Olney, and his motley crew (including what they call a Captain, two Lieutenants, and a numerous party of Marines) fled into the woods in the greatest hurry and confusion, carrying their small arms and ammunition with them, but could not *spare time* in their fright to set fire to their vessel, which they might very easily have done. Olney himself was the first man in the boat, having *jumped* into her whilst they were hoisting her out.

A party of 20 seamen and about as many marines were detached from the *Milford* as soon as possible in quest of them, but the Rebels having started first, proved too nimble of foot to be overtaken. Marching along shore to the northward of the Cape, they seiz'd upon a light schooner, plundered the adjacent houses for provisions, and set off for N. England, to blaze a broad their heroic exploit. –

Their Vessel, the *Cabbot* sails extremely fast, is exceedingly well fitted for War, and is thought will be taken into the King's Service.

1. *Timoleon*, Joseph Blaid, master, taken April 12, 1777, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777. The brig had an all French crew with an American pilot, N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769–1777.

#### JOSHUA BRACKETT TO WILLIAM WHIPPLE <sup>1</sup>

[Extract]

Dear Sir

Portsmouth April 22d 1777

I received yours P Capt [George] Wentworth, and was pleased to find you was well & in so good Spirits – I am glad to hear that the Accots from France are so Incouraging – the French seem to be in earnest, and will no doubt amply supply us with every kind of military Stores we may want the day before yesterday, we had another french Ship arrived here a good deal larger than the other – <sup>2</sup> she is commanded by one Colo [Thomas] Conway

has on board fifty two Peices Brass Cannon – Tents & C[l]oathing & small Arms enough for about eight thousand men, besides Powder Ball, Flints, Lead &c – there is eighteen or twenty french officers come in this vessel – they are a parcel of fine likely men, most of them near six feet high. – I understand they are agoing to our Army –

Capt Robt Parker, who sailed in the Ship *Portsmo[uth]* sent in Yesterday a Prize Brigg loaded with Beef, pork & Butter – she was bound from Cork to the British Army – he has captured two or three more, but they have not yet arrived he engaged two Ships for about an hour; but as one mounted 16 & the other 14 Guns & hevier Mettal than his, he was obliged to leave them – in the engagemt Robt Tate was killed & another wounded they say that Parker behaved manfully & would have taken the ships by boardg them had he not have weakened himself by sendg so many of his men home in the prizes he had taken –

1. Captain J. G. M. Stone Private Collection, Annapolis.

2. *L'Amphitrite*, one of the ships dispatched by Roderique Hortalez & Co. [Beaumarchais].

#### MASTER'S LOG OF H.M.S. *Diamond* <sup>1</sup>

April 1777

Cape Ann SBW 5 Leagues

Tuesday 22

5 [A.M.] Saw a Sail to Leward gave Chase fired 2 Guns and Brought her to the *Grayhound* Sent her Boat on Board her <sup>2</sup> Saw Several Sail in shore gave Chase Modt & Cloudy wr  
10 Tkd Ship fired a Shot at a Sloop hoisted the Boats out to Chase the Boats Returned the Sloop having Ran aShore

1. PRO, Admiralty 52/1699.

2. Success from Boston with potatoes and corn, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

#### JONATHAN GLOVER TO SAMUEL PHILLIPS SAVAGE <sup>1</sup>

Dear sir

Marblehead April 22 1777

please to Send Me By Capt Ingerson [David Ingersoll] who is to Bring the Stores for the State Vessels – Six dozen of Jibb Racks & two dozen of Large Hoops for the Masts, & Six Water pails as they are Not to be had here, Last Night arrived into this harbour a prize taken By Capt [John] Skimmer She is a Schr Load with fish.<sup>2</sup> If the Board Should Incline to purches Belive they May have it By applying to Capt [John] Bradford.

Should you purches, you May if you please Load one Schr More for Bilbao, out of the fish at Salem their Being Now upwards of 1000 Quint[als] of what I Call very good & Large fit for the Market. Should you agree with Capt Bradford for this Cargo it will Save the freight of the fish from Salem up & the Board Can have a Schr of about Seventy three or four Tons a prime Sailor, Either By apprisement to purches or to take it in on freight as

you Should Chuse. please to give me a Line By the first oppertunity I am with grate Esteem [&c.]

Jon<sup>a</sup> Glover

1. Mass. Arch., vol. 152, 164, Board of War Letters, 1776-1777.

2. Schooner *Hawke*, Daniel Collins, master, from Canso, Nova Scotia, for Barbados, taken by schooner *Lee*, in Continental service, *Independent Chronicle*, Boston, May 8, 1777.

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Honorable sirs

Boston 22d April 1777

This is Accompany'd in the same inclosure with the Account Sales of sundry of the prizes (which came into my hands) attested by the Auctioner, <sup>2</sup> I shall be very happy if it pleases, I am now settling with Mr [Jonathan] Glover the people's Agent, and have submitted my receipt Book to the Gentlemen Commissioned by the honourable Board <sup>3</sup> to let them see the monies I have paid the Captors from the first of my being in Office, it very evidently Appears to these Gentlemen, that the sailors complaints Originated from a different quarter, - I am, in conjunction with the Captains Tucker & Waters looking out for proper ships to make Cruisers in order to accomodate them, but we have not yet heard of any, I have wrote to Mr [John] Langdon on the subject, at Old York is a ship design'd to mount Eighteen six pound Cannon her lower deck is laid & squar'd off, a shipwright from this Town was sent by private Gentlemen to view her, he reports she has a very fine bottom and must sail fast, they cou'd not agree on the price, but if I was to purchase her, we shall only be posses'd of a hull, without any materials, 'its with difficulty we can come at a Coil of spunyarn, the Gentlemen who sent down to york are owners of the *Boston* privateer, which is lately return'd from a Cruise and rendered unfit to go again, they design'd her materials for a new hull, if we shou'd have hemp & Duck get in from france, that ship wou'd be an object worth attention,

The Ship *Mellish* shall have the necessary Alterations made with all expedition, I have wrote to Mr [Leonard] Jarvis that if it can be done there to Set about imediateley if not to send her round, I have not yet receiv'd his answer, The ship *Alfred* belonging to Phila lately sent into Beverly by a Capt [Eleazer] Giles as a prize & like to be clear'd Capt Tucker has seen, he tells me she wou'd make a suitable ship for our purpose, is it not probable the Owners wou'd sell her, the privateers in the harbour have liberty to Sail therefore the ships which I had a prospect of buying rea[dy] fitted by private companys, are not to be come at.

The Brig *Cabbot* is a great loss to the publick, Capt Olney with all his Crew (excepting one man drown'd in Landing) are safe arrived here, the Capt has had a Court of Enquirey on his Conduct, the transactions of which he is going forward with to Phila, theirs a total loss excepting twenty six musketts which are not yet come to hand, the expence has been great in getting the people up from where the Brig was lost, I must not omit mentioning the need we have of an hospital, the expence of keeping sick people at private quarters is great, if a hospital shou'd be order'd I beg

leave to Mention the wort[h]y Doctor [Joseph] Gardner as a proper person to have the direction of it. –

We had an Arrival a few days since from Bourdeaux of a Ship belonging to private persons with a valuable cargo of Linnens Woolens &c <sup>4</sup> and Yesterday we Recd Certain Accounts of the Arrival of a ship at portsmo having fifty pieces Brass Ordnance with a large number Tents Small Arms &c <sup>5</sup> We have Also four victualing Ships sent into the Out ports by privateers Capt Skimmer in the Schooner *Lee* sent into Marblehead a Small schooner with Dry fish mackrell & some Oil from Canso for Barbados. the Wind being Contrary she is not yet got up.

I acquainted the honble Board some time back that I had taken fifty two tuns pigg Iron from the *Alfred* for the purpose of Casting Cannon for the *Raleigh* great part of it proved bad we have cast but Eleven twelve pounds Cannon and they are not yet all prov'd the State have furnished me with fifteen tuns and several Other small quantities we have a prospect of getting a set of Guns for that Ship Speedily this measure I have taken without any particular direction from the honble Board and shall be happy if its approvd off that part of the fifty two tuns taken out of the *Alfred* whch is unfit for the Cannon we are converting into Bar Iron for the use of the ship Building here. I fully intended to forward my Accounts by this post but could not possibly finish them am under a Necessity of deferring it till next post I have the hon to be Genn with all due Respects Yr &c

1. John Bradford Letter Book, vol. 1, LC.

2. Immediately below the salutation Bradford noted "Not Sent" with reference to enclosure.

3. Isaac Smith, Ebenezer Storer and William Philips, named by Congress to settle the much delayed accounts of the prize agents for Washington's fleet.

4. *Dutchess of Mortimer*, Captain Pierre de Campe.

5. *L'Amphitrite*.

#### PETITION OF JOSEPH MARQUAND TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

State of the Massachuset

Boston April 22nd 1777

To the Honourable Council of the State  
aforesaid now sitting at Boston

The petition of Joseph Marquand of Newbury Port, humbly sheweth, that your memorialist with Thomas Jones & John Stickney, all of said Newbury Port in the County essex Merchants, have at their own expence fitted out, arm'd and equipt the Schooner *Washington* Burthen about Fifty Tons wherof Joseph Stockman is Commander, Thomas Clough first Lieutenant & Joseph Wadley Master, as a private Vessell of War to Cruize against the Enemies of the united States of America, with six Carriage Guns (two & three pounder's) Twelve swivels Twenty small arms, three hundred weight Powder & Ball answerable, Twenty Barrells Beef & Pork thirty Cask Bread &c. with Thirty Men, therefore your memorialist pray your Honours would Commissionate the said Schooner *Washington* for the purpose aforesaid, & as in duty Bound will ever pray

Joseph Marquand

[Endorsed] In Council April 22d 1777 Read & Ordered that the Prayer

of the Petition be granted & that a Comission be issued out to Joseph Stockman as Comander of the within mentioned Schooner called the *Washington* – he complying with the Resolves of Congress –

1. Mass. Arch., vol. 166, 361.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 22d Apl 1777 –

Information being given that the *Milford* Frigate is in the Bay Cpts Manly [John Manley] & McNeil [Hector McNeill] <sup>2</sup> were directed to attend the Board & desir'd to proceed in Quest of her & the Board would supply them with every thing they yet wanted as far as was in their Power

Order'd That Colo [Edward] Crafts deliver Capt McNeil as many Cannister Shott as he may want taking his Receipt for them –

1. Mass. Arch., vol. 148, 275, 278–79.

2. Commanders, respectively, of the Continental Navy frigates *Hancock* and *Boston*.

#### MINUTES OF THE SELECTMEN OF BOSTON <sup>1</sup>

Boston Ss: At a Meeting of the Selectmen April 22d 1777.  
Present Messrs [John] Scollay, [Samuel] Austin.

Mr Samuel Hartley

Boston April 22d 1777

You have Reported to the Selectmen that you have taken on shore at Rainsfords Island from on board the Sloop *Republick* Allen Hallet Master which was ordered to your Island by us on account of the Small Pox, all the Goods, Clothing &c liable to Infection, & that you have sufficiently smoked & cleansed the Vessel so that she may come up to Town without danger to the Inhabitants you are ordered to permit her to leave the Island first taking on shore the Sick and those liable to Infection of whom you must take good care and Report to us.

John Scollay      Sam. Austin  
Selectmen of Boston

1. *Boston Selectmen*, 35, 36.

#### MASSACHUSETTS COUNCIL TO CAPTAIN SIR GEORGE COLLIER, R.N. <sup>1</sup>

Sir

Boston April 22th 1777

By the Account settled With Mr Commissary Spry there appears to be a Ballance of thirteen Prisoners Due to you – And by Accounts settled between Sr Peter Parker & Capt Ayers [John Ayres] at Rhode Island there is a Ballance Due to us of fifty four – since which there has been sent to Rhode Island the Offic[e]rs & Crew belonging to the *Milfords* Tender in number about fifty, for which there has been no Return – And by a writing, now Deliverd Capt Glover, under the hand of Capt Jones & thirty three others, it will appear that they have been Discharged, & have Actually Sailed for Ireland in a Vessell they have been permitted to buy for that purpose on

Promise that they use their utmost Endeavours to Cause the Release of an Equall number of American prisoners now in Your hands – And we now send you by this Cartell Twenty prisoners besides a Negro Woman and Six Children which will Leave a Ballance Due to us of one hundred & forty five Prisoners – over & above these we some time since Permitted Capt John McDonnell to purchase a Vessell at Plymoth from whence he sailed with about sixty prisoners for Ireland, – All these things Considered, we may not Doubt but that you will Immediately Release Such of our Country men as are now in Your Custody, or at Least an equall number with those now sent together with those Discharged as aforesaid

This will be handed you by Capt Jno Glover who is Properly authorised to Negotiate the Exchange of prisoners at Halifax, with whom we have no Doubt, but you will order your Commissary to Negotiate this affair –

Since the foregoing have heard that Doctr Parker Clark a Physician belonging to Newbury port in this State is Confined at Hallifax a prisoner, we now send by this Cartell Doctr Madden of Equal Rank with the said Parker, who has been a prisoner here for some time past, and presume the said Parker Clark will be Exchanged for him & return'd in this Cartell

I. Mass. Arch., vol. 166, 358.

#### MASSACHUSETTS COUNCIL TO CAPTAIN JOHN GLOVER <sup>1</sup>

sir

Boston April 22 1777

You are hereby Directed to take Charge of the Sloop [blank] <sup>2</sup> a Cartell fitted out by this State, & with the said sloop proceed Im[me]diately to Halifax, & there Deliver such prisoners as You C[ar]ry Down there, to Sr Geo Col[li]er or some Person appointed by him as Commissary, with whom You are Athorised to Negotiate the Exchange, And You are Directed if posable to procure the Releasment of as many American prisoners, as You Cary Down British and Also for those Discharged here, & permitted to Depart this State with Capt [John] Jones agreeable to their Written Request, now Deliverd You – and Also for the Crew of the *Milfords* Tender & others sent at the same time from the State of New hampshire to Rhode Island, in Number about fifty, and for about sixty others Discharged from Plymoth, & permitt[ed] to Go to Ireland under the Care of Capt Jno McDonnell

For these You are Directed to take in Exchange if possible Capts [William] Burk[e] [Simeon] Sampson, [Walter] Hatch & Parsons, with as many of their officrs & seamen as You Can Procure, or any others belonging to the United states & this State in particular, as may be offerd You. –

You will observe & follow as near as may be the Instructions Given You by the Councill of this State, And in all Respects Conduct Your self prudently, using the Greatest Economy & Dispatch

[Instructions]

Instructions for Capt Jno Glover, Appointed to Negotiate the Exchange of Prisoners at Halifax. –

- 1st      You are to hoist a White Flag at the masthead of the Sloop [blank] & to Continue it abroad night [&] Day untill you Return to this Place –
- 2dly     You are to be particularly Carefull that no Cannon, Musket, Pistoll or Fire Arm of any kind, be Recived onboard the ves[sel] whilst she is Considered as a Cartell, a Violation of this Order may posably Accation the Detention of the sloop, and furnish a pretence of Doing an Act of violence under the Assertion that the vessell is fitted for War –
- 3[d]ly   All prisoners are to be Victualled at two thirds Allowance
- 4thly    A Quiet peacable Demeanour towards the prisoners is Particularly Recomendend and to Avoid all Dessentions on board, you are Directed not to make the present unhappy Disputes the subject of your Conversation with them.
5.       It will be Dificult on many Accounts to Lay Down the Exact mode you are to follow in the Exchange, That must be left to your Own Judgement, Observing this that the prisoners are to be Exchanged for a Like Number of Persons belonging to the New England States giving the preference, however to those of this State if to be had, if not to any other of the American States, who are prisoners under the Directions of Sr Geo Collyer.
- 6thly    You are to make all the Dispatch, that the Nature of the Service will permitt in Returning to this port, with those subjects of the united States of America, whom you may Receive in Exchange, & have a Writen Certificate from the Commissary or other officer appointed to Conduct the Exchange of prisoners
- 7thly    On Your Aryvall at Halifax you are forthwith to Apply to Sr Geo Colyer or other proper offic[e]r & Deliver the Letter, herewith Deliverd you Directed to him and Exhibit a Copsy of Your Instructions, and Also a list of your Prisoners to the End they may be Exchanged as above.

1. Mass. Arch., vol. 166, 355, 357–357a.

2. *Two Pollys*.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

[New London] Tuesday 22d April [1777].

Cap Wm Coit, late of the ship *O. Cromwell*, apply'd &c., complaining of hard treatment, in being dismiss'd from said ship &c., and moves also to have a committee appointed to assist in examining the accounts of his officers &c. &c. And thereupon appointed Cap. Jno Deshon, Ebr Ledyard, Esq., and Cap. Jos. Hurlbut, a committee to examine and adjust the accounts of Wm. Coit, late captain, and officers of the ship *Oliver Cromwell* against said ship. The wages of the officers, seamen and marines, to be settled agreeable to contract with said officers &c. at their engaging in the service. And Mr. Nathl Shaw, as agent for this State, is directed to attend said

gentlemen on said examination, and appear and act for and in behalf of this State in the business aforesaid. *Copy given Cap. Coit.*

1. Hoadly, ed., *Connecticut State Records*, I, 212.

*Pennsylvania Packet*, TUESDAY, APRIL 29, 1777

State of New Jersey ss. To all whom it may concern.

Notice is hereby given, That a Court of Admiralty will be held at Haddonfield in the county of Gloucester, on Wednesday the 21st day of May next, at ten o'clock in the forenoon of the same day, (or as soon after as the said Court shall direct) then and there to try the truth of the facts alledged in the Bill of Thomas Seabrook, Esq; (who as well, &c.) against the brigantine called the *Raby* [*Roby*], &c. burthen about sixty tons, lately in the possession and under the command of Captain Elphinston.<sup>1</sup> To the end and intent, that the owner or owners of the said ship, her cargo, &c. or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned <sup>2</sup> according to the prayer of the said Bill. April 22, 1777.

By order of the Judge,  
W. Livingston, Jun. Register.

1. For capture of *Roby*, see *Journal of H. M. S. Perseus*, November 12, 1776, Volume 7, 120.

2. Libels for trial at Haddonfield the same day were filed by John Monro against the schooner *Popeshead*, and by Richard Somers, against the brigantine *Defiance*, *Pennsylvania Packet*, April 29, 1777.

NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE  
PENNSYLVANIA NAVY BOARD <sup>1</sup>

Gentlemen, Navy Board [Philadelphia] April 22, 1777

We shall be much Obligated to you to lend us seventy, two pounds shott for the bearer, Capt [Thomas] Albertson, who is in every other respect now ready for Sea.<sup>2</sup> Be assured We shall take Care to replace them as soon as possible. We remain [&c.]

John Nixon      John Wharton.

1. *Pennsylvania Archives*, 1st series, V, 319.

2. Albertson commanded the Continental Navy schooner *Mosquito*.

*Maryland Journal*, TUESDAY, APRIL 22, 1777

Baltimore, April 22.

A Brigantine from Ireland for the West-Indies, laden with Salt Provisions, &c. taken by a Letter of Marque belonging to a Northern State, was lately carried into Charlestown, South-Carolina.

The Brig *Active*, belonging to Newbury Port, and bound to Bilboa, is taken and carried into Plymouth in England, by the *Thetis* Man of War. An American Privateer of 10 Guns, Francis Brown, Commander, is also taken and carried into the same Port.

The London Papers as late as January 23, mention . . . That the French Court, notwithstanding the spirited Memorial of Lord Weymouth, demand-



ing the Restitution of an English Ship, (taken by the armed Vessel which carried Dr. Franklin to France) have permitted the Ship and Cargo to be publicly sold at Nantz – That an Express had arrived from Spain with an Account of the sailing of a second strong Squadron from Cadiz – That in Consequence of fresh Advices of the Designs of France and Spain, the greatest Warlike Preparations were making in England, and that the Press for Seamen had become hotter than ever on the River Thames, &c. – That four American Privateers, were in January last, lying in the Harbour of Bourdeaux – That Portsmouth Rope-house was supposed to be set on Fire designedly, and 1000 l. Reward is offered by Government for the Discovery of the Offenders – That the Inhabitants of Bristol have congratulated their King on the Success of his Arms against the Americans – That a Number of Ships, Houses, and Stores in that City had been wilfully set on Fire, and great Damage done – That three Troops of Guards had arrived there to guard the City against Incendiaries – That Mr. Ebenezer Platt, a Planter from Georgia, has been committed to Newgate, for High Treason, being accused of having made free with the King's Stores at Savannah, and of Supplying his Enemies with Ammunition – That Instructions are sent to Lord Stormont at the Court of Versailles to demand the Delivery of Dr. Franklin, in order to be sent to England, and in case of a Refusal, that his Lordship has Orders to return Home immediately.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.<sup>1</sup>

April 1777 – Cape Henry NW $\frac{1}{2}$ N 6 or 7 Miles.  
 Tuesday 22d At 7 AM saw a Ship coming in, hove Short, at 9 upon her discovering the *Phoenix* She Tack'd and stood to the So wd, Weigh'd Came to Sail and gave Chace at Noon the Chace SSEt In heaving up carried away an Arm of the Best Bower Anchor Unbent the Cable.  
 First and Middle parts fresh gales and foggy, latter Modt and Foggy  
 at 2 the Chace<sup>2</sup> finding we came up, she Bore away  $\frac{1}{2}$  past she run onshore all standing. Tack'd Ship and bore away for Cape Henry at 5 Anchored in Lynn Haven Bay in 6 $\frac{1}{2}$  fm with the Small Bower

1. PRO, Admiralty 51/694.

2. Ship *Esther*, from Dartmouth, with sugar and rum, Howe's Prize List, May 22, 1777; *London Gazette*, July 8 to July 12, 1777.

23 Apr.

CAPTAIN JOHN MANLEY TO CAPTAIN JOHN PAUL JONES<sup>1</sup>

Sir – Boston April 23d 1777

You are desired to attend a Court Martial on board the Ship *Hancock* in Congress Road on George Torrey an Acting Masters Mate belonging to the Ship *Alfred* by the desire of Captain Hinman Commander of sd Ship

for striking the Master of sd Ship & making Use of much abusive Language to the sd Hinman. The Court to be held on the morrow afternoon 4 oClock  
John Manley

1. Papers of John Paul Jones, 6568, 6569, LC.

CAPTAIN JOHN MANLEY TO MAJOR GENERAL WILLIAM HEATH <sup>1</sup>

Sir –

Boston April 23d 1777 –

A Son to Colo Jedediah Prebble of Casco Bay has applyed to me for a birth in my Ship, he having followed the Sea for some Years past I would consent to give him a Birth if he could get clear from the Army, his Father has apply'd to me in behalf of his Son & desired that I would write you, praying that your Honor would discharge him as he can greatly better himself & is very desirous of going into the Sea Service, he belongs to Colo [John] Pattersons Regement, I should esteem it a great favour if your Honor would give him a discharge from the Army provided he pay back the Bounty he has received – I am your Honors [&c.]

John Manley

1. William Heath Papers, vol. 4, MassHS.

JAMES WARREN TO JOHN ADAMS <sup>1</sup>

[Extract]

Boston, April 23d, 1777

We had last Sunday a prize brought into Plymouth. She was bound to Antigua with a load of beef and butter, and last evening I heard of the arrival of another at Cape Ann, with 2000 bbs. beef and pork.<sup>2</sup> I suppose she was bound to York. The amazing damage we should have done them, as well as the advantages derived to ourselves, make me execrate the policy of stopping our privateers. I always opposed it. We have now got a resolve passed to let them loose on conditions they will cruise with Manly under his command twenty-five days. Perhaps we shall make a fleet of ten or twelve sail of them soon and some of them 20 Gun Ships. We hope by this to sweep one of their fleets, and to do great execution. We have for encouragement engaged an indemnification for losses which prizes are not sufficient for. I can easily conceive we might have had a fine fleet of our own by this time. Our frigates in concert might have taken several of theirs, that have for the most part cruised single. Your ships are however in harbour here, but it is said have consented to sail together. Last evening the Board of War received an express from Cape Ann, that the *Milford* and a tender were yesterday nigh there and took a Schooner. They are endeavouring to get out Manly and McNeal to take her.

. . . This is to go by Capt. Ayres, who informed me yesterday of his design to set out this morning. I dont know his business but I suppose to apply for some appointment in the Navy. I have not much acquaintance with him. He seems to be an active smart man, has been long at sea, and

as he has commanded one of your Schooners with reputation, I could wish he might succeed. . . .

I have this moment an account of an arrival at Portsmouth of great consequence.<sup>3</sup> The particulars of the cargo as they come to us are as below. There came in her a Coll. and a number of officers of the Train to the number of twenty-four.

58 Brass Cannon and Carriages.

Tents for 10,000 men.

Cloathing for 12,000 men.

Stands of Arms 5,700.

Powder about 10 Tons.

Great Numbers Blankets.

Lead and Ball, uncertain how much.

3 mo[nths] passage arrived last Sunday

1. *Warren-Adams Letters*, I, 316-18.

2. *Snow Swift*, taken by Captain Samuel Smedley in the Connecticut Navy brig *Defence*.

3. *L'Amphitrite*.

#### ORDER OF THE MASSACHUSETTS COUNCIL<sup>1</sup>

State of Masstts Bay

In Council [Boston] April 23. 1777.

Whereas an Act passed the 27th March AD 1777 for securing and making Provision for the support of Prisoners who may be taken by any American Armed Vessel and brought or sent into any port of this State, and it is Necessary that some suitable Person should have the Command of sd Guard Vessel with a sufficient Number of Men to take care she is, from Time to Time, properly Moor'd, and that her Stores with such Prisoners as may be put on board the said Vessel are kept secured. And Whereas the aforesaid Act has impowered the Council from time to time to appoint as there may be occasion, such suitable Person for a Commissary to take care of and provide such Victuals and other Necessaries for the Prisoners confined on board such prison Ship or other Vessel or on any Island, as the Council may Order and direct, and the Council as aforesaid are thereby further impowered to cause such Vessel or Vessels to be procured as may be proper to answer the purpose designed by this Act, and to draw on the Treasurer of this State for such sums from time to time as will be sufficient to have this Act carried into execution, and to make all other Necessary regulations for guarding such prisoners and for carrying this Act in all its parts effectually into Execution –

Therefore Ordered that the Brigantine *Rising Empire* belonging to this State be improved for this purpose and that Ezra Weston – be and hereby is appointed Master of the same for the purpose beforementioned and that three other persons be employed by him in assisting in taking care of said Guard Ship and that the Captain be allowed the sum of Six pounds P Month and the Men Two pounds Ten shillings P Month as Wages, The Captain to be allowed three Rations and the Men one ration each, the allowance for rations to be the same as is allowed the Continental Navy.

And that Robert Peirpont, be and hereby is appointed Commissary of Prisoners to take care of and provide Victuals and other Necessaries for them while confined on board such prison Ships –

Read & Accepted Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 166, 363–64.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 23 Apl 1777

Voted That Capt [John] Bradford be supplyd with a sufficient Number of Cannon for the Ship *Raleigh* at portsmo at the Current price of Cannon –

Order'd That the Comee of Sequestration be desir'd to deliver Capt John Manly five yards of Gold Lace, he paying for the same –

pm

Order'd The Comee of Sequestration deliver Capt H McNeil five yards & half Gold Lace – he paying for the same –

1. Mass. Arch., vol. 148, 279, 280, 281.

#### JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

[New London] Wednesday 23d [April, 1777].

Mr. David Bushnell, with Col. Worthington, apply'd and exhibited a specimen of a new invention for annoying ships &c. &c., and on motion &c. voted him an order on officers, agents, commissarys, to afford him assistance of men, boats, powder, lead &c. as he shall call &c. &c. *Delivered him at large.*

1. Hoadly, ed., *Connecticut State Records*, I, 212–13.

#### VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 28

*Eagle* Off New York

Sir –

April 23d 1777

By this Conveyance you will receive the Duplicates of my last Dispatches of the 20th and 22d of February, 31st of March and 8th of this Month sent in the *Despencer* Packet, which sailed the 11th Instant.

I have since been advised of the Return of the *Roebuck*, *Perseus*, *Camilla* and *Pearl* off the Delaware the 6th of this Month.

Captain Hamond arrived at Antigua the 27th of January; But was not able with the utmost Diligence and every possible Countenance and Assistance from Vice Admiral Young, to get the Ships ready again for the Sea before the 16th of March.

His Delay in that Respect, proceeded from the Sickness which prevailed amongst the different Ships Companies; The inadequate Number of Artificers belonging to the Yard; And the Inconveniences peculiar to English Harbour as a fitting Port, where neither Water nor Wood are to be procured.

I very unexpectedly find that Vice Admiral Young has been pleased to make several Removals of the Captains in those Ships, consequent of the Death of the late Captain Wilkinson; And to appoint (as of his Department) to the Vacancies occasioned by the Loss of that gallant Officer. A

similar Nomination has also been made in place of the deceased Purser of the *Falcon*.

I have not been favored by the Vice Admiral with any Signification of his Motives for those (as I conceive) unprecedented Infringements of the Powers and Rights by the Lords Commissioners of the Admiralty granted to Commanders in Chief respectively, for the special Encouragement of the Officers serving under them. But deeming the Appointments to be unwarrantable and invalid, I have given Orders for superseding them; And for the Officer commanding the *Falcon*, with the Acting Purser upon the Arrival of the Sloop (not refitted in time to accompany the *Roebuck*) to be provided with a passage back to the *Portland* the first suitable Opportunity.

Flattering myself that my Conduct has been perfectly regular in this Case, I presume to hope for their Lordships fullest Countenance of my Proceedings.

As One or more Vessels of a Construction to draw but little Water and be at the same time capable of carrying heavy Cannon, are wanted for the proposed Operations of the ensuing Campaign, it has been necessary to order the *Grand Dutchess of Russia* Transport to be taken for that purpose. The Ship being one hundred and twenty feet Keel and thirty-six feet Beam, will be reduced and fitted for carrying Three six-pounders on each Side upon the Quarter Deck, and Seven twenty-four pounders in the same manner on the Main Deck; Which she promises to be capable of supporting with Facility. She will have two spare ports in Addition for moving so many more Guns over to either Side occasionally. It is proposed that she should be manned with One hundred and twenty Seamen and Thirty Marines, Officers included; And have two Sea-Officers in the Character of Lieutenants, which are requisite from the Nature of her intended Appointment.

The late Agent, Lieutenant [John] Henry, who has distinguished himself in a very particular Manner on various Occasions during the Progress of this unhappy War, is nominated to command this Ship, called the *Vigilant*. And if their Lordships shall think fit to order her to be received in the Class of Sloops on the Establishment of the Navy, I am by every Obligation of Duty bound to recommend Lieutenant Henry to their favorable Notice for being confirmed in that Appointment. Mr Thomas Goldsbury and Mr Charles Cotton officiate as Lieutenants.

The *Tartar* sailed the 15th Instant with the Officers and Recruits, who being prevented from effecting their passage up the St Laurence toward[ds] the Close of the last Year, had been directed to th[is] Port. She is to take from Halifax the *Nottingham* Army Store-Ship, with such other Ships as winter[red] there and were also destined for Quebec. Captain Ommanney is charged with the Letter for Captain Pearson, and is to be himself governed by the Orders, the Copies of which are herewith enclosed. By the same Convoy, Fourteen Transports have been sent to receive a Supply of[f] Forage ordered to be prepared in the Bay of Fundy for the Service of this Army.

Sir Charles Douglas appearing to lay some Stress in his different Letters on the Observation that he had not received Instructions for his Conduct

in the Direction of the Naval Services he had in Charge, during his late Command in the *St Laurence*; I am obliged to submit, that the Services on that Occasion being eventual, no special Instructions could have been given with Propriety at this Distance: Unless in regard to any additional Aid he might need, if his Force was insufficient for the purpose of his Appointment; Or for the suitable Employment of the Ships exceeding the Number that was requisite, in case any of the Frigates then in the *St Laurence* could be spared for other Services. On this Principle, I humbly contend that his General Instructions of the 13th of June last, were competent to his Circumstances.

Captain [James] Hawker finding the *Mermaid's* Bowsprit to be sprung the 14th of January, whilst upon his Station off the Nantucket Shoals, appears to have been by that Accident and the State of the Weather subsequent thereto, compelled to bear up for Antigua. He arrived there the 19th of the following Month; And on the 16th of March sailed for this Port, under Orders from Vice Admiral Young to convoy the *Unity* Ordnance Transport and several others with Cloathing and other Necessaries for the Army; Being the missing part of the *Thames's* Convoy which had steered for Antigua, the *Euphrates* excepted. They all arrived here last Week.

The General determining upon an Attempt to destroy a very considerable Magazine said to be formed by the Rebels in the Province of Connecticut, several Regiments were embarked in twelve Transports the 21st Instant to be landed on the Coast of that Province, as Governor [William] Tryon, who commands the Detachment, should require.

I have committed the Conduct of the Naval Department to Captain [Henry] Duncan of the *Eagle*. He is embarked in the *Senegal*, and has the *Swan* al[so] under his Command: Those Sloops being deemed of sufficient Force, and most proper for the intended Operation.

A Diversion was thought fit to be made at the same time, up the North River. Twelve Transports in which a small Corps of Troops are embarked, attended by the *Ambuscade*, *Mermaid*, *Daphne*, *Rose* and *Dependance* Galley, have been appointed for that Service.

The two Detachments sailed to proceed according to their respective Destinations yesterday.

I am, with great Consideration, Sir [&c.]

Howe

[Endorsed] Recd 5 June Answd the 7 June

1. PRO, Admiralty 1/487.

#### JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Philadelphia] Wednesday, April 23, 1777

*Resolved*, That the sum of six hundred and eighty dollars be paid to the captain, officers and privates, of the brigantine *Andrew Doria*, the same being in full of the bounty granted for ten carriage guns mounted, and sixty men, on board of the armed sloop *Racehorse*, at the time of her capture by

the said brigantine *Andrew Doria*, as certified by the register of the court of admiralty for the state of Pennsylvania.

1. Ford, ed., *JCC*, VII, 292, 295.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ELISHA HINMAN <sup>1</sup>

Sir

[Philadelphia] April 23d 1777

We expect by the time that these Orders will get to your hands, the Ship *Alfred* under your Command will be compleatly fitted and manned, You are therefore to proceed with said ship immediately to sea, and there Cruize in such Latitudes as will be most likely to fall in with, and intercept the enemies Transport Vessels coming to reinforce or supply their Army at New York, and you are to use your true endeavours to take burn, sink or destroy as many of the enemies Vessels of every kind, as it may be your good fortune to fall in with

The Prizes you may be lucky enough to take you will send into such Ports of the United states as you shall think will be the safest and most Convenient. It is our desire that you shall return to Boston or some safe port contiguous thereto by the 20th of June or first day of July next, You will therefore regulate your Cruize so as to be [in] port by that time when we will have fresh Orders for you Lodged with John Bradford Esqr at Boston to whom you are to apply or send for the same immediately after your Arrival – these Instructions will demand immediate execution therefore you will hold your ship in readiness and keep your Crew together for that purpose. It is expected from every Commander in our Navy that he use his officers and people well still preserving strict discipline and decorum – that Prisoners be treated with humanity and that great care be taken of the ships their materials and stores, all which we desire you will carefully observe and advise us of your proceedings by every opportunity. We expect your most dilligent exertions will be used to execute these orders with All possible dispatch and in the best manner for the service of your Country. Wishing you health and success we remain Sir [&c.]

1. Marine Committee Letter Book, 70–71, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PECK RATHBUN <sup>1</sup>

In Marine Committee

Sir/

Philadelphia April 23. 1777 –

As we have appointed you to the Command of the Sloop *Providence* of War, now at Providence in the State of Rhode Island, we expect your good conduct in this Station will be equal to the trust reposed in you, and that by a dilligent attention to your duty, every thing possible will be done for the benefit of your Country, which will recommend you to the esteem and future favours of this Committee. –

We now think proper to give you the following instructions which you are to Obey. –

You are to loose no time in proceeding to join your Vessel at Rhode

Island, where you must exert yourself to have her fitted and Manned immediately – When ready for the Sea, you are to proceed on a Cruize in such Lattitudes as will be most likely to fall in with, and intercept the Enemies Transport vessels coming to reinforce or Supply their Army at New York; and you are to use your true endeavour to take, Burn, Sink, or destroy as many of the Enemies vessels of every kind as it may be your good fortune to fall in with. –

The Prizes you may be lucky enough to take you will send into Such Ports of the United States as you Shall think will be Safest and most convenient. –

You are to continue this Cruize for two Months when you are to put into the most convenient Safe Port and apply to the Continental Agent there, with whom it is probable we will lodge fresh instructions for you – but should that not be the case – you are to victual your Sloop for an other Cruize of the Same Space as the Present, and immediately proceed to Sea again taking these Instructions for your plan and conforming to them Strictly. When your provisions are expended return again into Some Safe port in these States – advise us of your arrival and we will give you fresh orders.

You will loose no Opportunity to give us an Account of your proceedings and we depend much on your Vigilance and care in executing these orders –

It is expected from every Commander in our Navy that he use his Officers and People well, Still preserving Strict discipline and decorum, that prisoners be treated with humanity, and that great care be taken of the Ships their materials and Stores, all which we desire you will carefully observe –

Wishing you health and Success we remain Sir [&c.]

John Hancock	W <sup>m</sup> Whipple
Rob <sup>t</sup> Morris	Oliver Wolcott
Richard Henry Lee	Tho <sup>s</sup> Burke
Nathan Brownson	William Ellery

P:S: Inclosed you have signals whereby to Know American Vessls of War –

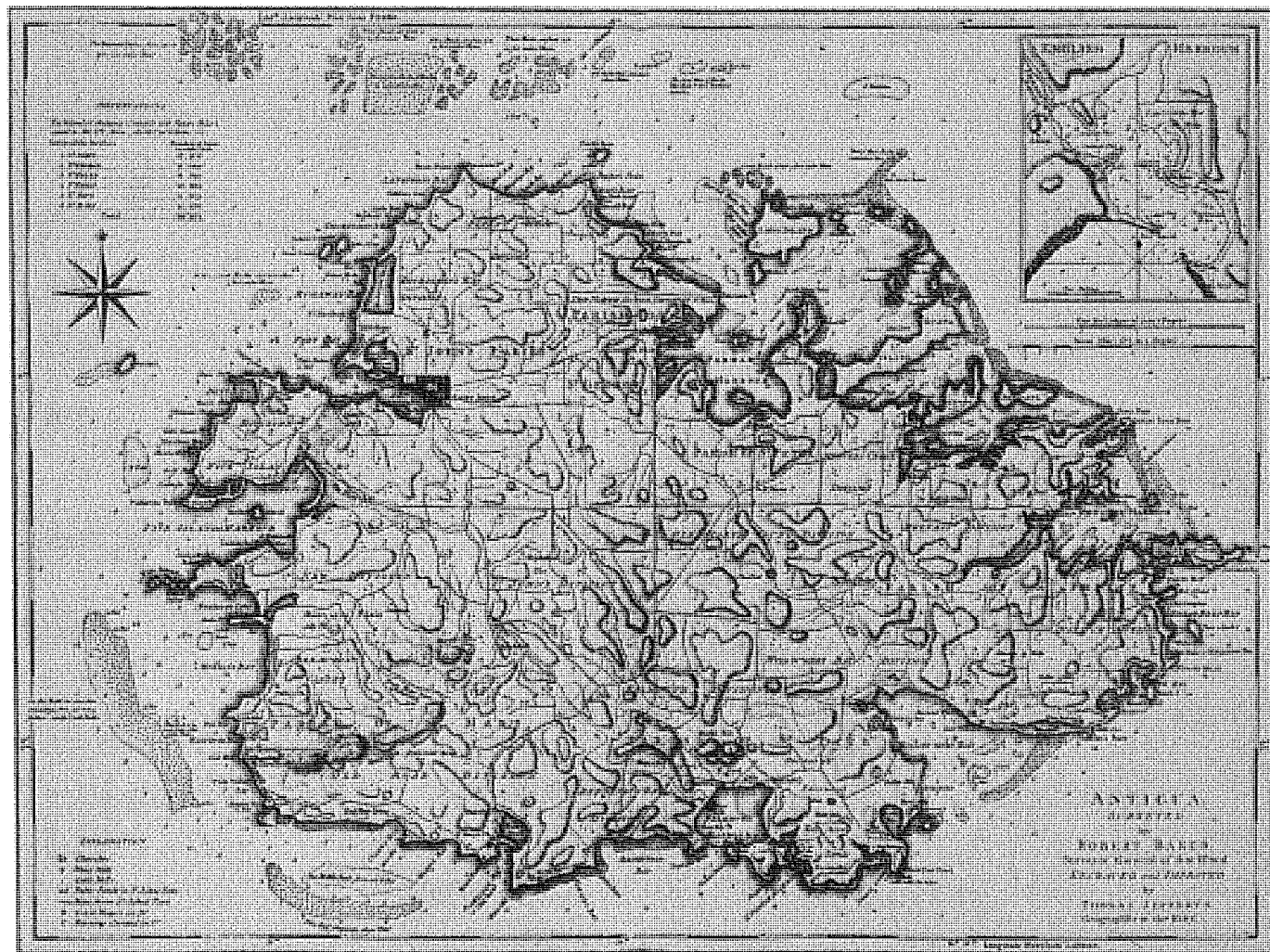
1. Miriam Lutchter Stark Library, UTL. A copy without signatures and the postscript is in the Marine Committee Letter Book, 71–72, NA.

*Pennsylvania Journal*, WEDNESDAY, APRIL 23, 1777

Philadelphia [April 23].

A paragraph in a letter from Statia, of the 30th ult. mentions: “There is nothing talked of in Antigua, but privateering, as they call it, but in my opinion, it ought to be called pirating. The Admiral considered it in that light, and has taken some of their prizes from them, and laid hold of the pirates themselves, the fate of them is now depending in Antigua. – The Admiral has been arrested, and vengeance denounced against him, at St. John’s, for spoiling the sport; for they had by that time sent out a number of little boats to pick up your defenceless, vessels, with provisions, which would have been valuable prizes to them. But this *touch* from the Admiral; and





the Court obliging the owners to give security, to refund the *whole*, in case the King of England disapproved of the proceedings, struck such a damp on the pirates, for want of the prize money in hand, that they are very sick of the lay.

"The Admiral, on, being arrested, gave security, and immediately dispatched a ship to London, since which all the ships that came from America to refit, have pressed all hands at Antigua and St. Kitts, out of the merchantmen, and kept all the pirates; so that the *Pearl* &c. return well manned to your coast; but the Londoners will go home with few hands. The people at the Grenades, Dominica, Montserrat, Nevis, St. Christophers, Anguilla, and Tortola, have followed the detestable example of the Antigonians; but I have heard little of their successes, the two last places excepted, and of late *they* have done much mischief. The Governor of Anguilla's little passage boat, Bermudian built, lays ready, and a number of whites, mulattoes, and negroes, go on board, each with a musket; when they see any vessel off, that will answer their purpose, this vessel sails fast, and not more than two or three men are seen on deck at a time, until they are along side, and then board her. In this manner they took a sloop belonging to your port, and another from North Carolina three days ago, on one cruise.

"The Tortolians have many pirates out, and have been very successful; 19 prizes are sent in there, some of which are valuable; the two last are from South-Carolina, with guns and men, yet taken by a boat and ten men, any of which might have re-taken the prizes and pirates, after they were on board the boat. On the whole, whatever may be the consequence of this very extraordinary conduct of the *Islanders* in general, I may with great truth charge it all to the reprisals owners, viz. Messrs. Joseph and Samuel Brown, Addison and Willock, Montgomery and Campbell Brown, Scot, Dover and Bell, Bertus Entwistle & two other houses."

A letter from St. Eustatius, of the 5th inst (April) mentions that "the privateer *Rattle Snake*, in company with Capt. Ord and others, have taken and sent into that place two ships from Cork, and six or seven sail from the same port into Martinico; also some ships from Africa with slaves."<sup>1</sup>

The enemy's ships still continue in our bay [Delaware], where they have taken and burnt several vessels bound in. – The enemy make it a general practice to burn all the vessels, that they take, belonging to this Continent.

1. Pennsylvania privateer schooners *Rattlesnake*, David McCulloch, and *Security*, John Ord, Jr.

#### JOURNAL OF THE VIRGINIA NAVY BOARD<sup>1</sup>

[Williamsburg] Wednesday, April 23d 1777.

Ordered that the Keeper of the Publick Store, deliver to Captain Wright Westcott, Eighteen Bolts of Duck, Number one, eleven Bolts of Ditto Number five, and eleven Bolts of light Ditto, such as Captain Westcott may chuse for the use of the *Dragon* Galley building on Chickahominy – Also three Dozen Sail Sewing Needles, one dozen bolt rope Ditto, one dozen palm Irons, and forty five pounds of twine.

Ordered, that Mr William Holt deliver to Mr John Herbert two thousand pounds of Bacon, one thousand pounds of bread, one thousand pounds of Flour, four barrels of Pork, and one hogshead of Whiskey, for the use of the Ship Yard on Chickahominy.

1. Navy Board Journal, 210, VSL.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.<sup>1</sup>

April 1777 –

At Single Anchor Cape Henry SEbE 6 or 7 Miles

Wednesday 23d: At 8 [A. M.] saw a Schooner, fired several Shot at her, hoisted our Boats out and gave Chace, at ½ pt Came on a thick fogg, lost sight of the Chace, made the Signal for the Boats to return; let go the Sheet Anchor and hove it up for a Best Bower, at ½ pt 11 sent our Boats in Chace of a Sloop –  
Modt and thick foggy Wr  
at 8 PM Fired a Gun a Signal for the Boats to return at 9 the[y] return'd having destroyed a Sloop from Dartmouth, in Ballast and taken 5 Prisoners from onbd her<sup>2</sup>

1. PRO, Admiralty 51/694.

2. Sloop *Betsy*, George Shockley, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

JOHN FITZPATRICK TO JOHN STEPHENSON<sup>1</sup>

Dear Sir

Manchac [Louisiana] 23 April 1777

Last Night between Nine & ten OClock a friend of mine on the otherside the water, sent me word, that the Spainards of N Orleans had seized on all the English Vessells, at or about that place, that all the English Merchants there had orders to quit the place in 15 days – as for the Vessells being taken and the English Gentlemen ordered out of town is true, what the reason is for so doing can't say without we have a War with Spain, if so I make no doubt you have better information yourself than what I can give you, therefore have thought proper to advise you of the present, when any thing further occurs and an opportunity offers shall acquaint you of the same & am &c

P:S: The acct of Vessells taken Morgan & Mathers Brig with 25 Negroes. Mr Waughs Brig & sloop with all his goods on board. Pickles Brig with his goods & several others names unknown to the amt of 13 –

1. John Fitzpatrick Letter Book, NYPL.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN WILLIAM JUDD<sup>1</sup>

April 1777

Moord in Port Royal Harbour

Wednesday 23d AM came on Board Mr Ramsey and paid the Ships Company Prize Money, for the *Ranger* and *LeMira* Briggs<sup>2</sup>

1. PRO, Admiralty 51/39.

2. Brig *Ranger*, from Philadelphia, with flour and lumber, and brig *St. Mary*, from Cape St. Nicolas Mole, with gunpowder and wine, had been taken in 1776, Gayton's Prize List, February 26, 1778, PRO Admiralty 1/240. See Volume 6, 1285 and 1450 for captures of *Ranger*, October 15, 1776, and *St. Mary*, October 29, 1776.

24 Apr.

JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

Sir

Boston 24th April 1774 [1777]

Your favour of the 21st is before me note what you say respecting altering the *Mellish*, if it can be done with you, can it be with expedition, are there a sufficient number of Carpenters or will they want more help, will it be best to do it by the Jobb, or by the day, will it not be best to have the Captain present when the Alteration is making Mr [Robert] Morris some time since desired me to buy him a Brig, I wrote him of the purchase of the *Active*, he accepts her, therefore, please to put her to his Account, & I will pay the purchase & Outfit having money lodged with me for that purpose –

I should be glad you will get her away with all possible dispatch, and follow the directions for Addressing her, Agreeable to the inclosed directions, only with the alteration of *Active* for *Lively*, please to call her by the name of the *Delaware*, the inclosed Letter to John Wereat Esqr you will forward, As no opportunity offers of sending provision for the Voyage, its lucky you can provide for her at Bedford, Beware of Counterfit hampshire Bills, abundance of them are passing – I am with Respect [&c.]

[Enclosure of the directions in the form of a postscript]

P.S. You'll please to give the Master of the Brig *Lively* written instructions directing him to apply to John Wereat Esqr in Georgia who will load the Vessell with a Cargo of Rice for which he is to sign bills of Loading on Accot & Risque of the owners of the Brigg Consign'd to Messrs Samuel & J- H- Delap Merchants in Bourdeaux, Mr Wereat will supply him with what is wanting for the Vessells charges & expences in Georgia from whence he must sail soon as possible for Bourdeaux & there apply to Messrs Delap who will receive the Rice, & put on board a Sufficiency of salt to deep ballast the Brig, they will pay charges & he must then proceed from Bourdea[ux] with the Brig & Salt for this coast getting in to the first safe Port Southward of New York & give us Notice of his arrival, I expect he will be carefull of our Interest, frugall in expences & dilligent in dispatch both at sea & in port & he may depend on a reward equal to his merit – Yours &c R M

[Here follows a list of certificates by number]

1. John Bradford Letter Book, vol. 1, LC.

CAPTAIN JOHN MANLEY TO CAPTAIN HECTOR MCNEILL <sup>1</sup>

Sir –

Boston Apl 24th 1777 –

You are desired to attend a Court Martial on my first Lieut <sup>2</sup> for his continual neglect of Duty & possative Disobedience of Orders, the Court to be held at Mr Marstons in Congress Street at 4 oClock this Afternoon –

John Manley

1. Charles Roberts Autograph Collection, HCL.

2. Joseph Dobel.

COTTON TUFTS TO JOHN ADAMS<sup>1</sup>

[Extract]

[Boston] April 24. 1777

We hear that a Number of capital Ships are to be built by order of Congress. With respect to the Expediency of it, May not the following Queries have some Weight. – Suppose a Vessell of 60 Guns to be built in so short a Time as the present Exigencies of our affairs require to render it of Use in the present Contest, what Number of Men are to be employd in building and what will be the expence of the same? Suppose it to be built, what Number of Men are required to man her and where are they to be procurd. – Three Frigates built 12 Months past are not yet equipt for sea. What would be the Condition of a 60 Gun Ship. How long must she lay and how is she to be manned.

It has been our Misfortune to be plungd into more Business than we could possibly conduct with any Degree of Clearness and to enter upon *new* Business before we had finishd *old*. Necessity has often compelled us to this. Wisdom points out what is profitable and necessary to be done, but Means are not always at hand. In this Case We must pass on to what is practicable and content ourselves with a Lesser Good where we cant obtain a greater.

1. Butterfield, ed., *Adams Family Correspondence*, II, 220–22.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT<sup>1</sup>

[Boston] Thursday April 24th 1777

In the House of Representatives, Whereas on the Evening of the 22d Instant advice was received by this Court, that a Ship Supposed to be the *Milford* Man of War, was in Ipswich Bay & had taken several Vessels, and Whereas this Court by their Committee have made Commodore Manley and Capt McNeil the Commanders of the Continental Frigates in this Port whose Ships are ready for Sailing, any further Supplies of Military Stores or Provisions that they might Judge necessary; and further advice being receiv'd that said British Ship still continues in our Bay, chasing and taking Vessels to the great loss of this and the United States Therefore

Resolved that it is the sense of this Court that said Captains ought immediately to put to Sea in pursuit of said Vessel or any other that may be infesting this Coast, with such private Armed Vessels as are ready to Join them, that the Enemies Ship may not any longer be permitted to pursue and take Vessels in our very Harbours to the great damage and disgrace of this & the United States and that Commodore Manly & Capt McNeil be furnished with Copies of this resolve.

Also that Commodore Manly be directed to notify the Captains of such Armed Vessels as can immediately put to Sea, that they may Join him accordingly –

In Council Read and Concurred

Consented to by fifteen of the Council.

1. Mass. Arch., vol. 37, 233–34.

JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Thursday April 24th 1777

Whereas an Act passed the 27th March A D 1777 for securing & making provision for the support of Prisoners who may be taken by any American Armed Vessel & brought or sent into any Port of this State, & it is necessary that some suitable person should have the Command of said Guard Vessel with a sufficient number of Men to take care she is from Time to Time, properly moor'd, & that her Stores with such prisoners as may be put onboard the said Vessel are kept secured. And Whereas the aforesaid Act has empowered the Council from time to time to appoint as there may be occasion such suitable person for a Commissary to take care of and provide such Victuals & other necessaries for the prisoners confined onboard such prison Ship or other Vessel or any Island as the Council may Order and direct; and the Council as aforesaid are hereby further empowered to cause such Vessel or Vessels to be procured as may be proper to answer the purpose designed by this Act, and to draw on the Treasurer of this State for such sums from time to time as will be sufficient to have this Act carried into execution, & to make all other necessary regulations for guarding such prisoners and for carrying this Act in all its parts effectually into Execution –

Therefore Ordered that the Brigantine *Rising Empire* belonging to this State be improved for this purpose and that Ezra Weston be and hereby is appointed Master of the same for the purpose beforementioned and that three other Persons be employed by him in assisting in taking care of said Guard Ship and that the Captain be allowed the Sum of Six pounds p Month & the Men two pounds ten shillings p Month as Wages – The Captain to be allowed three Rations and the Men one ration each, the allowance for rations to be the same as is allowed the Continental Navy – And that Robert Pierpont Esqr be and hereby is appointed Commissary of Prisoners to take care of and provide Victuals & other necessarys for them while confined on board such prison Ship –

Petition of Samuel Page for himself & Company setting forth that he has ready for a Cruize against the Enemies of America a Sloop called the *Trenton* Commanded by John Leach praying that he may be commissioned for that purpose – Ordered that the Prayer thereof be granted & that a Commission be issued out to the said Commander he complying with the Resolves of Congress – Bond being given a Commission & Instructions were delivered accordingly

Petition of Daniel Martin & Thomas Adams setting forth that they have now ready for a Cruize against the Enemies of America the Schooner *Buckram*———Marany Master & praying that he may be commissioned for that purpose – Ordered that the prayer thereof be granted and that a Commission be issued out to the said Commander – he complying with the Resolves of Congress – Bonds being given a Commission & Instructions were delivered accordingly.

1. Mass. Arch., vol. 20, 434, 435-37, 438.

## ORDER OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

Council Chamber [Boston] April 24th 1777.

Therefore Order'd, that Capt McNeil cause the One now on board his Ship to be carried on shore and that the Board of War be, and hereby are directed to deliver him Two Nine pound Cannon in lieu of those that he received from Marblehead for the use of the Ship *Boston*, which are lent to the Continent upon the same terms as the other Cannon.

1. Mass. Arch., vol. 173, 165.

*Independent Chronicle*, THURSDAY, APRIL 24, 1777

Boston, April 24, 1777.

Last Monday arrived at a safe Port, a large Ship, from France, with the following Cargo, viz. 58 Pieces of Brass Cannon, Cloathing for 10,000 Men, Tents for ditto; 10 Tons Powder, Lead, Brass, and a Quantity of Blankets. A Colonel, and 24 Officers of Artillery came Passengers in the above Ship.<sup>1</sup>

Arrived on Tuesday, at Port, a Prize Brig, taken by Capt. Robert Parker,<sup>2</sup> her Cargo consists of Butter, Beef, Pork, and 5700 Stands of Arms, &c. &c.

Last Sunday arrived at a *safe* Port, from Bourdeaux, in France, a large Ship, of 20 Carriage Guns, after a Passage of 54 Days, fitted out by private Merchants from that Port: Her Cargo consists of ready made Cloaths, Linnens and Woollens of all Kinds, Powder, and a great Number of Arms, &c. &c. &c. She has on board a Commission from the French King, empowering her, that in Case she was attacked by any British pirate Ships, to repel Force by Force, and capture them..

Several French Officers came Passengers in the above Ship.<sup>3</sup>

A State Sloop of War,<sup>4</sup> arrived in Port, last Sunday Afternoon, from Martinico, having on board a valuable Cargo, consisting of the following, viz.

1200 Stands of Arms, 13,000 weight of Powder, A Quantity of Linnen, and several Hundred Bushels of Salt.

Deserted from the Continental Frigate *Hancock*, John Manley, Esq; Commander, the following Persons, viz. Josiah Vesey, Michael Flanagan, Lewis Mair Deblois, Patrick M'Callum, Richard Penn, George Newmarth Standley, Job Card, John Lark, Ephraim Sargent, John Hunter, John Shaley, Francis Firsley, and William Diggs. Whoever will take up and secure either of the above Deserters, or convey them on board said Frigate, shall receive One Dollar Reward for each, and all necessary Charges paid.

1. *L'Amphitrite* arrived at Portsmouth.
2. Parker commanded the New Hampshire privateer ship *Portsmouth*, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XII, NA.
3. *Dutchess of Mortimer*, Captain Pierre de Campe.
4. *Republic*. Minutes of the Massachusetts Board of War, Mass. Arch., vol. 148, 271-72.

OFFICERS OF THE CONTINENTAL NAVY FRIGATE *Boston* TO  
CAPTAIN HECTOR McNEILL <sup>1</sup>

[Copy]

On Board the Continental Ship of War  
the *Boston*, Nantasket Road, April 24th 1777

Sir

Understanding by one or two of our Brother Officers, that there is a dispute arisen between Yourself & the Honble Thomas Cushing Esqr, Namely whether ourselves & Men on board this Ship Shall be paid in full the wages for our past Services and one Months advance Wages according to a Resolve of the Honble Continental Congress. – We therefore beg leave to lay before you the Manner of our past living on Board this Ship under Your Command, also what we expect to receive before we Sail. – With pleasure Sir, we appeal to Yourself – whether each one of us has not cheerfully obeyed your Orders and done our Duty in our Several Stations when Commanded, and with patience waited for the Ships Sailing on a Cruize against our Enemies, hope has ever been our Support, Still determind to Serve our Country, Altho' meeting with every thing that has been discouraging willing however to undergoe any thing rather than give you uneasiness on our Accounts we have not Complain'd, but find patience must fail when no prospect is left to Support it, therefore beg leave to acquaint you, that some of us has taken the Liberty to make application to the Honble Mr Cushing Acquainting him that our Support has been inadiquate to our Services, we complained that we had no Small Stores on board this Ship, and sometimes not even fresh Provisions, when within half a Cables length of the Wharf, his Answer was that Congress allowed nothing more, neither Chocolate Coffee or Sugar, the Stinking New England Rum which has been furnished the Ship, is little better than Grogg, the Mollasses so Sour that even the Swine refuse it, Salt proviseons for near A month together while laying in a plentiful Country, is what we did not expect to be reduced to. –

Now, Sir, looking on You as our friend and Commander firmly bent to risque our Lives with yours at all Hazards, we must beg you to hear and redress our Grievances, In the first place, Sir, we expect to be paid in full



our Wages and accounts before we Sail, and one Months advance Wages according to a resolve of Congress, so as to Enable us to leave wherewith to Support our Family's in our Absence. – and pay a few Debts Contracted Since belonging to the Service. –

In the Second place, we Shall be glad to know whether we are allowed Rations According to our Ranks, if we are, we Shall lay in our Small Stores, if we are not, and upon Equal footing with the Land Officers, of Equal Rank, we expect to be found while belonging to this Ship, West India Rum, Sugar, Coffee Chocolate-&c or forced to Quit the Sea Service.

Now Sir, we Earnestly beg you to Settle this Matter, you being Sensible some of us has been to Boston, Several days for that purpose, Being resolved not to Sail unless better paid & Supported, at same time we cheerfully wait Your Answer and Commands and are Sir, with respect [&c.]

John Brown	Laurence Furlong
Simon Gross	Robert McNeill
Hez <sup>b</sup> Welch	John Harris
Richard Palms	

1. BPL.

#### RESOLUTION OF THE RHODE ISLAND COUNCIL OF WAR <sup>1</sup>

State of Rhode-Island &c –

In Council of War

[Providence] April 24. 1777.

Resolved, That Daniel Tillinghast Esq. the Continental Agent for this State, be, and he is hereby impowered to receive on Loan to him out of the General Treasury, the Sum of One Thousand Pounds Lawful Money to enable him to fit and send away to Sea the Continental Ship *Warren*, John Hopkins Esq. Commander –

£1000 –

A true Copy – Witness.

Silas Downer Clk

[Endorsed] Recd the Contents in full the 25th Dey of April 1777

Dan<sup>l</sup> Tillinghast

1. Maritime Papers, Revolutionary War, 1776–1781, R. I. Arch.

*Pennsylvania Evening Post*, THURSDAY, APRIL 24, 1777

Deserted the 15th instant, from the armed boat *Porcupine*, Robert Tatnal commander, the two following men, viz. James Mills, about twenty-five years of age, five feet eight inches high, round face, and fresh colour. He had on, when he went away, a grey surtout coat, leather breeches, and round hat, &c.

Anthony Moore, about five feet three inches high, a well set young fellow. He had on, when he went away, a ranger's frock, leather jacket and breeches, and an old round hat. Whoever secures said deserters in any of the jails of this state, shall have Twelve Dollars reward, and reasonable charges.

Robert Tatnal.

Deserted the 31st of March last, from the armed boat *Brimstone*, William Watkin commander, the two following men, viz. Edward Lewis, about twenty-four years of age, a nailer by trade, and served his time to Mr. Armitage, about five feet ten inches high, fresh colour, and well set. He had on, when he went away, a brown coattee.

Christopher Taaff (deserted the 21st instant) a blacksmith by trade, and worked with Daniel Offly, anchor-smith in Water-street, about twenty-seven years of age. He had on, when he went away, an old round hat, blue jacket and trousers. Whoever secures said deserters in any of the jails of this state, shall have Twelve Dollars reward, and reasonable charges.

William Watkin.

GOVERNOR THOMAS JOHNSON TO CAPTAIN JAMES NICHOLSON<sup>1</sup>

Sir,

In Council, Annapolis. April 24th 1777.

We have received repeated Accounts of your having impressed, and detained a number of Seafaring Men, and others, who either resided in, or were occasionally at Baltimore Town, and that besides the wrong to the Individuals, it's consequences have been injurious to the Town, in deterring People from going to Market there, for fear of being treated in the same manner. —

We do not know that you can have any Authority, under which to justify such violence, or to interfere in any manner with any Person, who has not voluntarily enlisted in the Continental Marine Service. — If you have any Person, under Colour of his being impressed, we require you instantly to discharge him, and to forbear from a further Exercise of Such an unwarrantable Power. It is the Office of Government to protect every Subject in his Liberty and his property, nor shall we who are honoured by our Country with the highest Department, be idle Spectators of the Oppression of any man in it. We are Sir [&c.]

Th<sup>o</sup> Johnson<sup>2</sup>

To Captain James Nicholson  
of the *Virginia*

Copy. R. Ridgely Cl Cor

[Endorsed] Copy of letter from Govr Johnson to Capt Jas Nicholson April 24, 1777 Rec'd [in Congress] 28 April 1777.

1. Papers CC (Maryland and Delaware State Papers, 1775–89), 70, 195–96, NA.

2. See Nicholson's response, April 25.

JOURNAL OF THE MARYLAND COUNCIL<sup>1</sup>

[Annapolis] April 24th 1777.

Benjamin King appointed Captain of the armed Boat called the *Plater*, and the Governor & Council agree to allow him eleven Pounds p Month for his Services, as Captain thereof. —

1. Proceedings of the Governor's Council (20 March 1777 – 31 March 1779), 27, Md. Arch.

GOVERNOR THOMAS JOHNSON TO GOVERNOR PATRICK HENRY <sup>1</sup>

[Extract]

Sir

Annapolis 24th Apl 1777 –

Immediately on my Receipt of your Letter of the 12th of March; I laid it before the General Assembly . . .

I join in Sentiments with you, as to the Utility of stationing Gallies on the Eastern Shore; some of ours are designed for that Service, but our utmost Efforts have not yet been effectual to get any one completely fitted. – We have three in the Water, partly manned, and three others ready, or very nearly ready to launch, but have not been able, as yet, to get a Sufficiency of Cordage or Hands for the first three. – The fitting out of the Gallies, is an Object of the first Attention with us, will be prosecuted as such, and as soon as any of them are fit, they will be ordered below, where we shall be glad to hear some of yours are ready to act in Concert with them. . . .

1. Council Letter Book (1777 – 1779), Md. Arch.

“A LIST OF THE NAVY OF THE COMMONWEALTH OF VIRGINIA  
FIT FOR DUTY” <sup>1</sup>

[Williamsburg] April 24. 1777 –

Brig <i>Raleigh</i> 10 four pounders 60 Men (under Cruising Orders)	
Brig <i>Northampton</i> 10 three & four four pounders	50 Men
Galley <i>Henry</i> , two eighteen & Six six pounders	60 Men
Do <i>Hero</i> , two twelve pounders	50 Do
Do <i>Revenge</i> two eighteen Do	50 Do
Do <i>Manley</i> two twelve Do	40 Do
Do <i>Protector</i> one eighteen Do	45 Do
Do <i>Safeguard</i> one Do Do	45 Do
Do <i>Page</i> one twelve Do	35 Do
Do <i>Lewis</i> one Do Do	35 Do
Sloop <i>Scorpion</i> – eight three Do	20 Do

Signed – Tho<sup>s</sup> Whiting 1st Comr

1. Miscellaneous Manuscripts Collection – Virginia Navy, LC.

VIRGINIA NAVY BOARD TO CAPTAIN WRIGHT WESTCOTT <sup>1</sup>

Sir

The Cordage, Sail Cloth &c on board the Sloop *Scorpion* you must proceed with immediately to Fredericksburg and deliver to Capt Eleazer Callender for the use of the *Dragon*. in your way you must call at Hampton and deliver Capt [George] Muter what Cordage you have on board for the *Hero* Galley. after you have discharg'd the above Articles apply to Mr James Hunter Sr. in or near Fredericksburg for such Articles as he may have ready for the use of the Navy, which you are to bring to Queens Creek



*Thomas Johnson*



*Patrick Henry*

on York River making what dispatch you can. If any Enemy in the Bay be very careful in avoiding them.

(Signd) Thomas Whiting 1st Commr

[Williamsburg] April 24th 1777 –

1. Navy Board Letter Book, VSL.

*South-Carolina and American General Gazette*, THURSDAY, APRIL 24, 1777

Charlestown, April 24.

A Master of a Vessel, that had the Misfortune of being taken by the *Galatea*, Capt. [Thomas] Jordan, arrived here a few Days since. In common with many others in similar Circumstances, he experienced very harsh Treatment from Jordan, who descended so far from the Character of a Gentleman, as to make Use of illiberal Epithets to Persons who could not resent it. How he can reconcile this Conduct to the Rules of Propriety and Honour we know not; it is not only directly the Reverse of the Usage of the Crews of the British Vessels, taken by our Cruisers, have received, but contrary to what, we are well informed has been the invaried Practice of Captains Hammond, Elphinstone, Furneaux, and other Commanders in the British Navy.

25 Apr.

# JOURNAL OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

[Boston] Friday April 25th 1777

To the Sheriff of the County of Suffolk Greeting

Whereas Capt Dechamps of the Ship *Duchess of Mortimar* from France has requested this Board that one John Selham one of the hands belonging to said Ship may be by order of this Board confined in common Goal in said County Therefore You are hereby Ordered and directed to apprehend one John Selham a Sailor onboard the Ship lately arrived from France and commit him to the Goal in this Town, and keep him 'till further Order of Council whereof fail not and this shall be your sufficient Warrant

1. Mass. Arch., vol. 20, 438, 439.

# SAMUEL ELIOT TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Honor'd Sir

Boston 25 April 1777

It is with the greatest pleasure I am able to inform your Honor, of the arrival of the *Snow Swift* in Boston Harbor she is the last Capture of four made by the *Defence* – On Monday last an Account was handed me of the arrival of a Prize taken by Capt'n Smedley in at Plymouth – I sett out for that place and intended to order her into Boston, as there is not the least Danger of the Enemy, but to my very great Sorrow I found her run on Shore so high up as it would be impossible to gett her off without unloading, as it was my Duty I engag'd a Vessell to lay along side and take as much of her

Cargo out as will lighten and gett her off the Barr – the Sloop is to proceed to Boston the remainder is to be kept on board untill further orders – Mess Watson & Spooner inform'd they had sent the Capt'n to acquaint your Honor of her Arrival – I hope they have wrote nothing respecting the Agency, if they have I must request the favor of not being superceded – I libeld her and her tryall together with that of the Bark is to be on 21 May

The Invoices of the Snow & Brig I have enclos'd for your perusal, I must request them by the return of the Barer, I have taken all needfull precautions, and Shall not in any manner engage any part of their Cargoes, except 10 or 12 bbs Beef to the Committee for suplying the Poor, whose distress is very great – The board of Warr, and the Agents to the Commisary General, have apply'd to me to engage the whole or any part of the Cargoes that are in – but I have absolutely refus'd selling to, or making any agreement with them whatever, untill I have particular instructions from your Honor, respecting the part which the Governor & his Council of Safety would have lain by for further orders. – I have answer'd them to every application in this manner – If any part of them are to be disposed off, I will give timely notice, and if they will give the highest price the Articles bear – the Agent to the C. Gen shall if agreeable to Govr Trumbull, have part – I beg leave to mention a few perticulars – The 110 bbs Cargo Beef & 9 bbs Pork, I suppose must be charg'd at the Regulated price as likewise the butter 291 firkins, which are part of the Cargo of the *Grog* – the other articles as they are not regulated will bear a much better price, the Snows Cargo being much the Same as the Brigs I shall proceed in the same manner with. – All Articles order'd to be lain by, shall be attended to with Pleasure &c – Capt Smedley wrote me from Dartmouth, "he had requested leave to come into Boston and refitt" – I am just sending an Express to inform him of two Frigates being in our Bay – I must be at a Considerable expence respecting the *Grogs* Cargo, but I intend it shall be laid on the price of the Articles – which will be allow'd I remain [&c.]

Sam Eliot

Schedule of the Cargo of the Snow *Swift* –

30 bbs Beef –	60 firkins butter –	2 bbs Pork –
10 bbs Beef –	3 firkins butter –	2 boxes Soap
6 hlf bbs Beef –	12 firkins –	5 boxes Candles
35 bbs Herrings	300 Teirces Beef	150 bbs Beef
260 firkins butter –	100 bbs Beef –	40 barrels Pork
5 Cags Tongues –		

All which appear by the Cockets & Clearance

Almost all the Beef & Pork is the very best Mess Meat for Planters – There were no regular Invoices on board

Schedule of the Brig *Grog* –

110 bbs Common Beef	15 hlf barrels Tongues –
3 bbs Common Pork –	291 firkins butter
330 bbs & 12 half bbs best Mess Beef	12 Teirces Mess Beef
21 bbs – 20 hlf bbs best do Pork	1 do Pork

102 bbs Herrings	3 bbs Hearts
4 Cags Salmon	1 Crock Marrow
43 hampers Potatoes	6 bbs Groatts
15 Cags Tripe	1 box Lingfish

1. Conn. Arch., 1st Series, IX, 102a-102c, ConnSL.

GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR.<sup>1</sup>

Sir,

Lebanon April 25th 1777

On your arrival at Bedford you will carefully inspect the Circumstances of the Prize Bark sent in there by Capt. Smedley.<sup>2</sup>

You have liberty to take out of the Bark such provisions as you may need for fitting your Sloop there for a cruise having the same duly apprizd and Sending an Invoice of the same to me.

You will advise with Capt. Smedley concerning the fitting out our Briga *Defence* under his command, and concert measures with him for refitting or repairing her rigging and Sails and other necessary repairs to refit her in the best manner, without any material alterations, that she may get to sea as soon as possible, and give every aid and assistance in your power to furnish the necessary material for such repairs. You will likewise advise him to compleat his crew as expeditiously as may be, and assist him therein as you have opportunity. Some proper articles for repairing the Briga and necessary provisions for the cruise may be taken out of the prize.

Capt. [Robert] Niles, or some other master will go to Bedford with the armed schooner belonging to this State,<sup>3</sup> by him you will send such articles of the prizes cargo as may be best sent in her. Other articles Such as Bail Goods, Oznabrigs, Haberdashery, wrought Iron, Oatmeal, Kendall Cottons & Woolen Caps you will send forward by land.

I have the pleasure to inform you that the Briga *Grogg*, another of Capt. Smedley's prizes is safely arrived at Plymouth. I am, Sir, with Esteem & Regard [&c.]

Jon<sup>th</sup> Trumbull.

P.S. If the Schooner is not able to bring all the articles proper to be sent by water, which you judge is best to be saved for the use of this State, send them by some other vessel, or the *Spy* may go a second trip.

1. Shaw Papers, Force Transcripts, LC.

2. *Lydia*.

3. *Spy*.

*Connecticut Gazette*, FRIDAY, APRIL 25, 1777

New-London, April 25.

The armed Brig *Defence*, Capt. Smedley, owned by this State, and the Sloop *American Revenue*, Capt. Champlin, belonging to this Town, are arrived at a safe Port from a Cruize, in which they have taken Four valuable Prizes each.

Since our last Capt. [William] Wattles, in a small Sloop Letter of Marque, belonging to Norwich, arrived here from the West-Indies, but last

from Bedford. In his outward-bound Passage he took a Brig from Europe bound to the West-Indies, with a valuable Cargo which is sold in South-Carolina.

Sunday a Sloop, Capt. Roland, arrived here from St. Croix, with 1300 Bushels of Salt.

We hear that the Captains Stilman, Lewis and Ley, outward-bound from this Port, but last from Stonington, with one other Vessel, were all taken by a British Frigate last Monday, near Block-Island.

Last Tuesday Capt. William Rogers in the Privateer Sloop *Montgomery*, owned by the State of New-York, arrived here from a Cruize, in which she took the Schooner *Hannah*, bound from Halifax to New-York, with dry Goods, the Brig *Minerva*, Capt. Winning, from Anguilla, with 3500 Bushels of Salt; both which he sent into Baltimore. He also retook a Sloop<sup>1</sup> which had been taken by the *Emerald* Frigate, on her Passage from Virginia to France, and ordered her for this Port; but she unfortunately fell in with the *Lark* Frigate on Tuesday Night last, just without Fisher's Island, who took her. The People by means of their Boat landed in that Island.

The next Day a Whale-Boat which was sent to bring them off fell in with a small Two-Mast Boat from Fisher's Island, bound to Long-Island, having Levi Allen (Brother to Col. Ethan Allen) on Board, and two Horses. The Boat was brought into the Harbour, and Allen examined before Authority, who found about £40 in counterfeit Massachusetts Bills upon him. But as he is to have a farther Examination, we chuse to defer the publishing any further Account of the Matter till our next. He is put under Guard.

1. *Friendship*, retaken April 22, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

LETTER OF AGENCY EXECUTED BY LORD HOWE, SIR PETER PARKER,  
AND COMMODORE WILLIAM HOTHAM<sup>1</sup>

Know All Men by these presents That We Richard Viscount Howe of the Kingdom of Ireland Vice Admiral of the White Squadron of His Majestys Fleet and Commander in Chief of His Majestys Ships and Vessels employd & to be employd in North America, Sir Peter Parker Knight and William Hotham Esqr Commodores with Captains under them (being the Flag Officers employd in North America) or the Majority of us have appointed and do by these Presents appoint Joseph Davies of Chatham in the County of Kent Gentleman our true and Lawfull Attorney and Agent for the Management of all the concern and Interest of us the sd Flag Officers in all such Prize and Prizes Capture and Captures Seizure and Seizures, Recapture and Recaptures as have been Seized and made by all and any of the Ships and Vessels of War employd on the said Station since the 11th day of July last past and also for the management of all our concern and Interest in all such Prize or Prizes, Capture and Captures, Seizure and Seizures, Recapture and Recaptures, as Shall or may be so Seized and made hereafter during the time that the said Viscount Howe shall or may continue in the Chief Com-



mand as aforesaid Giving and hereby Granting to our said Attorney and Agent our full Power and Authority to Inventory appraise prosecute & Sell the said Prize and Prizes Capture and Captures Seizure and Seizures their and each of their Cargoes Tackle Apparel Guns & Furniture and to receive recover demand Compound and Distribute as the Law directs the Share thereof to Which We the said Flag Officers are or may be Intitled. And also in like manner to receive recover demand Compound and distribute our Share of the Salvage of such Recapture and Recaptures as have been or shall be made as aforesaid, and generally to do and Act for us and for our use and safety as fully and effectually to all intents Whatsoever as we our Selves might or Could do being personally present and Acquittances Releases and other discharges to Make and Grant and one attorney or Agent or More under him to make and Substitute and at pleasure to Revoke; Ratifying and confirming all and Whatsoever our said attorney and agent and his substitute and Substitutes shall Lawfully do or Cause to be done in and about the Premises by Virtue of these Presents And hereby Allowing our sd Attorney and Agent to deduct & retain for his own use at the Rate of Five pounds P Centum out of the Monies arrising from the Sale of our the said Flag Officers Share of such Prize & Prizes Capture and Captures, Seizure and seizures Recapture and Recaptures as a full Recomence for his care and trouble, and also to retain all the Costs Charges and reasonable expences which he Shall or may be at in prosecuting and Completing our Interest concern and Title in the Premises.

In Witness whereof we the said Richard Viscount Howe Sir Peter Parker and William Hotham have hereunto Set our hands and Seals the twenty fifth day of April in the Seventeenth year of His Majestys of Reign of our Sovereign Lord George the Third by the Grace of God of Great Britain France and Ireland King Defender of the Faith and so forth and in the year of our Lord one Thousand Seven hundred and seventy seven

Signed Sealed and Delivered by the  
said Viscount Howe in our Presence  
at New York where no Stamps can be  
procured

Howe  
P: Parker  
W<sup>m</sup> Hotham

Jos. Galloway      A Serle  
Signed Sealed and delivered by the said Sir Peter Parker in our Presence

Toby Caulfield,      John Read –

Signed Sealed and delivered by the said William Hotham in our Presence  
Na Reynolds      W<sup>m</sup> Ward –

[Endorsed] Recd and Registered September the 6th 1777

1. N. S. Arch., vol. 499, Vice Admiralty Records, Register of Letters of Agency, book 2, 1776–1781.

NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE  
PENNSYLVANIA NAVY BOARD<sup>1</sup>

Gentlemen.

Navy Board [April] 25th 1777 –

As we understand you some Time since borrowed from the Continent

a Number of Iron Cannon taken by Commodore Hopkins from the Island of [New] Providence, which you engaged to return when called for we beg leave to represent to you that as we are fitting out one of our Galleys for immediate Service, we have urgent Occasion for Four of those Cannon, and therefore request the Favour of you to deliver that Number to Capt [Peter] Bruster or his Order; and you will greatly oblige Gentlemen [&c.]

Fra<sup>s</sup> Hopkinson John Nixon John Wharton

1. FDRL. Bruster commanded the Continental Navy xebec *Repulse*.

# ROBERT MORRIS TO WILLIAM BINGHAM, MARTINIQUE <sup>1</sup>

[Extract]

Dear Sir

Philada April 25th 1777

I am indebted for your favours of the 25th Jany 19th & 22d Feby & 12 & 13th March to which shall reply – My Scruples about Privateering are all done away I have seen Such Rapine Plunder & Destruction denounced against & executed on the Americans that I join you in thinking it a Duty to oppose and distress so Merciless an Enemy in every Shape we can therefore it matters not who knows my Concern with [John] Ord as I am now ready to encrease the Number of my Engagements in that Way I suppose we are entitled to one fifth of Mr Prejents Share in the first Prize Captn Ord took on his Way from St Eustatia to Martinico as well as those he took after your Agreement the whole of which will help to pay for & fit out the Brig on which I observe you had got an Abatement I have lately had the Pleasure to hear that Ord in Company with the *Rattle Snake* had taken & sent into Martinico Nine Sail of transport Ships two guinea Men & two Sail of Transports into St Eustatia if this be true & it seems well Authenticated we shall make a fine hand of it I hope soon to have the Account Confirmed by you & to hear of further Success . . .

(Copy)

1. Papers of Robert Morris, Accession 1805, LC.

# MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

State Navy Board

[Philadelphia] April 25th 1777

Agreeable to an Application from the Continental Navy Board for the following Ropemakers now in the fleet, have Order'd Commodore Hazelwood to send them up –

Arthur Kanady

Hugh McDowell

Michael Purviance

Bristol (a Negro Man)

Florance Sellivan

Robert Crawford

William Farley

——— Jones

From Mr Tittermerry's Yard Supposed on board the *Congress* Galley

James Towl

Joseph Bristol

John Bell.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

NICHOLAS WAY TO OWEN BIDDLE <sup>1</sup>

Respected Sir

Wilmington, April 25th, 1777

In obedience to yr request this will acquaint you of some West India news which I have picked up from a very honest captain belonging to this place, just arriv'd in a short passage from Statia, he passed the men of war & made a snug harbour of Morris river, he informs that two large frigates the *Perseus* & *Pearl* with the *Roebuck* lay off the mouth of Morris river in Cape May channel, he heard that some others were higher up the Bay at a place called the Narrows probably so many men of war might have happen'd on this station by accident, as the *Roebuck*, *Pearl*, *Perseus* are just returned from Antigua where they have been to refit; Capt Bennet says they sailed about the same time he did, perhaps with an expectation that Philadelphia was in possession of the Howes, a prevailing opinion amongst the torified part of the creoles; their ships are said to be very thinly manned as many of them died in Antigua of a malignant fever, the Capt of the *Pearl* being one of the number.

Several privateers are fitted at Martinico chiefly manned with Frenchmen. Capt Munro late of Newcastle who commands one a sloop of ten guns & Sixty men, fifty of them monsieurs & counts & marquisses, had a very severe engagement with an armed Brigg from Whitehaven to Antigua, at length Capt Munro boarded her with great spirit, one of the Briggs crew at the time of boarding, aim'd a stroke intended to drop off[f] the head of the sloop's mate, but luckily it only docked him of his club & made a slight wound in his neck, by the bye if Absolams fate is an instance of the disadvantage, this may prove the benefit of long hair,<sup>2</sup> the Brigg being compelled to strike was carried into Martinico. The Privateer *Rattlesnake* has taken several prizes, among others a Guinea ship with 500 slaves, this *Rattlesnake* is such a noted runner that she is said to be a terror to the English Islands.

The 5th Inst ten sail of transports containing report said 1000 troops which were blown off our coast last fall appear'd in sight of Statia on their way from Antigua to New York with a schooner loaded with rum convoy'd by the *Mermaid* frigate. In a few days I design to visit the ground between Christiana & the Head of Elke, in compy with my ingenious friend, I hope to give you some acc't of the probability of this usefull scheme next time I may have the pleasure to see you at Philada.

In the meantime believe me to be with the greatest respect Yr Fnd

Nich Way

1. *Pennsylvania Archives*, 1st series, V, 315-16: Biddle was president of the Pennsylvania Board of War.

2. Biblical reference in Second Samuel, 18:9.

CAPTAIN JAMES NICHOLSON TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir/

Baltimore April 25th 1777 -

I have Just recieved your Excellencys Letter of Yesterday, in which am charged of impressing Men into the service, and other ways Distressing the

inhabitants of this State, I shall not undertake to dispute your Excellency's Authority for so accusing but should have thought it only consistent with the Justice those at the head of Affairs ought to exercise to give the person accused at least, a hearing before they undertook to condemn, but am sorry to say this has not been the practice of this State respecting the Whig inhabitants of this Town lately. I do not pretend to plead the orders of Congress for what I have done, but will say, if I had not had reason to think Congress would not disapprove of it, I should not have done it, And I beg leave to assure your Excellency that it is now practiced every day in Philadelphia and has been in some of the Northern States. I have heretofore flattered myself your Excellency knew me better than to [illegible] I would wantonly sport with the Liberty and peace of any[one] and that had I been guilty of what I am accused of, your knowledge would have imputed it to Necessity Alone. You [are] a Judge of the persons I ought to discharge. I can assure your Excellency I have no man aboard my ship that I know of, who is not a proper person to serve his Country and Unmarried. But should I find any such persons upon a second examination which I propose, humanity alone without your Excellency's orders will dictate their being put ashore. In short Sir I think I have done my duty to my Country and myself, and while I can plead that, I care not for the threats of any Council of Maryland.

I am yr Excellency's [&c.]

James Nicholson

1. Red Book, XIV, 48½, Md. Arch.

#### JOURNAL OF THE MARYLAND COUNCIL <sup>1</sup>

[Annapolis] April 25th 1777.

Recruiting Warrant issued to Thomas Bromfield of Somerset County to enlist men for the Ship *Defence*, during the War, the Term of three years, or the cruise according to the usual Terms of Privateers. —

1. Proceedings of the Governor's Council (20 March 1777–31 March 1779), 28, Md. Arch.

#### GOVERNOR PATRICK HENRY TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir.

Williamsburgh April 25th 1777

Two British Ships of War have long infested the Trade of this Commonwealth. Their usual Station is near our Capes. One of them is a 40 Gun ship. The other a Frigate. The Number of Prizes taken by them, is great & the Damage to our Trade excessive.

As your State is so deeply interested in freeing the Bay from these plunderers, Commodore [Walter] Brooke waits on you with a State of our Marine, in order if possible to form a Judgement, whether any Effort can be made by our joint Forces, to expel the Enemy from our Coasts. From the low State of our Navy, you will perceive the Necessity of applying to you for your Cooperation. If our combined Forces shall be thought sufficient to attack the Enemy I have to request you will inform the Commodore of every thing relative to the speedy Execution of the Attempt. If on the contrary

our Forces are not equal to the Attempt, I shall be happy in contributing every thing possible towards obtaining the necessary Reenforcement.

The Interests of Maryland & Virginia are so closely combined, that I need not observe to you Sir how necessary it is to harmonize in this important Business. 'Tis but little this State can do towards assisting or improving your Marine, but that little shall always be at your Service. We have some Galleys on the Stocks, but I fear we shall want Guns. And if they could be got from you, 'twould be very seasonable. Perhaps some continental Vessells may assist; but there's Difficulty in getting them round.

A free communication of your Sentiments on this Subject will much oblige me. Mr Brooke has Directions to act conformable to the Plan you may settle with him. I beg Leave to refer you to him for the Explanation of such other Particulars as it may be necessary for you to be informed relative to this Business. With great Regard I have the Honor to be Sir [&c.]

P. Henry

1. Hubert S. Smith Collection, CL.

# JOURNAL OF THE NORTH CAROLINA SENATE <sup>1</sup>

New Bern Friday, 25 Apr., 1777

Recd from the House of Commons the following Message to wit –

Mr Speaker & Gentlemen of the Senate.

This House have appointed Mr Ferebee, Mr Whitmill Hill and Mr Willie Jones a Committee to Act Jointly with Such Gentlemen of your House as you think proper to appoint to enquire into the Situation of the Row Galley's directed to be built by this State & Virginia.

A Nash Spr

The House Considering the said Message, Ordered the following to be Sent to the Commons to wit –

Mr Speaker & Gentlemen of the House of Commons –

This House cannot concur with you in appointing a Joint Committee to enquire into the Situation of the Row Galleys in Virginia, as they do not understand that this State bears any part of the expence in building and fitting them out, but that those Galleys were to be built at the Sole Expence of Virginia, to lay at Oc[r]acock Bar with the Armed Vessels of this State, in order to keep that Inlet open, on a Supposition that their ports would be blockd up, and that this Inlet would become a Quay to their Trade.

S. Ashe, S.S.

1. Journal of the North Carolina Senate, 1777, 84–85, NCDAH.

# JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

April 1777

Charlestown S67°2'W 89 Leagues

Wednesd 23d

at ½ pt 5 Saw a Sloop in the NE. Gave Chace at 8 bt too A Prize Sloop belonging to His Majestys Sloop *Merline* at 10 TKd & Gave Chace to the NW . . .

More Modte . . .

at 2 TKd . . . at 6 TKd the Chace NWbN 5 Miles at  
7 TKd at 8 TKd H[ande]d all our Small Sails

Thursd 24th

$\frac{1}{2}$  pt 1 AM Saw the [Chace] Made sail at 3 AM Fired a  
shot & bt too the Schooner *Molly* from So Carolina Bd to  
Salam Laden with Rice Pitch & Turpentine Benj Cox  
Master out 3 Days. –

First & Latter little wind & Clear Middle Strong Gales  
wt Thunder Lightning & Rain

at 3 PM Saw A Sail to the Eastwd Gave Chace  $\frac{1}{2}$  past  
6 fired A Shot & bt to the Schooner *Porteus* from St Cruz  
bound to North Carolina Laden with Salt Rum & Sugar  
Wm Probey Master.

Friday 25th

at 6 AM Saw A sail to the NW made Sail & Gave Chace.  
brought too the Sloop *Dove* from So Carolina bound to  
Newberry Laden with rice Pitch & Turpentine Abrm To-  
pain Mastr 4 Prizes in Co

1. PRO, Admiralty 51/4197.

#### JOURNAL OF H.M. SLOOP *Atalanta*, CAPTAIN THOMAS LLOYD<sup>1</sup>

April 1777

In the River Mississippi

Thursday 24

Light Airs and fair,

Spoke 2 Brigs from Jamaica weighed and came to Sail  
 $\frac{1}{2}$  past 7 Anchord with the Best Bower in 7 fm veerd to  
 $\frac{1}{3}$  of a Cable sent the Boat with the Lieut to New Orleans

Friday 25

at 10 AM Weighed and came to Sail, empd running up the  
Mississippi

Moderate breezes and fair weather,

PM Spoke a French Brig bound to Port Au Prince, at  
4 spoke a Ship bound to the Havannah; fired 2 Guns as  
Signal for the Boats

at 12 PM the Boats return'd from New Orleans, a Spanish  
Boat with an Officer came on board from Orleans<sup>2</sup>

1. PRO, Admiralty 51/75.

2. See Bernardo de Gálvez to Captain Lloyd, April 26, 1777.

26 Apr.

#### JOURNAL OF H.M. SLOOP *Albany*, LIEUTENANT MICHAEL HYNDMAN<sup>1</sup>

April 77

At a Single Anchr in Halifax Harbor

Saturday 26th

at 8 AM came on bd Lieut Joseph Haines & Superseded  
Lieut Michl Hyndman without any reason Assigned by  
Sir George Collier

Michl Hyndman

1. PRO, Admiralty 51/23.

*The Freeman's Journal*, SATURDAY, APRIL 26, 1777

Portsmouth [April 26].

On Sunday last arrived here a French Ship from Havre de Grace and L'Orient,<sup>1</sup> with a very valuable Cargo, on Account of these United States, among which are the following Articles, viz. 52 Pieces of Brass Cannon with all the Apparatus, 6132 Stand of Arms, 255,000 Gun Flints, 925 Tents, 21 Bales and one Case Cloths, Serges, Linnens &c. Five Bales Blankets, 62 Packages of Tin Plates, a large Quantity of Iron and Lead Balls, Intrenching Tools, Granadoes, 1029 bls. of Powder, &c. &c: In the above Vessel came Passengers 22 commissioned Officers of the Train, &c. Also a Number of Workmen and Artificers.

The same Day arrived here the Prize Brig. *Rebecca* (taken by Capt. Robert Parker, in the *Portsmouth* Frigate of this Place) from Cork, bound to St. Christophers, laden with Beef, Pork, Butter, Herrings &c. – And on Thursday the 24th Instant, arrived here the Prize Snow *T[r]uit*, taken by the same Ship of War, bound from Cork to Tortola; her Cargo consists of Beef, Pork, Butter, Beans, Groats, Oats, Tongues, Herrings, &c.<sup>2</sup> There is also at Casco-Bay the Prize Brigantine *Hannah*, taken by the same Vessel, mounting 10 Guns, bound from New York to Antigua.

A ship from Honduras, with Log Wood, taken by Capt. Fisk, from Boston is safe arrived here.

1. *L'Amphitrite*.

2. Libels filed against *Rebecca* and *Truit* are in this issue of *The Freeman's Journal*.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT<sup>1</sup>

[Boston] Saturday April 26th 1777

In the House of Representatives Whereas the Ships of our Enemies are daily making Captures of Vessels belonging to the Subjects of the United States & of their Allies & Friends, even within sight of our very Towns – which, if not prevented by a Superiour Force, may ruin the Trade of the said Inhabitants &c and be of the worst Consequences to the Interest of the United States at large – and whereas the Owners of numbers of Armed Vessels belonging to the Inhabitants of this & some other of the United States now ready for the Sea are willing to go & Act for Twenty five days from their Sailing in Concert with the Continental Frigates the *Hancock*, commanded by Capt John Manly, and the *Boston*, commanded by Capt Hector McNeil, which Frigates are represented to this House as also ready for Sea, provided Capt John Manly be furnished by this State with the Sum of four Hundred pounds – and the said Capt Hector McNeil the sum of One thousand six hundred & thirty five pounds eighteen Shillings & eleven pence to enable them to put the said Ships to Sea, the said Manly and McNeil being accountable for the several Sums by them received, Therefore it is

Resolved that there be paid out of the Treasury of this State to Capt John Manly for the purpose aforesaid the Sum of Four Hundred pounds; –

And to Capt Hector McNeil for the purpose aforesaid the said Sum of one Thousand six hundred & thirty five pounds eighteen Shillings & eleven pence – They being accountable for the same respectively.<sup>2</sup>

In Council Read and Concurred

Consented to by fifteen of the Council

In the House of Representatives – The Owners & Agents of the Privateers hereafter mentioned expect that this State will Insure their Vessels at the full amount of their Outsetts from all Dangers of Seas, & Enemy while under the Command of the Officer Appointed by the Court.

The Commanders & Privates of the Private Armed Vessels expect in Case of Accident to be upon the same footing exactly that the Captain's Manly & McNeil & their men are, as to pensions & one months pay – The Owners expect the Ammunition expended in time of Action on this Cruize shall be made good by this State.

If any Vessel should be parted by accident from the Fleet, & Should take a prize or prizes before the Expiration of the Time agreed on, the prizes so taken shall be equally divided amongst the whole Fleet as tho' they had all been in Company.

The Vessells shall Cruize under Comand of Captain Manly or Commanding Officer of the Continental Ships for the term of twenty five days from the day of Sailing, unless the Commander shall come into port and discharge them sooner –

The State shall pay a Months pay to

The <i>American Tartar</i>	24 Guns	200 Men	Capt [John] Grimes
<i>General Mifflin</i>	20 do	200 do	Capt [William] Day
<i>Portsmouth</i>	20 do	180 do	Capt [Robert] Parker
Brig <i>Hawk</i> [ <i>Hawke</i> ]	14	80 do	Capt [Jonathan] Oak[e]s
Sloop <i>Satisfaction</i>	14	100	Capt [John] Wheelwright
Schooner <i>America</i>	14	100	Capt [Daniel] McNeil[l]
Schooner <i>Active</i>	10	65	Capt [Andrew] Gardner
Schooner <i>Speedwell</i>	8	60	Capt [Jonathan] Greely
Schooner <i>Buckram</i>	6	45	Capt [William] Morony

Upon their producing a Certificate of their having performed the agreement from the Commanding Officer of this Fleet.

All other Private Vessels that can be got ready may proceed and shall be under all the Restrictions of the aforementioned Vessels, and shall be intitled to all and every Advantage that they are, as to their being Insured and made whole in Case of Accident Damage or Loss, and the men the same Gratuity for the loss of Limbs or Lives, that the Continental Vessels and Men are, only they shall not be intitled to any months pay.

The Owners shall give Bonds and the Masters be on Oath to comply with these terms and not to leave the Fleet, but through absolute Necessity untill the Time is expired.

It is agreed that these Vessels shall be ready to sail by the first of May Wind and Weather permitting

And the Officers of the above Vessels are permitted to Inlist any men



that Offer, they not belonging to the Navy or Army or any French Ship or Vessel that has or shall arrive in this State.

In the House of Representatives

The foregoing Agreement made with the Owners and Commanders of the Ships and Vessels of War within mentioned by a Comittee of this Court appointed for the purpose was read and consented to – And the said Comittee are hereby impowered and directed to sign the same in behalf of this State. –

In Council Read & Concurred

Consented to by fifteen of the Council

1. Mass. Arch., vol. 37, 237, 240–42.

2. McNeill's request for a larger sum of money than Manley is explained in a fragment of a committee report which reads:

for Capt McNeil Informed the Committee of the General Assembly that his Vessell was ready for Sea but he could Not Sail without the officers & men belonging to the *Boston* were paid off to the 31st of March, he was told that this could not be complied with as it was directly against the Orders of the Congress, & that if complied with would make a very bad Precedent & cause the officers & men of all the rest of the Continental armed Ships to require the Same, however he was further told that altho his ship could not be paid off yet, as it was of great Importance at this Juncture that as Many of the large ships should proceed upon a Cruize without delay to clear the Coast of those, the Enemies Ships that were now Infesting it, the Government would lend him the sume of £1635 Lawfull Money being the sum he said he wanted to Enable him to get his Ship to sea he to be Accountable for the same, The sum of Four hundred pounds has also been advanced by the Government to Capt Manly who, altho he was fully of opinion the officers & men had No right to Expect to be paid off Untill they had been a Cruise yet as the Court had determined to advance a Certain sum to Cap McNeil, it would be necessary he should have advanced to him at least the sum of 400 to satisfie some of his officers & men who had been some time aboard & would leave families behind them – We hope these advances & the Whole plan as it was entered upon for the General Good will be approved on by the Honble Congress.

Mass. Arch., vol. 197, 32–33.

#### ORDER OF THE MASSACHUSETTS COUNCIL <sup>1</sup>

State of Massachusetts

In Council April 26t 1777

It appearing to the Board to be a Work of Necessity that the following Armed Vessels Vizt –

The <i>American Tartar</i>	Cap: Grimes
The <i>General Mifflin</i>	Cap: Day
The <i>Portsmouth</i>	Cap: Parker
The <i>Bright Hawke</i>	Cap: Oakes
The Sloop <i>Satisfaction</i>	Cap: Wheelwright
The Schr <i>America</i>	Cap: McKeel [McNeill]
The Schr <i>Active</i>	Cap: Gardner
The Schr <i>Speedwell</i>	Cap: Greely
The Schr <i>Buckram</i>	Cap: Moroney

Should be imediately fitted for Sea Thereupon Ordered that the Comanders and such other Persons as may think needfull for that purpose be and hereby are permitted to Labour on the 27t Inst giving as little Disturbance to the

Good People of this State in the Performance of the religious Duties of the Day as may be —

By Order of Council  
Jn<sup>o</sup> Avery Dpy Secy

1. Mass. Arch., vol. 166, 369.

ARTICLES OF AGREEMENT FOR THE MASSACHUSETTS PRIVATEER SLOOP  
*Satisfaction*, CAPTAIN JOHN WHEELWRIGHT <sup>1</sup>

Now fitted for the Sea

And ready to proceed on a Cruise the Privateer Sloop *Satisfaction*, a well built Vessel about Ninety five Tons burthen mounting 14 Carriage Guns 12 Swivels small Arms &c. she is a Prime sailor, & has onboard every Convenience and Accomodation, suited to a Vessel of her dimensions. she is to be commanded by Capt John Wheelwright, and to be priviledged as follows

— Vizt

The whole Crew to draw One half of all Prizes

Out of which the Captain will draw 8 Shares

first Lieutenant	5
Second Lieutenant	4
Master	4
Prize Masters	2 Each
Mate	2
Captain of Marines	3
Boatswain	2 Shares
Gunner, Carpenter & Steward	2 each
Surgeon	4
Master at Arms	1 1/4
Cook	1 1/2
Drummer & Gunners Mate	1 1/2 each
Boatswains Mate	1 1/2
Cooper	1 1/2 shares

Five Shares to remain dead, and to be disposed of by the Captain to those Seamen, who in his Judgment shall have the best title thereto by their extraordinary merit & exertion, and each man that may loose a leg or an arm shall receive from the Prize before any division, Two hundred dollars.

We therefore the subscribers do hereby severally engage & inlist ourselves as Seamen & Mariners in the Capacity set against our Names respectively onboard the aforesaid armed Sloop *Satisfaction*, under the Command of the said John Wheelwright, to cruise on the Enemies of the United States of America & their Property, and for the defence & protection of the Sea Coast and Navigation of said States, & we do hereby severally promise and engage to serve faithfully in our respective Capacities onboard the said armed Sloop *Satisfaction*, & her Boats, and onboard any such Vessell or Vessels as she may make Prizes of during our Continuance in the service aforesaid which shall be from the date of this Instrument for and during

Six Months, and we do hereby oblige our selves to submit to all such Orders, Rules and Regulations, as are, or may be made for the Government of the Navy of the United States, and faithfully to observe & obey all such Commands, as we shall from time to time receive from our superior Officers, on-board of or belonging to said Sloop *Satisfaction* during our Continuance in the service as aforesaid, and we do further engage and agree that if we shall at any time during our Continuance in said service be found guilty of Mutiny, or aiding or encouraging it in others onboard said Sloop, or shall be guilty of a Breach in the foregoing Articles in any respect whatever, that the whole of our Share or proportion in and to any prize or prizes, that may be taken in said Cruise, or the monies arising therefrom, shall be and remain forfeited to the use of the rest of the Crew to be divided between them according to their respective proportions, and Such as shall be found guilty of embezzelling any of the goods, wares or merchandizes, or effects taken onboard any prize, shall forfeit four fold of the value of said goods &c. so embezzelled to the use of the Owners and Crew of the said Sloop *Satisfaction*, and We do hereby engage and promise not to dispose of or sell more than One moiety of our Right title and claim to any prize or prizes that may be taken previous to the taking of the [illegible] & do hereby constitute and appoint Samuel White, and John Cushing, both of Boston, Merchants, our Agents, Factors and Attorneys, for us and in our Names, to take possession of all prizes that shall be taken and brought in during our aforesaid Cruise, and in their own Names on our behalf to libel them in some Maritime Court proper to try the same, and there on our behalf, to appear, plead and pursue the same to find Judgment and Condemnation, and to our use to receive such of the Profits arising from the sale of the said Prizes as our respective shares shall intitle us to.

In Testimony whereof we have hereunto affixed our Names and Capacities this Twenty Six[th] day of April in the Year of Our Lord One thousand seven hundred and seventy seven – And further, that Each prize master who may take Charge of a Prize shall Receive one full Share more –

That Each Officer & man shall have a month's pay Allow'd them Agreeable to the Continental pay, & if any Accident shod happen to Officers or men such Pensions or Allowance shall be made them, as is allowed to Officers & men in the Continental Service.

1. Cushing & White Papers, PUL.

#### GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT<sup>1</sup>

Sir

Lebanon 26th April 1777.

You are already acquainted with the Arrival of the Briga *Grogg* another of Cap Smedleys Prizes at plimouth, Messrs Watson & Spooner of that place have been kind enough to take some Care of the prize & have tendred their Service to act for this State there, we have informed them you are our standing Agent in that State, and will have the Care of that & all our prizes, but as these Gentlemen have laid us under some Obligations by their

Good Offices in taking Care of this prize, we wish you in Case you have Occasion to employ any Sub Agent, to give them the preference, and also compensate them for the Services done & Expences incurred or that they may do or incur

Capt Corkran the late Master of the *Grogg* is with me, & solicits the Briga may be given him, in Consideration of the Hardship of his Case, & his former Friendship to these States, & the loss of Interest he claims to have incurred by declining to Act offensively against us, I would have him treated according to the Rules of Justice & Honor as he may appear to merit.

The enclosed Invoice & Letter mention sundry Articles as in his Chest, which he alledges that he landed in Scotland, I trust proper Examination will be made whether the Fact be as he represents.

I wish you to move the maritime Court that the prize may be unladen, & the Cargo disposed of in the best manner for the Safety & Benefit of the Concerned – the Articles of provision & Butter, that part thereof which belongs to the State, should chuse to have retained for the use of this State, by an equal Division if permissible, if not that they be purchased at the Sale for Account of the State –

I hope to hear from you from Time to Time, & receive advice of your proceedings.

The rule of Division, by Contract with our People on board the Armed Vessells of this State hath been and is thus Vizt after deducting first one twentieth paid for the State, the remaing part is divided Two Thirds to the State & one Third to the Captain & Crew – of which you will please to take Notice in the partition of the prizes now brought in.

To Mr Sam Elliot Agent

1. Conn. Arch., 1st Series, IX, 103, ConnSL.

#### JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

April 1777                      Sandy Hook N9.52W 95 Miles  
Saturday 26th      Strong Gales & Dark Cloudy Wr    Latter Part More Modte  
                                 ½ past 3 Saw A Sail to the NWwd    at 7 PM bt too the  
                                 Brigg *John* from Nantucket bound to No Carolina, Laden  
                                 with Sugar & Ballast Chrstr Worth Master

1. PRO, Admiralty 51/4197.

#### CONTINENTAL MARINE COMMITTEE TO CAPTAIN NICHOLAS BIDDLE <sup>1</sup>

Sir

[Philadelphia] April 26th 1777

Your letter of the 14th instant is the only one we have received since the misfortune of carrying away your masts or indeed since you left the Capes of Delaware so that we are strangers to the cause and manner of that unfortunate accident, if you wrote us any previous Letter it never reached our hands. We observe with infinite concern that your people have been and remain Sickly – this has happened in so many of our Ships that we cannot help attributing it to some cause that may with proper care &

attention be removed. You should therefore insist that your officers do frequently see the Ship thoroughly and perfectly cleansed, aloft and below from Stem to Stern, burn Powder and wash with vinigar betwixt Decks – order Hammocks all bedding bed Cloths and Body Cloaths daily into the quarters or to be aired on Deck, make the people keep their persons cleanly and use exercise – give them as frequent changes of wholesome food as you can, Fish when you can get it and fresh food in Port. Ventilate the Holds and between Decks constantly. In short cleanliness, exercise, fresh air and wholesome food will restore or preserve health More than Medicine and it is deserving the utmost attention of any or every officer to preserve the Health & Spirits of the Men. If he does not do it he never can make a figure but performing this there is nothing he may not accomplish be his ambition ever so great. We expect the *Randolph* will be fitted and ready for Sea by the time that this reaches you, and it is sent by Express that it may not arrive too late, you are then to follow these Instructions, as we hereby revoke those given you by Mr Morris on our behalf. You are to receive from the Continental Agents at Charles Town, any quantity of Casks or Packages of Merchandize that they may have to ship on the public account and take them on board the *Randolph*. It is not meant by this that they will ship more than you can conveniently take in, or so much as to make the ship deep, or in any degree interfere with the duty or business of a ship of war. Perhaps 50, 60 or 70 Casks of Indico may be the extent, and at the same time that we avoid as much as possible incommoding the ship, we recommend accommodating the Public service all in your power. It is absolutely necessary that we make immediate Remittances to our Agent at Cape Francois in the Island of Hispaniola as his Credit is nearly ruined there for want of them, and ours has greatly suffered by having three Vessels laded here intended for his relief blocked up by the enemy a long time & no likelihood of their getting away. You will therefore consult with the Agents and receive from them as much of the goods as they have to Ship as you possibly can without injuring the fighting or Sailing of the Ship. It is not only necessary to make these Remittances but to make them speedily, and therefore we expect your utmost endeavours will be used to get away with the goods immediately.

The Agents will be Ordered to Load One or more Vessels if possible and send Along with you to the Cape you are to receive them under your Convoy and give them proper Signals and Sailing orders and then proceed with them direct for the said Port of Cape Francois using your utmost endeavours to keep Company and carry them safe into that Port where you will apply to Mr Stephen Ceronio our Agent, whom you will probably find in a good deal of distress which your safe arrival will relieve him from. To this Gentleman you are to deliver the goods shipped by the Agents at Carolina and to him the other ships will be consigned. He will procure for you any necessarys wanted there and will attend you in a Visit to the Governor, Intendent and proper officers of whom you will ask the liberty and protection of the Port and pay the proper Compliments on behalf of the

States you serve. We have advice that the American Trade to and from Hispaniola is nearly destroyed by the Cruizers from Jamaica consisting of two Frigates, Two Brigantines, Two 14 Gun Sloops and 4 or 5 small schooners and it will be a work of great merit to take and destroy such of these plunderers as your force will enable you to Cope with; and that we judge may be either of the Frigates separately, or all the others in any Shape. Going with your Convoy and goods on board it will be prudent to avoid large Vessels, but when you have delivered the goods at the Cape, we desire you may not loose an Hours Time in that Port take in any fresh provisions or stores you want and immediately go out on a Cruize against these enemies of our Peace, Happiness and Prosperity. The *Randolph* by all accounts comes to our ears has the Heels of most ships that swim – therefore if the Frigates Cruize together you can avoid them, if you meet either single we hope you can & will take them but particularly exert your utmost diligence and endeavours, to take sink or destroy all the small Cruizers of our enemies that infest that Coast, and after driveing them from the Cape go down to the Mole St Nicholas and clear that Coast of them as America has much valuable Commerce there. Any American Traders that may be ready to sail when you leave these Ports, convoy them safe off, and meeting any bound in you will contribute what you can to their safety. Mr John Dupuy at the mole will supply you with what may be wanting there. The ship or two Ships that go under you[r] Convoy from Carolina, as also a Brigantine *Anne* Captain Garrigues and Sloop *Phoebe* Captain Gilbert will have to sail from thence to America soon after your arrival there wherefore you will fix with Mr Ceronio the time when they will [be] ready to depart and return from your first Cruize at that time on purpose to Convoy them out and off that Coast as they will have stores on board for the Continental service. You will procure at every Port you go into and from every Prize you make as many Seamen as possible to enter our service. We hope you will have the good fortune to take many Prizes & amongst them a Number of those Cruizers that have been fitted out against us. You may send your Prizes into the Cape or Mole consigned to Mr Ceronio, or Mr Dupuy, who will make sale of them to the best advantage if permitted by the Government there as is done in other french Ports both in Europe and the West Indies; or you may send them to the Continent to the first safe Port they can make.

But should you take any fast sailing Vessel with Guns and Stores suitable and can spare officers and men for her you may employ one or more such as Tenders to Cruize in Concert with you, giving the Commanding officer a Copy of your Commission and suitable Instructions; and we hope by this means you will be able Not only to Clear Hispaniola of Cruizers but also to retaliate the injuries they have done us, on the Trade of Jamaica; and for this purpose you should get Mr Dupuy or some other Person to employ a proper person in Jamaica or to send one on purpose to send up accounts regularly to the Mole of the Times when single ships or fleets are ready to sail and the Convoys intended to gaurd them. Such intelligence will be very useful to you on many accounts and on every occasion. You may

employ the *Randolph* in the manner already pointed out to the 10th of July next, when you are [to] open the Sealed Instructions inclosed herein and as those Instructions require from you an Other service you must keep your ship in as good Order and as well manned as possible and in every respect fit for Action at that period or as much so as the Circumstances of your Cruize will permit should it be necessary we imagine you might heave down or give the ship a Parliament Heel at the Cape or Mole. Any Prisoners that you take who will not enter into our Service you may Exchange at Jamaica for Americans taken in Armed Vessels and held as Prisoners there, sending down a flag from the Mole for that purpose if you think it necessary or if convenient you may send or bring them to the Continent always treating them with humanity. We wish to hear of strict discipline being introduced in our Navy, at the same time we recommend kind usage and great care of the Crews. You must attend to the Printed Instructions of the Navy Board and with the best wishes for your success We remain Sir [&c.]

I. Marine Committee Letter Book, 72-75, NA.

CONTINENTAL MARINE COMMITTEE TO LEVINUS CLARKSON  
AND JOHN DORSIUS, CHARLESTON, SOUTH CAROLINA<sup>1</sup>

Gentlemen

[Philadelphia] April 26th 1777

Your Letter of the 14th instant arrived yesterday and is the only one we have received from you respecting the *Randolph* Frigate altho it is a considerable Time since we heard of her putting into your Port dismasted. From what you write she will be fitted and ready for the sea by the Time this reaches [you], and it is sent by Express that the Orders may arrive in Time.

We very chearfully express our approbation of your Conduct in employing the Schooner *Lewis* Captain Stevens to assist in taking up the anchor and cable you mention, as well as in making a purchase of the Schooner *Betsey* to continue that service and shall acquiese in such reasonable reward as you may think a proper recompence for the services of Mr Richard H[ea]rn in this business, never doubting but you will have due regard to the Interest of our Infant Country, which will have to struggle with A heavy debt after the present contest is ended. It is the duty of every individual to take what care they can for the States but more particularly it is the duty of all Public officers, and we are persuaded your Conduct will bear the proper Marks of OEconomy. Under this persuasion we desire the continuance of your endeavours to save what can be saved of the Anchors, Cables, Guns or Stores of that Fleet which suffered such distress in their Attack on fort Moultrie as forced them to leave these things behind them. As the increasing of our Navy will be A constant object it will be necessary to purchase suitable Materials and Stores whenever they can be met with in these states. The *Acteons* Anchor will no doubt come into use before long and you will please to purchase it on the lowest terms in your power; the price of the best

Anchors made here before the price of Labour was raised by our inlistments was 6½d this Currency per lb: but an Anchor suitable for the Public service and obtained as a prise should not be held in proportion to the general state of enormous Prices that too much prevail through the Continent at this time. You must purchase this and such other Materials and Stores suitable for the Navy as you meet with them, as cheap as possible. The *Experiments* Cable had best be unlaidd and as you propose made up into small Rigging, we mean that of 40 fathom. The whole Cable may remain as well as the Anchors until we order them for the use of Some of the ships now building. The Other Anchors and Cables not delivered to Captain [Nicholas] Biddle may remain for the same purpose & when you have finished the business of taking them up, you'll send us a return of all that remains after the *Randolph* is gone

We shall order you to be Credited for the amount of the supplies to the schooner *Lewis*, sloop *Hornet* and Ship *Randolph* in due time and you will furnish the Accounts and vouchers for those supplies. We understand there are some of the *Acteons* Guns that have been saved by the state of south Carolina, we wish to purchase them as we find some difficulty in getting Guns cast fast enough – These Guns are not so suitable for the Land as for the sea service and we hope the state will part with them. If they agree give us immediate notice that we send for them, but should they refuse to sell they will probably exchange, We are told the Guns are 9 Pounders and it may be in our power to procure 9 Pounders of the long sort which are fitter for fortification. If any of those ships Guns still remain in the water you will no doubt use your utmost endeavours to have them taken up & we flatter ourselves that success will attend you. The service Captain Biddle is now Ordered upon being urgent and the objects in view important, we request your utmost exertions to get him out to sea as soon after the receipt of this Letter as it possibly can be done. with much esteem we remain Gentn [&c.]

P:S: As Mr Clarkson wishes to leave Carolina for a few Months, we can have no objection as you will take care that the public bussiness does not suffer thereby. You'll mention to Mr Ceronio the articles he had best to ballast the returning Ships with.

1. Marine Committee Letter Book, 75–76, NA.

#### MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

##### State Navy Board

[Philadelphia] April 26th 1777

Thomas Perkins having Petitioned for a Commission and being well recommended, the Board have appointed him to be Captain of the Fire Ship Named the *Hecla*, and swore him Accordingly.

An Order on William Webb to pay Andrew Dice(s' Wife) a private on board the Brigantine *Convention* John Rice Esqr Commander half of his Month's Pay.



An Order on William Webb to Abraham Mason (Sail Maker) for Thirty One pounds Nine shillings, in full of his account against the Brigantine *Convention* John Rice Esqr Commander, £31 9.

The Board taking into consideration the Necessity of immediately Manning the Fire Ships, have

Resolved, That a bounty of Twenty Dollars be given a Boatswain and to each Seaman that shall hereafter enter on board the Fire Ships belonging to this State.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

*Pennsylvania Evening Post*, SATURDAY, APRIL 26, 1777

Deserted the 23d instant from the armed boat *Resolution*, under my command, Thomas Jons, about five feet six or seven inches high, twenty-six years of age, brown complexion, wears his own short black hair, and says he is a native of England. Whoever secures said deserter, so that he may be returned on board said boat, shall have Six Dollars reward.

Wm. Lyell.

JOURNAL OF H.M.S. *Camilla*, CAPTAIN JOHN LINZEE <sup>1</sup>

April 77

Saturday 26

Cape henlopen light house S $\frac{1}{2}$ W 2 Miles.

At 6 AM the *Roebuck* made the Signal for us to give Chace to a Sail in the Offing. Weighed and made Sail, At 8 being little wind came to an anchor in 7 fathm water, & veered to  $\frac{1}{2}$  a Cable. Cape henlopen light house S $\frac{1}{2}$ W about 2 Miles. Cape May NEBN distce 7 Leags Sent the long boat & Pinnace with the Lieut. man'd & Armed to bring too the Chace. the *Roebuck* sent 2 Boats man'd & Armed to assist in taking her, the Chace came to an Anchor About 2 Miles to the Southward of the light house, close in Shore, the *Roebuck* sent the Tender to assist the Boats. People empd scraping the lower masts a payg them wth Varnish of Pine. Saw a Great Smoak from the Chace. Sent all the Iron hoops & Staves on board our Prize Schooner & 2 Empty Oyl Jars for N: York First part light Airs & hazey, Middle & Latter Fresh breezes & Clear.

At 1 PM the Lieut: returned with the boats the Chace proved a Rebel Sloop mounting 8 Carriage Guns besides Swivels, she kept a brisk fire on the boats as they near'd her, but upon the Boats firing at her, they Cut her Cable & run her on Shore & left her. the Surf running so high the boats could not get her off & set her on fire. She was laden with Rum Sugar & Rice. The Commodore set fire to a Sloop they had taken some Days before.

1. PRO, Admiralty 51/157.

MARYLAND COUNCIL TO JOHN HANCOCK <sup>1</sup>

Sir

Annapolis 26th Apl 1777. –

Permit us, through you, to lay before Congress, a Copy of a Letter wrote by us to Capt James Nicholson, and of his Answer thereto. – We do not know nor can conjecture what Reasons Capt Nicholson can have, to think Congress will not disapprove of his Conduct as stated by himself. – We know very well, that by the Laws and Constitution of this State, no Man in it can be pressed into any Service, and we flatter ourselves, that any Supposition that the Congress will countenance such a flagrant Violation of the Rights of the People within this State, is as false as injurious to that Honorable Body. – We are very desirous that Congress will give immediate Orders for the Discharge of every impressed Man, and we submit to Consideration, whether the Gross Conduct of Capt Nicholson, and the Contempt in which he holds the executive Power of this State, does not make his Dismission from the Service, not only proper, but, to preserve the Confidence of this State, in the Justice of the Congress, and its regard for our internal Government, highly necessary.

We are Sir with the highest Respect [&amp;c.]

To His Excy

The Presidt of the Congress

Express

1. Council Letter Book (1777–1779), Md. Arch.

MARYLAND COUNCIL TO THE MARYLAND DELEGATES  
IN THE CONTINENTAL CONGRESS <sup>1</sup>

Gent.

Annapolis 26th Apl 1777. –

This accompanies our Letter to Congress, complaining of Capt Nicholson's Conduct, we have inclosed you Copies of that as well as of a Letter we wrote to and Answer we received from him. – We had, as we stated to Capt Nicholson, received Information of his having pressed a Number of Men, which he avows, and that many People bound to Baltimore by Water hearing of it, turned back, and that even some of the back People had declined going there with their Waggon for fear of being pressed. – Capt Nicholson seems to expect an Approbation from Congress, we shall very reluctantly believe any Countenance will be given by that Body to such tyrannical Proceedings, if there should, we have every Business in our present Stations, nor do we care how soon it is generally known, if the Fact is that the Power of the Continental Officers is universal, and in no wise controulable by any internal Civil Authority in the separate States. Capt Nicholson's Reasoning will as well prove his Right to press every Man in the State, if he thinks it necessary, as any Man in it – If he saw the Necessity of this Measure, he might have applied to the Assembly, sitting at the Time he began this extraordinary Business. It is much our Wish to have the Resolutions of Congress as soon as possible, as it is likely, if there's any Delay, the Frigate

will sail before the Result is known here. – We are Gent with great Esteem  
[&c.]

The Honble Delegates from  
Maryland, in Congress

1. Council Letter Book (1777–1779), Md. Arch.

#### JOURNAL OF THE VIRGINIA NAVY BOARD <sup>1</sup>

[Williamsburg] Saturday, April 26th 1777.

The Board resumed the Proceedings on the Complaint against Captain Robert Tompkins and the several Witnesses being sworn and examined in the presence of the Complainants and the said Robert Tompkins who was heard in his defence. On full Consideration of the Evidence it is the unanimous opinion of the Board, that the said Robert Tompkins is not guilty of any of the several charges, exhibited against him, but that of being too much addicted to liquor, and that he ought to receive a reprimand for such his offence from the presiding member, and then be discharged. Captain Tompkins was accordingly called before the Board and received a reprimand from Mr Whiting.

Captain Tompkins is directed to discharge from the *Henry Galley*, Thomas Spann, a Seaman, it appearing to the Board, that he is unfit for duty.

1. Navy Board Journal, 212, VSL.

#### JOURNAL OF THE NORTH CAROLINA SENATE <sup>1</sup>

[New Bern] Sat. 26 Apr. 1777

The following Messages [received from the House] to wit:  
Mr Speaker & Gentlemen of the Senate

This House being informed that the Row Gallies lately Built by the State of Virginia in or near this State, are about to be removed out of this, and Considering how Ruinous it may prove to the Commerce of this State to leave the same without any defence, have appointed a Committee to enquire and make report on the defence immediately Necessary for Oc[r]acock Inlet and the ports of Beaufort and Roanoke, and also to enquire what Security or benefit this State is likely to derive from the said Row Gallies &c Our Resolve upon the Subject we herewith send you and request your House to appoint a Committee to act Jointly with our Committee on this Occasion.

A Nash, Spr

1. Journal of the North Carolina Senate, 1777, 95–97, NCDAH.

GOVERNOR BERNARDO DE GÁLVEZ TO CAPTAIN THOMAS LLOYD,  
H.M. SLOOP *Atalanta* <sup>1</sup>

(Copy)  
Sir

New Orleans 26th April 1777

Being assured by the last accounts from Europe of the perfect harmony and good understanding which subsists between their Catholick & Britannic

Majestys I cannot do less than express my surprize at the Insult offered in this River, to two Vessels, one Spanish and the other French, whose Passports, Registers and Bills of Lading were in due form.

I shall not animadvert on the treatment & bad Language which the Captains complain of having received from you; I pay no attention to this, that part of their depositions appearing to me very improbable, but that which particularly claims my attention, in the Station which His Catholic Majesty has thought proper to honour me with, as Governor General of this Province for the time being, is your having fired upon the said Vessels even before you knew what crime their Commanders could possibly have been guilty of. That on a suspicion badly founded (which you was afterwards convinced of, by releasing the said Vessels) you ordered Shot to be fired, thereby insulting His Catholick Majesty's Territories; And altho the Passports of the Captains, are the most authentic lawful proof, yet not satisfied with the presentation of the said Passports, you broke the Seals and opened the Registers, and even after still being more convinced of the innocence of the Captains, you detained one of their Vessels twenty four hours and the other forty eight, to the great detriment of both. All these transactions happening in sight and within Musquet Shot of His Catholic Majesty's Territories, I am under the indispensable necessity of demanding full and ample satisfaction for this insult; Which satisfaction I now demand in writing, being anxious to comply with the Orders of my Sovereign, and to preserve for his Subjects the same Peace and Concord which subsists between both Kings.

I trust that you will refrain in future from all acts of violence which may lay me under the disagreeable necessity of repelling by force of Arms any outrages committed in this Country, contrary to the Treaty of Peace, to the Law of Nations & to that respect which we ought mutually to preserve for the Territories of both Kings.

I have with a particular pleasure and satisfaction to myself, ordered every assistance to the Officer you sent here, agreeable to your desire. I am &c

Ber<sup>do</sup> de Galvez

1. PRO, State Papers, 42/51, 188-89.

#### ADDRESS OF THE INHABITANTS OF BERMUDA TO THE KING <sup>1</sup>

Bermuda April 26th 1777

To the King's most Excellent Majesty  
The humble Address of the Inhabitants of Bermuda –  
Most gracious Sovereign

Permit Your loyal and affectionate, though distressed, Subjects of Bermuda, to approach your sacred Person; with the deepest Humility to unfold the Calamities we have long labored under; and in some Measure to deprecate the Consequences of those fatal misrepresentations, we have too much Reason to apprehend have been attempted to enflame the Mind of your Majesty against us.



The Honorable your Majesty's Council and our Representatives in General Assembly presented a dutiful and loyal Address to your Majesty in June last, lamenting the present unhappy Commotions in America; shewing the Necessity of our depending, from Situation, on that Continent for the Means of Subsistence; and that the sudden Resolution of the Americans to shut up their Ports at an earlier Day than was at first apprehended, had reduced us to the sad alternative of either submitting to the Distresses of Famine, or appealing to their Humanity for Relief. This Transaction (tho' it might have been, by our Enemies, represented as irregular and deviating from that strict Attachment which every loyal Subject should, at this Time of American Defection, have evidenced to the World) that benevolent Disposition, which has marked the Conduct of your Majesty towards your liege Subjects in every Quarter of your extensive Empire, will naturally lead your Majesty to construe in the most favorable Light; to attribute to Necessity; not to a Principle of Disaffection, from which the Minds of your faithful Subjects of Bermuda have ever been truly abhorrent –

The British Parliament having deemed it expedient to prohibit all Intercourse with the Colonies of America so long as they shall continue themselves withdrawn from their Allegiance, and to subject all Property taken in the Attempt to Confiscation; tho' ever desirous of expressing the strictest Conformity to the Laws of the Empire, we were by sad necessity constrained to move in some apparent Contradiction thereto, or to involve Thousands of your Majesty's loyal and affectionate Subjects in Distress that would ever give Pain to the Benignity of your Majesty's Mind – The Loss of our Property, taken on the high Seas, we have patiently, and without murmuring, submitted to: but the cruel and rigid Measures further exerted in the Execution of the present restraining Act, by pursuing with Tenders and armed Boats our little Vessels employed in the Importation of Provision to our Doors, and snatching from the very Mouths of our half starved Inhabitants the very Means of Subsistence; the Detention of the Masters and Passengers of such Vessels contrary to the express Words of the Law; the frequent Insults and Outrages committed on the Liberty and Property of our Inhabitants not heretofore practised in this, or any other, Part of your Majesty's Dominions, induced the honorable the Council and Assembly of these Islands, again, in their legislative Capacity, to enter on a dutiful Representation to your Majesty of these our Distresses; and at the same Time to solicit such intermediate Relief from the Right honorable Lord Howe, one of your Majesty's Commissioners for restoring Peace to the Colonies, as his Lordship might be invested with Power to grant: But the regular Manner of Proceeding has been by his Excellency, our Governor, interrupted by a sudden Prorogation of the General Assembly. Thus circumstanced, no other Mode of obtaining Redress was left to our distressed Inhabitants but in their own Name to implore the royal Interposition; and to promote the intended Application to Lord Howe – To effect which we have been appointed by our different Parishes and instructed for the Purpose.

Deign then, Most gracious Sovereign, to attend to the accumulated

Distresses of your loyal Subjects of Bermuda – Suffer not your Mind to be impressed with an unfavorable Opinion of our Attachment to your royal Person and Government – But, if Representations have been made to your Majesty to blacken the Character of our Inhabitants, We humbly implore your Majesty will be pleased to order some early legal Enquiry to be made into our Conduct – We shall, then, be happy in evincing to the World and your Majesty the Truth of our Allegiance, by exposing the Malice of our Enemies. And until we shall be proved unworthy your Majesty's Protection and the inestimable Blessings of the British Constitution, Most gracious Sovereign, suffer not your faithful Subjects of Bermuda to be, in Contradiction thereto, not only insulted in their Persons and Property, but deprived of the very Means of Subsistence.

That the Reign of your Majesty may be ever happy and glorious; the inestimable Blessings of Peace again restored to your Majesty's extensive Empire, and the British Scepter be swayed by the Descendants of your illustrious House to the latest Posterity is sincerely and devoutly prayed by

May it please Your Majesty

Your Majesty's Most loyal Most dutiful and affectionate Subjects

[Signed by twenty-two names and endorsed] R 12th June 1777

By Mr John Noble Taylor.

1. PRO, Colonial Office, 37/36.

#### WILLIAM BINGHAM TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentn

St Pierre Martinique April 26th 1777

Herewith is Copy of my last Respects; Since which have received very little News from America – a Letter from Mr Morris of March 1st mentions, "that on Sunday last, there was a smart Skirmish between a considerable Body of the Enemy, & a Party of our Troops near Brunswic; – Our Loss was inconsiderable, but not so with them; – they lost a great many Men, both killed & wounded;" it adds, "these frequent Skirmishes make Soldiers of our People & the Enemy is daily render'd weaker by them."

The Ship *Seine* I believe will be condemn'd, notwithstanding the General's Application, & the Nature of her Clearances; – The Answer the General obtained from the Governor of Dominica was, "that this Affair did not come under his Cognizance, nor within his Jurisdiction, but rested altogether with the Judge of the Court of Admiralty, over whose Decisions, he had no Influence or Controul["]; – this being the Case, & this Court being so unequivally established, that the Judge shared in the Profits of the Condemnation, I think there is no Prospect of a Recovery; – Matters have now taken such a Turn, that the smallest Pretext is sufficient for the English to seize & condemn the Property of the French Merchants, who cannot even transport the Produce of America from one Island to another, without a Dread of the Consequences – Indeed several Vessels have been lately carried into Dominica for no other Reason whatsoever; – After their Trial is finished, I will duly inform you of the Result –

I have heard that a Ship called the *Colbert*, loaded on Account of the Congress at Havre de Grace, with Arms, Ammunition &c; touched at Guadeloupe, Stayed there but a few Hours, & then took her Departure for America – I wish She had called in here, as the General has promised me, that upon all such Occasions, he will give Orders for a Frigate to convoy these Vessels clear of the Islands – Indeed it was not without consulting him & the Intendant, that I changed the Ship *Seine's* Clearances; – I was confident they would stand her in no Stead, when She arrived upon the Coast of America, which to all Appearance would have been the Scene of greatest Danger;

I was induced to give the Pilot who entered on board this Ship, an Order on the Council of Safety in any Port he might enter, from this Consideration; – that several Persons who had engaged in the Same Way, after being paid their Stipulated Sums, had entered on board the Privateers, & were never heard of afterwards; – and as this Man was absolutely necessary for the purpose of facilitating the Voyage, I thought the best way of retaining him would be to secure to him the Payment of his Money in America, after he had performed his Contract.

My positive Orders & his own personal safety both pointed out to him the Necessity of destroying this Paper, at the Appearance of the least Danger – The Infatuation which led him to keep it, I cannot account for.

Every Circumstance operates against this Vessel; more especially one that no less surprizes than afflicts me; which is, that Mr [Nicholas] Davis who behaved with Such a manly Fortitude upon his being first made Prisoner, has, either from the Persuasions of Interest, or Motives of Fear, relinquished his Pretensions to our Service, & has become our open & avowed Enemy. He has basely betrayed the Trust that was reposed in him & has laid open the History of this Affair, as far as had come to his Knowledge –

Such perfidious & treacherous Conduct, cannot even be approved of by our Enemies – altho they may love the Treason, they will detest the Traitor, & the Name of Such a Man, if not too insignificant to blot the Page of History, will be handed down to Posterity with distinguished Infamy & with the Curses & Execrations of all honest Men; – tis Said that he has taken the Oath of Allegiance & Fidelity to his Britannick Majesty –

I have herewith the honor to inclose you Copy of the Opinion of Council, which Capt Morin consulted in regard to this Affair; – likewise the General's Letter to the Commandant at St Pierre Miquelon, wrote upon the Occasion of altering the Ships Clearances –

Capt Morin has conducted himself So ill in the Management of this Voyage, that if I thought his Owners could derive any Advantage from the Capture of his Vessel, I Should be led to believe that he acted from a Sinister Motive – Instead of steering the Course, which would naturally have carried him out of the Way of Danger, he chose that which would lead him into the midst of it – for when he was taken, he was entering the Channel betwixt this Island & Dominica; – A Light which he kept burning in his Caboose



the whole Evening & by which he was discovered & pursued, adds Strength to my Conjectures & almost confirms my Suspicions –

I have the honor to be with great Regard Gentn [&c.]

W<sup>m</sup> Bingham

Mess Franklin Dean & Lee Commissioners from the  
United States of America, at the Court of Versailles –

1 Silas Deane Papers, ConnHS.

27 Apr. (Sunday)

JAMES WARREN TO JOHN ADAMS <sup>1</sup>

[Extract]

My Dear Sir,

Boston, April 27th, 1777

Since I wrote you by the post on last Thursday, nothing very material has taken place here. Two Frigates have for some time been infecting our coasts – a species of insult that has ever gauled me, and more especially since we had Ships sufficient either to take or drive them off, lying in our harbours for months sufficient to build and equip a large fleet. The ships now on the coast have taken several vessels mostly small ones. One of them they gave their prisoners and sent them on shore with a message and challenge to Manly and McNeil and all the armed vessels in this harbour. This has roused the indignation of the officers and tarrs, united their wishes with ours, and given us an opportunity which many of us thought should not be neglected. We accordingly appointed a Committee to confer with your Captain and Agents, and to treat and contract with the owners and commanders of private vessels to go to sea and meet the challengers. We have by lending money to Manley and McNeil satisfied them. We have contracted for two or three 20-Gun Ships, and six or seven smaller ones, to be ready to sail on the first day of May and to continue with, and be under the command of Manly for twenty-five days, we insuring the owners against loss and damages, giving the men a month's pay, and putting them on your Establishment in case they loose life or limbs. With these a number of others will go, and agree to continue under the Commodore's command for the same time for the sake of getting out. If we don't meet the ships we shall get the Continental Ships, and the privateers to sea, instead of detaining them here by an Embargo against all good policy. It will be therefore a great point gained. I hope Congress will approve the measure, and refund the expences.

[P.S.] I thank you for your two letters of the 6th of April which came safe to hand. I am glad to hear you have it in contemplation to put your Naval Affairs on a better footing. I have not the least difficulty in supposing that they would have made a very different figure in other hands. The selfishness and incapacity you mention are well placed, and have injured them much. . . .

I intended this for a short letter, but I always fill the paper when I write to you. I want to see some resentment shown to the Portuguese. It wont perhaps do to declare war against them or to make captures of their Ships . . .

1. *Warren-Adams Letters*, I, 318–21.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY <sup>1</sup>

[Lebanon] Sabbath day, 27th April, 1777.

The Council met on the alarming accounts from the westward of troops landing at Fairfield, and others going up the North River &c. &c. received by expresses from Gen. [James] Wadsworth last evening.

Took into consideration the aforesaid intelligence, and this day further account from Col. Jed. Huntington at Danbury, that 18 ships and troops &c. are going up the North River near Peekskill, and at night news that Danbury was on fire and our stores taken &c.

1. Hoadly, ed., *Connecticut State Papers*, I, 214.

CAPTAIN THOMAS LLOYD, R.N., TO GOVERNOR BERNARDO DE GÁLVEZ <sup>1</sup>

(Copy)

*Atalanta* in the River Mississippi  
7 Leags below New Orleans

Sir

27t April, 1777 –

I received your Excellency's Letter of date the 26t Instant, acquainting me of a Complaint being made to you, that I detained & examined a Vessel & fired several Shot at her, and that some of the Officers on board His Britannic Majesty's Ship under my Command, asked the Master some improper Questions; about 8 OClock in the Evening of the 21st instant, I fired one Swivel at a Sloop to bring her too, and sent an Officer on board to examine her, and by his report found she had 8 Carriage Guns with Powder, besides English, Spanish and French Colours, which put me under the necessity of detaining her till I was fully satisfied that she was not fitted out as a Privatier for the Assistance of His Britannic Majesty's Rebellious Subjects in America. And as to the Master being ask'd any improper Questions, I give you my word & Honour there was not a Gentleman to my knowledge asked any thing unbecoming the Character of an Officer,

I likewise detained a Brig 34 hours on suspicion of being one of the Rebels property especially as she had on board an English Master named Patk Barry,<sup>2</sup> and a French Master named Duplicie, likewise had information that she belonged to one of His Britannic Majesty's Subjects residing at New Orleans, who I have undoubted proofs of his having given great Assistance to the Rebels I have Authentick Accounts, that an American Ship arrived off New Orleans, and saluted the Garrison with an American Jack at her Mizen Top Masthead, and since have been informed that she has been fitted for a Privatier by the abovementioned Gentleman, mounting 12 Carriage Guns with Swivels and Musquetoons, and left the River about 3 Weeks ago – On my arriving in this River to my great surprize I heard that you had seized the Vessels belonging to His Majesty's [subjects] and put the Masters with their Crews in Confinement. I must beg that you will give me your reasons for this unexpected proceeding, as it is my duty (having the honor to command one of His Britannic Majesty's Ships of War) to enquire into the Particulars that His Majesty's Subjects may get redress. I hope when I have

the pleasure of seeing your Excellency, we shall be able to settle this Affair to the satisfaction of both Crowns. I am Sr [&c.]

T Lloyd.

To His Excellency Don Bernard Galvez  
Colonel & Governor of New Orleans.

1. PRO, State Papers, 42/51, 190-91.
2. A younger brother of Captain John Barry of the Continental Navy.

JOURNAL OF H.M. SLOOP *Porcupine*, CAPTAIN THOMAS CADOGAN <sup>1</sup>

April [1777]  
Sunday 27

Cape Florida So71Wt dis 201 Leagues  
At 5 A M Saw 4 Sail to No gave Chace At 1½ past  
Carried away the Jibb boom. At 7 came alongside &  
began to engage an armed Sloop of 10 Guns, under Rebel  
Colours, & two Schooners of 8 ea: At 9 the Sloop made  
Sail from us, do made Sail after her. At 1½ past she  
Struck, the Schooners made Sail & stood to Noward The  
Sloop proved the *Hornet* Privateer with a Congress Com-  
mission from Charles Town for Martinique Sent her to  
Jamaica. - <sup>2</sup>

1. PRO, Admiralty 51/707.
2. PRO, Admiralty 52/1923. Log kept by James Power, master of the *Porcupine*, added more details than the Captain's journal. According to a synopsis of the proceedings against the *Hornet* as taken from the record of the Vice Admiralty Court at Jamaica, she was built in Bermuda, of 100 tons burden, mounted ten carriage guns and four swivels, and had a crew of thirty-five. She had sailed from Philadelphia in February for Charleston in ballast, and at the latter place had loaded twenty barrels of rice and twenty-six barrels of indigo for Martinique. The action, which lasted three-quarters of an hour, took place in latitude 22½° north, and longitude 70° west, upwards of fifty shot being fired. Upon arrival in Jamaica the *Hornet* was leaky, and, after condemnation, was appraised at £2443.12..6, including cargo, stores and gunpowder.

28 Apr.

JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON <sup>1</sup>

April 1777  
Mondy 28th

Do [Cape Ann] N79°W 17 Leags  
at 1½ past 7 AM Saw a Sail in the SW made Sail & Gave  
Chace as Did the *Diamond* & *Scarborough*, sett top Gallt  
sails & Fore top mast Studding Sail, Carryd a way the Fore  
top sail yard & Studding Sail Boom, Lost the Studding Sail  
& part of the Rigging at 11 the *Diamond* made the Signl  
for Seeing a Sail to the Eastwd, bore away & Gave Chace  
the *Scarborough* in Compy at Noon the *Diamond* in Sight  
in Chace of a Brigg -  
Modt & Fair Weathr  
at 1 PM Lost Sight of the *Diamond* fir'd 7 nine Pounders  
to bring the Chace too, a Ship from Guadalupe for Boston

wt Powder & Warlike Stores,<sup>2</sup> sent a Midn & 4 men on board her, the *Scarborough* Join'd Compy with a Sloop from So Carolina for Boston.<sup>3</sup> Made the Signl for the Captain of the *Scarborough* Punish'd John Daily with one Dozen Lashes for Plundering the Prisoners, & one Dozzin Lashes for Insolence to the Captain at 8 PM the *Scarborough* & Prizes parted Compy

1. PRO, Admiralty 51/420.

2. Ship *Paris*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Ibid.*, sloop *Betsy* with rice, tar and indigo.

#### MASTER'S LOG OF H.M.S. *Diamond*<sup>1</sup>

April 1777

Cape Ann N46°W 25 Lgs

Monday 28th

7 [A.M.] Saw a Sail in the SW Quarter Made Sail & gave Chase 10 AM Made the *grayhound* Signl to Chase in the SE Qr

12 Modt & Cloudy wr

1 [P.M.] Lost sight of the *Grayhound* and *Scarburgho* 3

The Chase Broughtt too after firing 5 Guns 1/2 past hove too the Chase proved to Be a Ship from Beverly to So Careliney

1. PRO, Admiralty 52/1699.

#### *Boston Gazette*, MONDAY, APRIL 28, 1777

Boston, April 28.

A ship from Honduras, with Log-Wood, taken by Capt. Fisk, belonging to this State, is safe arrived at said port.

A ship from Ireland bound to the West-Indies is sent in to another southern port; as is also arriv'd a ship from some port of France at the same port.

#### A BRITISH OFFICER'S ACCOUNT OF THE DANBURY RAID<sup>1</sup>

[Extract]

April 21 – 28, 1777

21 Apl Embarked on the North River 1600 Regrs & 500 Provincials – Commanded by Major Genl [William] Tryon – & Briga Genls [James] Agnew – Sir Wm Erskine & Govr [Montfort] Browne. Two Frigates proceeded, immediately after, up the North River, where, the Publick concluded, the Expedition was intended; But early the next Morning the 22d a Westerly Breeze favoured our passage thro' Hell Gate to Whitestone 16 Miles down the Sound. Here we were met by the *Senegal* & *Swan* sloops, & detained by a Contrary Wind – the 24 a Westerly breeze released us, & carried us the 25 to a Spacious Bay called Capone-bay 5 short Miles from Norwalk Harbour. The Troops were immediately landed without any

opposition, & every thing necessary disembarked. We encamped, or rather lay on our Arms, & early on the 26 Marched forward with 6 Pieces of Artillery. About 7 Miles from the Sea We were attacked by a small Ambuscade, from a Morass, but we soon dislodged them, killed 5 & took a few Prisoners – & proceeded with very little opposition to Danbury, where we found the greatest Magazine the Rebels had ever collected: & full leasure to destroy it – Viz. About 4000 bbls of Beef & Pork; 5000 BBls of Flour; 100 Puncheons of Rum; a vast quantity of Rice, Coffee, Salt, Sugar, medicines, Tents, Cloathing, Shoes, Waggon – Harness – Made up Ammunition &c – the exact Quantities unascertained. We sent several detachments to destroy what we learned were concealed by the Rebels in Copse's at a Mile & two Miles distance, & then left the Town in Flames, & proceeded to Ridgefield, where, as at Danbury, We found the Meeting House full of stores, which We also set Fire to, & to several Houses. We marched all Night unmolested, but the Militia began to Harrass us early on the 27. & encreased every Mile, galling us from their Houses & Fences – Several instances of astonishing temerity marked the Rebels in this route. Four Men, from one House, fired on the Army, & Persisted in defending it, till they perished in its Flames. One Man on Horseback rode up within 15 Yards of our Advanced Guard, fired His piece, & had the good fortune to escape unhurt. Within about 5 Miles of the Sea We found [Benedict] Arnold had taken Post very advantageously with a Body of 5000 Men; most of them He had Marched from Peek's Kill 32 Miles distance; which obliged us to form, & loose no time in Charging the Rebels who were active in throwing up Breast-works: & constructing a Battery for three Six pounders. Arnold & Wooster opposed us with more Obstinacy than skill – the first narrowly escaped; leaving His Horse dead, & His pistols dropped a few Yards off; the other was Mortally wounded in the Belly & left to die on the Field by His Son, who behaved remarkably well, refusing Quarter & dyed by the Bayonet. Major Stuart, a Volunteer on this Expedition, has gained immortal Honor; He perceived first, the Battery which the Enemy had nearly compleated, & rushing on with 10 or 12 Men spirited by His Example drove them out of it, in the face of the three Six Pounders which were well served, but ineffectual – the line followed, & the Rebels presently retreated on ail sides, leaving us a Compleat Victory – their Cannon &c &c. And with less loss than We Could have expected; for the Enemy opposed us with great bravery – many opening their Breasts to the Bayonets with great fury, & our Ammunition began to be very scarce. We have not lost above 70 killed, & not one officer & we have bro't off all the Wounded; The Rebels had above 300 killed, & we have above half as many Prisoners: they are better Cloathed, than last Year. Among our wounded, are Gl Agnew in the Breast near the shoulder – Major Hope, & Thorn; Capt Hastings slightly; & Capt Lyman of Brown's Corps dangerously. The Genl gave Publick thanks to this Corps on the Beach, for their very distinguished behaviour. We reimbarked the 28. in good Order though exceedingly fatigued, having Marched at least

35 Miles the way we went, & not slept from Fryday Evening to this day Six o'Clock in the Evening, which affords me this hasty moment, to write you. I shall think of many particulars hereafter, such as that the Rebels, murdered 13 Tories, as they called them for opening their Houses to us on our March to Danbury &c – after so long a Letter, I shall not venture to add any intelligence of the General state of things in the Jerseys – only that the Rebel inlistments to the Soward are not yet completed, & those to the Northward may probably nearly fail: & this Coup by Gov Tryon may go nigh to carry the defection of Connecticut & Rhode Island Provinces from the Rebel Cause: Three of their Papers, which I enclose, shew that is supported on Crutches.

1. Stevens, ed., *Facsimiles*, No. 155.

#### JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION <sup>1</sup>

[Fishkill] Monday Afternoon, April 28, 1777.

The House taking into consideration the absolute necessity of raising a body of men to guard the Continental ships at Esopus Landing, and the public records and treasury of this State, against the designs of disaffected persons, as well as to guard the different passes and roads frequented by those persons, for the purpose of conveying intelligence and going over to the enemy. Thereupon,

*Resolved*, That a body of men be raised for the above purpose.

Debates arose as to the number of men necessary to be raised.

General Scott moved, and was seconded, that the number of men to be raised, be 200.

Debates arose, and the question being put, it was carried in the affirmative.

1. *New York Provincial Congress*, I, 904.

*New-York Gazette*, MONDAY, APRIL 28, 1777

New-York, April 28

[Last Monday] the *Mermaid* Frigate arrived here from the West-Indies: Off the Coast of Virginia she fell in with and took a fine large Brig from Philadelphia, loaded with about 1400 barrels of Flour, <sup>1</sup> &c.

A few Days after the *Mermaid* destroyed a Rebel Privateer Schooner at Egg-Harbour upon the Coast of New-Jersey.<sup>2</sup>

1. *Escape*, Benjamin Wickes, master, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

2. Connecticut sloop *Lyon*, Timothy Shaler, which had previously taken one vessel, the *Experiment*, laden with coal, and had run ashore and destroyed another, the *Hazard*, with a cargo of oats. *Lyon* was not destroyed as the newspaper stated, but was sent into New York after her capture on April 19, along with the *Experiment* which had been recaptured. The *Lyon* was libeled against in Vice Admiralty Court on November 10, 1777 by Captain James Hawker, H.M.S. *Mermaid*, PRO, HCA 49/93, 112.

JOURNAL OF H.M.S. *Galatea*, CAPTAIN THOMAS JORDAN <sup>1</sup>

April 1777

Sandy Hook North 36 Ls

Monday 28th at 6 [A.M.] Tkd & Saw a Sail to the SE Gave Chace at Noon the Chase SSW 2 Miles  
 Do [Modte & fair] Wr  
 [P.M.] fired 4 Shot at the Chace & bt too the Schooner *Phoenix* from Nantucket bound to Virginia wt Sugar Oil & Ballast Elisha Coffin Master o[u]t 3 Days

1. PRO, Admiralty 51/4197.

PENNSYLVANIA NAVY BOARD TO CAPTAIN JOHN WEBB <sup>1</sup>

Sir –

[Philadelphia] April 28th 1777

We have received information this day that you have now on board the Galley under your command one of the Fishermen, whom you detain as we apprehend, very unjustly, & this board will by no means support the impress of any Man whatever; Therefore, we order you as soon as you receive this Message, to release the Man whose name we understand is Henry Myers; And Order you likewise remove your present Station, and come down as far as the lower end of Petty's Island between the two Channels and there lye untill further Orders. And also you are to Appear at this board to Morrow Morning at Ten O'Clock –

To Capt William [*sic* John] Webb, Esqr, of the *Experiment* Galley.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

APPLICATION FOR A COMMISSION FOR THE CONTINENTAL  
LETTER OF MARQUE SHIP *Chase* <sup>1</sup>

Mr Stephen Steward, Agent for the Congress applies for a Commission for the Ship *Chase* of the Burthen of two hundred & eighty Tons mounting six Carriage Guns, belonging to the thirteen united States, commanded by Captain Benjamin Chew and navigated by twenty Men, with Six Months Provisions – On Behalf of the thirteen united States. Witness My Hand this 28th Day of April 1777 [at Baltimore].

Stephen Steward

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, II, NA.

BOND FOR THE CONTINENTAL LETTER OF MARQUE SHIP *Chase* <sup>1</sup>

1777

*Chase*, Continental ship. Guns: 6. Crew: 20.

April 28

Bond: \$10,000. Captain: Benjamin Chew.

Bonders: Benjamin Chew, Stephen Steward, of Ann Arundel County, Maryland

Owners: United States of America.

Witness: R. Ridgely, Annapolis.

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, II, NA. An abstract from the bond.

NICHOLAS THOMAS TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir

Oxford April 28th 1777.

Captain James Nicholson has impress'd James Parsons and Thomas Pamphilion two young Men that went out to Martinico with Captain Paddison [William Patterson] they were put on Board the Flag of Truce taken by Paddison were afterwards ritaken and carry'd into Jamaica from thence took a Passage to Eustatia and the other Day arriv'd at Baltimore Town, they were immediately Seized and carry'd on Board the frigate commanded by Capt'n Nicolson, they are not suffered even to write to their Friends. A Merchant from Talbot Saw them on Board from whom the Mother of Pamphilion has this Information

I know not if Congress has given Orders to impress, if such Orders are given I heard nothing of them when at Annapolis, I am requested by the Mother of one of the young Men to write to you upon the Subject not doubting but you will do whatever is right, not only in this, but in all other Matters that come before you for your Determination I am Sr [&c.]

Nic Thomas

1. Red Book, XVII, 4, Md. Arch.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR.<sup>1</sup>

April 1777

At Single Anchor Cape Henry SEt 3 or 4 Miles

Sunday 27th

AM Dried the Small Sails and hove into  $\frac{1}{3}$  of a Cable.

Do [Little wind] and Cloudy Wr

Two sail in sight in the Offing at  $\frac{1}{2}$  pt Meridian Weigh'd and Came to Sail, at 2 The Chace made the Private Signal which we Answer'd, at  $\frac{1}{2}$  pt spoke his Majesty's Ship *Thames* with a Privateer Brig of Ten Guns Called the *Raleigh* which she had lately Captured.<sup>2</sup> Wore and Brot too, at 4 saw a Sail to the N W, Made Sail & made the *Thames's* Signal to Chace to the No wd at 7 Calm Anchor'd with the Best Bower in  $7\frac{1}{2}$  fm Cape Henry NW  $\frac{1}{2}$  N. 3 Leagues. The *Thames* and her Prize also Anchor'd. At 8 little Wind Fired a Gun and made the Signal to Weigh and the *Thames's* Signl [to] Chace to SEt at 10 Weigh'd, lost our Buoy and Buoy Rope and [the] top tackle fall in endeavouring to save it,

Monday 28th

at 4 Fresh Breezes the *Thames* in Co at  $\frac{1}{2}$  pt saw a Sail, Out 2d Reef Topsails and gave Chace, at 5 saw 3 more to SEt Fired a Gun and made the *Thames's* Signl to give them Chace. At 8 Came up with and spoke our Chace proved a Ship from Maryland loaded with tobacco for Bourdeux<sup>3</sup> Brot too, took the Prisoners out and sent an Officer and 14 Men onboard to take Charge of her, at 11 made Sail the Prize in Company. —

1. PRO, Admiralty 51/694.

2. *Thames's* prize was the Virginia Navy brig *Raleigh*, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.3. *Ibid.*, ship *Billy and Mary*, John Burrows, master.



JOURNAL OF THE NORTH CAROLINA SENATE <sup>1</sup>

[New Bern] Monday 28 April 1777

That the Inspectors of both Houses met in the Conference Room, and there did take and receive from the Members of the Senate and House of Commons the Tickets of all the Members of both Houses, which were put into a Box, and upon Examination of the Scrolls, it appeared that the following persons were Elected by a Majority of both Houses, to-wit:

89. Thomas Burke	}	Esquires, Delegates to represent this State in General Congress.
76. William Hooper		
76. John Penn	}	of the Court of Admiralty for port Beaufort.
William Tisdale, Judge		
Thomas Sitgreaves, Marshal	}	Of the Court of Admiralty for port Brunswick –
Sampson Moseley, Judge		
Thomas Davis, Marshal	}	of the Court of Admiralty for port Roanoke –
John Campbell, Judge <sup>2</sup>		
David Davis, Marshal	}	of the Court of Admiralty for port Bath –
Thomas Respass, Judge		
Nathan Keaise, Marshal	}	of the Court of Admiralty for port Currituck –
Thomas Jarvis, Judge		
John Humphries, Marshal		

1. Journal of the North Carolina Senate, 1777, 101-02, NCDAH.

2. John Campbell resigned on April 29, and Joseph Blount was elected to fill the vacancy.

*Gazette of the State of South-Carolina*, MONDAY, APRIL 28, 1777

Charles-Town, April 28.

We have just now learnt, that the Fleet to sail from Jamaica, on or about the first of May, will consist of 176 Sail, very richly laden, having on board, besides their usual Cargoes of Sugar, Rum, Cotton, Coffee, &c., a large Quantity of Carolina Indigo; purchased in the French Islands: That they were to be convoyed, as far as Bermuda, by the *Maidstone* and *Winchelsea* Frigates of 26 Guns each, the *Badger* and *Porcupine* Sloops, of 16 and 14 Guns, and the *Racehorse* armed Vessel of 10 Three-Pounders: and, from Bermuda home, by the *Maidstone*. – This Information was obtained by the Master of a Vessel, who, on the 13th Instant, met, and under English Colours, sailed several Days in Company with a Sloop from Kingston in Jamaica, Isaac Cobb, Master, cleared for Halifax, and furnished with *American* as well as Jamaica Papers: There were at the same Time in Sight, off the Havana, coming through the Gulph [of Florida] a Ship of 12 Six-Pounders, with 40 Men, one Forster, Master, from Kingston, bound for London, having a good Deal of Specie and Indico on board, said to be worth 100,000 l. Sterling; and a Brig of 8 Guns, full of Bale Goods, one Freebody, Master, cleared for Gaspee, also furnished with British and *American* Papers, but belonging to said Freebody and a Mr. Dolbeir of Jamaica, which Vessels, it is supposed have not yet passed this Coast.

The *Hind* Frigate, with eleven Sail of Transports from Ireland, passed

in Sight of St. Eustatius, on Sunday the 30th of last Month, bound for New-York.

The *Pearl* Frigate, a few Days before, on the Way to New-York, took a single-decked Brig, said to be from this State, just going into St. Eustatius, the Mate of which was killed during the Chace.

A great Number of American Vessels have lately been taken by the Men of War on the Antigua Station; and by piratical Vessels cruising without Commissions, from Antigua, Anguilla, Tortola and Dominica. By the latter, no less than 29 Sail had been sent into Tortola alone. These Pirates carefully avoid falling in with the Men of War, by which Means such as escape the one, fall into the Hands of the other. Among others lately taken, are said to be the following Masters from this State, Richard Minors, of the Sloop *Rutledge*; Jacob Wyatt, of the Scooner *Splatt*; Benjamin Wainwright, of the Sloop *Family Traders*; Paul Lightbourn, of the Sloop *Nanny*; Stafford Amory, of the Sloop *Charming Nancy*; William Peirut, of the Slo[o]p *Elizabeth*; George Griffin of the Scooner *Wild-Cat*; Boaz Bell, Richard Somerfall, Richard King, Foster Bascom, and one Morgan.

From St. Eustatius we are advised, that a Privateer belonging to Philadelphia, has lately taken 2 Sail out of a Cork Fleet, and carried them all safe into Martinique.

JOHN FITZPATRICK TO DONALD MCPHERSON <sup>1</sup>

[Extract]

Sir

Manchac 28 April 1777

... I make no Doubt but you have heard ere this comes to hand, of what has happened at [New] Orleans, and that, all the English Vessells at and about that place have been taken by the Spainards, the Captains, Mates & Men are all in Prison Morgan & Mather lost a Vessell with 22 Negroes on Board. Mr Waugh[s] Vessells Loaded with goods, another that had sailed for England, that had not got out of the River, was also taken, in which Mr Williams of your Place, had Shipped on his acct his Beaver, as he could not get the price for it that he wanted, what is become of him I can't learn yet, as there has not been any late arrivals from town, this I am certain of that all the English Merchts are ordered out of Town & have but 15 days allowed them to prepare for their departure, what all this means God only knows, but I am much afraid we are on the Eve of a War with Spain ...

1. John Fitzpatrick Letter Book, NYPL.

JOURNAL OF H.M. SLOOP *Porcupine*, CAPTAIN THOMAS CADOGAN <sup>1</sup>

April [1777]

Cape Florida So 75 Wt dis 218 Leagues

Monday 28

At 5 A M saw a Sail to SE. gave Chace At 7 fired 2 Shot & brot too the Chace a Schooner from Charles Town for Martinique Sent her to Jamaica.<sup>2</sup>

1. PRO, Admiralty 51/707.

2. Schooner *Magdalene*, with a cargo of rice, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN JOHN CHAPMAN, H.M. SLOOP *Shark* <sup>1</sup>

(Copy)

By James Young Esqr Vice Admiral of the Red, and Commander in Chief of His Majesty's Ships and Vessels employed, and to be employed at Barbadoes, and the Leeward Islands, and in the Seas adjacent.

Whereas the Lords Commissioners of the Admiralty have directed me to appoint Convoys for the Protection of the Homeward bound Trade, from these Islands: You are hereby required and directed to compleat the Victualing &c: of His Majesty's Sloop *Shark* under your command to three Months; and forthwith proceed to St Johns Road Antigua; and make known to all Masters of Merchant Vessels bound to Great Britain or Ireland; whose Ships or Vessels are now ready for Sea; that you are appointed to Convoy them: and direct the Masters of said Vessels to put themselves under your Command, and obey such Orders and directions as they may receive from you; and to take especial care they do not loose Company with His Majesty's Sloop *Shark*; You are to Sail from St John's Road the 2d May, with such Merchant Ships as are then ready; and proceed with them to Basse-terre St Christophers; at which place You are also to collect and take under Your Orders and Protection all such Merchant Vessels bound to Europe, as may assemble there by the 8th day of May next; at which time You are to Sail with the Trade for Europe, under your Convoy; and on no Account to remain there longer. The *Sylph* Sloop is directed to bring the Trade from the Southern Charribbe Islands to St Christophers and to be at that place by the 4th May; You are immediately on her arrival to direct Captain Dacres to proceed without delay to the Island of Tortola, and collect such Merchant Vessels belonging to that Island as are ready to proceed to Europe: and conduct them off the Island of Anguilla: and the[n] Cruize with them 'till you arrive with the General Convoy from St Kitts; and then to join You, and proceed to the Northward, until he can fetch the Island of Antigua, when you are to suffer him to part Company, in order to join me at Antigua; and are to take the whole Trade under your Convoy, and make the best of your way with them to Spithead; and you are strictly required and directed to take all possible care on your part, not to seporate from the Ships and Vessels which may put themselves under Your Convoy, and to give such Orders and Instructions to their Masters, as you conceive may be most likely to prevent their seperating from You: and in case any of them do loose Company with you, or disobey your Orders; You are to transmit to the Secretary of the Admiralty a List of their Names; with the Circumstances attending such Seperation, or Disobedience of Orders. On Your arrival at Spithead, You are to acquaint the Secretary of the Admiralty therewith; sending him a List of all such Vessels as come under your Convoy: with Remarks on the behaviour of their Masters during their Voyage: and also

transmit Him the Public Dispatches you will receive from me: for which this shall be your Order.

Given &c the 28th April 1777.

1. PRO, Admiralty 1/310.

29 Apr.

*Independent Chronicle*, THURSDAY, JUNE 19, 1777

Halifax. April 29.

Last Wednesday [April 23] arrived the armed Ship *Albany*, from a Cruise and brought in a Brig from Salem bound to the French West-India Islands, laden with Fish and Lumber, commanded by one Atkins, of Boston.<sup>1</sup>

1. *Polly*, Nathaniel Atkins, master, Howe's Prize List, October 24, PRO, Admiralty 1/488.

PETITION OF GEORGE DODGE, JR. TO THE MASSACHUSETTS COUNCIL<sup>1</sup>

To the Honble The Council of Massats Bay

The Petition of George Dodge Junr of Salem in behalf of John Derby & Compy -

Humbly Shews

That they have at a great expence fixed out and equiped the Brigantine Called the *Oliver Cromwell* One hundred & Sixty Tons Burthen, Mounting Sixteen Six Pounders, Navigated by One hundred & thirty Men, Commanded by William Cole, the Officers on Board are William Russell 1st Lieut John Colyer 2d Lieut & Robt Richardson Master, with Provisions & Military Stores Sufficient for a three Month's Cruise, said Brig is designed to Cruise Against the Enemies of the United States -

Would therefore humbly pray your honor's to Commission said Brigantine, & Officers, in Order that she may Join the Fleet at Boston, under the Command of Commodore Manly, and as in Duty Bound will ever Pray

George Dodge junr

[Endorsed] In Council April 29. 1777 Read & Ordered that the Prayer thereof be granted and that a Comission be Issued out to the said William Cole as Comander of the above mentioned Brige called the *Oliver Cromwell* he complying with the Resolves of Congress

Jn<sup>o</sup> Avery Dpy Secy

1. Miscellaneous Manuscripts, PM. Similar petitions of this date from owners of other ships are in Mass. Arch., vol. 166.

JOURNAL OF THE MASSACHUSETTS COUNCIL<sup>1</sup>

[Boston] Tuesday April 29th 1777

Whereas it hath been represented to this Board that their is a Sloop now laying in the Harbour of Cohasset commanded as it is said by one . . . . . Holbrook, loaded with Lumber, Pitch Tarr & Tobacco & it is suspected to have a quantity of Corn & other Provisions on board, bound for St Peters - And Whereas it is contrary to the Resolves of the General Court,

that any provision or Naval Stores should be exported more than is sufficient for the Vessel's use – Therefore Ordered that the Sheriff of the County of Suffolk or either of his Deputies be and they are hereby directed to go immediately on board the said Sloop & make thorough search after such Articles of Provision & Naval Stores as are by the aforesaid Resolves prohibited & upon finding the same to bring the Master of said Vessel before this Board to answer for his Conduct and to stop the said Vessel from proceeding on the Voyage aforesaid until the further order of this Board & to make return to the Secretary's Office as soon as possible –

1. Mass Arch., vol. 20, 445, 447.

TRIAL IN MASSACHUSETTS MARITIME COURT OF THE PRIZE BRIGANTINE *Betty* <sup>1</sup>

State of the Massachusetts Bay }  
Middle District. Suffolk ss. }

At the maritime Court for the middle District of the State of the Massachusetts Bay holden, at Boston in the County of Suffolk, by the Honourable Timothy Pickering junr Esquire Judge of said Court, on Tuesday the twenty ninth Day of april in the Year of our Lord one thousand seven hundred & seventy seven –

Jonathan  
Jackson  
& al.  
Proponts  
vs  
the Briga  
*Betty*  
James Simonet  
Mastr  
Libel &c  
filed 133.

Be it remembered That on the fifteenth Day of February in the Year of our Lord one thousand seven hundred & seventy seven, Jonathan Jackson, Nathaniel Tracy and John Tracy all of Newbury Port in the County of Essex Merchants, in Behalf of John Lee Commander of the private armed Schooner *Hawke*, and the Officers, Marines and Mariners on board the same, the Owners thereof and all concerned therein, came, by John Lowell Esqr, before the Honourable Nathan Cushing Esquire then Judge of said Court, and filed a Libel exhibiting an Information, to wit, that the said Lee and his

Company in said Schooner, on the high Seas, on the twentieth Day of January last, took, and, on the fifth Day of the same February, brought, into Newbury Port in said District, the Brigantine *Betty*, of about one hundred Tons Burthen, commanded by James Simonet, and laden chiefly with the Articles mentioned in the Schedule to said Libel annexed. And the said Jonathan, Nathaniel & John the Proponants, in their said Bill, aver'd that the said Brigantine, her Cargo & appurtenances were, at the Time of said Capture, the Property of and belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermuda, New Providence or the Bahama Islands, and the said Brigantine was then employed by the Enemies of the united States of America and carrying Supplies to said Enemies, and the Proponants further said that by means of the Premisses and by Force of the Laws of this State and the Resolves of the Continental Congress in such Case provided, the said Brigantine, her Cargo & ap-

purtenances are forfeited and to be distributed as the Law directs – praying Advise ment, and that, by a due Course of Proceedings, the same Brigantine, her Cargo and appurtenances may be decreed to be and remain forfeited and distributed as the Law directs.

And the Time and Place of Trial having been duely notified, the Proponants by John Lowell Esqr appear. And no Person appearing to show Cause why the said Brigantine with her Cargo & appurtenances should not be condemned

After a full Hearing of the Proponants, their Bill aforesaid is committed to a Jury duely returned and impannelled and sworn to return a true Verdict thereon according to Law and Evidence. Which Jury are John Andrews, Benjamin Gray, John Newhall, Elkanan Winchester, Elisha Gardner, William Williams, Ebenezer Triscot, Edward Preston, Benjamin Cudworth, Thomas Parker, John Bennet, Nathaniel Cudworth. Who return their Verdict to the said Timothy Pickering Judge as aforesaid, and upon their Oath say, “that the Brig *Betty* commanded by James Simonet was taken by Capt John Lee and his Company in the arm’d Schooner *Hawke*, and carried into Newbury Port, and that She & her Cargo and Appurtenances at the Time of her Capture aforesaid were the Property of some of the Subjects of the King of Great Britain, other than the Inhabitants of Bermudas, New Providence, or the Bahama Islands, and that the said Brig with her Cargo and Appurtenances is a lawful Prize to the said Captors.”

And thereupon, It is, by the said Timothy Pickering Judge as aforesaid, considered and decreed that the said Brigantine *Betty* with her Cargo and Appurtenances are forfeit, – that the same be sold at public Vendue, & that of the Monies thence arising, there be paid the Charges of Trial & Condemnation being eight Pounds and four pence and the Charges of Sale and the Wages of the Seamen and Mariners who were taken on board the said Brigantine, according to the Terms of their Contract, up to the Time of her Condemnation (such Wages as have been advanced & paid to the Seamen & Mariners, by the said James Simonet the late Master of said Brigantine out of his own Monies, to be paid to him together with his own Wages, and the Arrears of the Seamens & Mariners Wages to be paid them severally); and that the Residue of the Monies arising from the Sale aforesaid be delivered to the Captors aforesaid, their Agents or Attornies, for the Use & Benefit of such Captors and others concerned therein.

attest Isaac Mansfield Clerk

1. Mass. Arch., vol. 159, 51–54. Prize brigantines *Placentia*, *Dorothy* and ship *Piercy* were also tried and condemned this date.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT <sup>1</sup>

Sir

Lebanon 29th April 1777.

By your favour of the 25th Instant I have the pleasure to learn the Arrival of the last of Capt [Samuel] Smedleys Prizes, and thank you for your Care & attention to our Business –

You will receive Letters from me respecting the Prizes, which are perhaps already come to your Hands, by which you will see we have no desire to supersede your Agency – as the *Defence* is to be refitted & Sent to Sea with all Expedition I wish you to give Capt Smedley all the Assistance you can for that purpose.

The Enemy have now made an Attack directly on this State, & it is reported, with what Truth I am not able to determine, they intend ravaging our Coast & in some Measure to make this State the Theatre of War we therefore think it prudent, to reserve all the provisions of every kind taken in these four Prizes for the use of the State, as it is highly probable we shall have Occasion not only to provide for our Militia on Sudden Marches, but also to minister to the relief of our Inhabitants who may be forced from their dwellings You will therefore at present Secure the whole of the Provisions brought in in all the Prizes 'till further Orders, only excepting out of this General Order, Provisions to fit the Briga for a New Cruise, & an Order to deliver Mr Nathaniel Shaw Junr provision for his Privateer at Dartmouth, for which he hath an Order <sup>2</sup> – and you will consider this Letter as countermanding all former Orders respecting Provisions in sd Prizes, except what relates to Smedleys Briga & Mr Shaws Privateer.

It will be of Importance that you take Care of the provisions, & place them in such a Situation as may Secure them against any Sudden Invasion of the Enemy, which we leave to your Discretion.

The Invoices & other papers I return you inclosed. I am &c.

J T –

1. Conn. Arch., 1st Series, IX, 104, ConnSL.

2. Connecticut privateer sloop *American Revenue*, Captain Samuel Champlin, Jr.

#### MASTER'S LOG OF H.M. BRIG *Halifax* <sup>1</sup>

April 1777

Thursday 25th

[Friday]

[At single anchor] off Loyds Beach

[At] 6 Weigh'd & Came to sail at ½ Past stood to the Noward saw a fleet to the Westward . . . 10 Joind Company with his Ms Sloop *Senegall* & *Swan* with 7 sail of Transports – the Lieut went on Bourd the *Senegall* at ½ Past the Bout returnd hoisted her in & Made sail a head of the Fleet sett stering sails

Little wind & Cloudy Wr Norwork Islands NBS abt 2 Miles –

[First part] Light Breezes & Cloudy Wr [Middle and latter] Fresh Breezes & Cloudy wt some Rain.

[P.M.] at ½ past 4 Came too with the Small Br in 5 Fathoms of water Muddy Bottom Verd to ½ of a Cable Fairfield Battery NWBN abt 2 or 3 Miles Beach Point at Black Rock NBW 1½ Miles Stratferd Point EBN . . . at 5 the Battery Fird a shott at us which fell short at ½ Past 5 Hoisted a Blue Ensign at the Main Topmt Gt Mt Head as a Sigl to the Fleet which Brought

too To the W ward at 6 the Rebbles Fird three more shott at us, which fell short saw a Privateer Brigg Lying in Black Rock Harbour

Friday 26th  
[Saturday]

Strong Gales & Squally w Rain  
[P.M.] 7 Lett the Bt Br Go Under foot . . . Struck Topgallt masts & Pointed the yards to the Wind Veerd to  $\frac{2}{3}$  of a Cable on the Small Bower –

Saturday 27th  
[Sunday]

[A.M.] 2 hove up the Bt Br & In to  $\frac{1}{2}$  a Cable on the Small at  $\frac{1}{2}$  Past 7 heard the Report of some Volleys of Small Arms In Fairfield Got up Topgallt Masts – Fresh Gales & cloudy Wr at  $\frac{1}{2}$  Past the Battery Fierd two Shott at us which fell short.

Sunday 28th  
[Monday]

[P.M.] the Tender Returnd from the fleet – [at] 5 Heard the Report of Several Guns from towards Newfield hill

[A.M.] 8 Heard the Report of Several Volleys of small Arms Suposed to be from the Troops [at] 11 sent the Bout near In to black Rock to reconiter the Brigg the Battery fierd two shot at the Bout which we Return'd w[ith] tw[o] 4 prs from the Brigg  
Modt Breezes & Cloudy Wr

[P.M.] 4 heard the report of Several Guns to the Eastward and several Volleys from the Westwd which we suposed to be our Troops Engaged or ReEmbarkin –<sup>2</sup> [at] 6 – sent the Tender to the fleet got all clear for action the Battery at Nor[wal]k fierd two shot.

Monday 29th  
[Tuesday]

[A.M.] no Sight of the Fleet they having saild in the Night

1. PRO, Admiralty 52/1775.

2. Returning from the Danbury raid.

#### MAJOR GENERAL HORATIO GATES TO JOHN HANCOCK<sup>1</sup>

[Extract]

Albany 29th April 1777 –

. . . I cannot help thinking I foresee the worst of Consequences, from too great a proportion of the Main Army being drawn into the Jersies. – Sir William Howe having a Secure Retreat open to his Ships, can at any time give Your Army the Slip; – And then his Ships of War, and Armed Vessels, which he can increase at pleasure, (for every Transport may be Converted into a Floating Battery,) will prevent Your Army, or any part thereof, from repassing Hudson's River.

The Forts in The Highlands, are I hope Guarded, with all the Care, and Attention, worthy, so great a Charge. I look upon them as the Keys of American Liberty; And pray they may be preserved as such . . .  
(Copy)

1. John Jay Collection, CUL.



JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Philadelphia] Tuesday, April 29, 1777

A letter, of the 26, from Governor Johnson, of Maryland, enclosing a copy of a letter, from the said governor, to James Nicholson, captain of the *Virginia*, and of Captain Nicholson's answer, being received was read:

*Resolved*, That the same be referred to the Marine Committee, and that they report thereon to morrow.

That the said committee be directed to order Captain Nicholson to dismiss all the men he has impressed, and not to depart with the frigate till further orders.<sup>2</sup>

*Resolved*, That two members be added to the said committee:

The members chosen, Mr. P[hilip] Livingston for New York and Mr. W[illiam] Smith, for Maryland.

1. Ford, ed., *JCC*, VII, 305, 312-13.

2. On this date the Marine Committee passed this order to Captain Nicholson, Marine Committee Letter Book, 85, NA.

RESOLUTIONS OF THE CONTINENTAL MARINE COMMITTEE<sup>1</sup>

Philada April 29th 1777

It being this day determined to form a plan for intercepting the Jamaica Fleet that will Sail from that Island for Great Britain about the 26th day of July next. *Resolved*

That this Committee will Order such of the Continental Frigates and Cruizers as can conveniently be spared or appointed for this service to Randevouz at Abacoa One of the Bahama Islands near to New Providence on or before the 25th day of July next.

That as it is uncertain what number or which of the ships or Cruizers may be so Ordered, those that arrive at the Said Station are to wait until the 28th day of July, each employing themselves in taking on board wood Water &c if wanted and to be got until that day when the several Commanders are to meet and producing their Commissions to each other the Senior Officer is to be deemed Commodore and may hoist a broad Pennant during the continuance of this service. The Commodore and every Commander are then to pay due obedience to the following Instructions exerting themselves in their respective Stations to execute them and to accomplish what this Committee have in veiw.

The grand Object of this expedition being to intercept the Jamaica fleet that will be departing from that Island about the Time the Commodore assumes his Command, he is to hold a Council of war assisted by all the Commanders and determine the following points.

First, where is the best Cruizing Ground.

Second, How to station the Squadron over that ground so that the enemies fleet cannot pass by unobserved.

Third, fix Signals for discovering the Enemy, their Numbers force and Number of the Convoy, how they bear, distance &c

Fourth, fix Signals for knowing each Other generally, & each ship in particular with all other necessary & proper Signals for the well governing & managing the fleet during the Cruize and in time of Action.

Fifth, each Commander to be supplied with a Copy of these orders Copies of the Proceedings of the Council of War Signals &c and Copies of such other orders as the Commodore & council may think proper to be given to each captain in addition to these Instructions which orders are to have the same object in veiw and are to be calculated for the more effectual Accomplishment of it. The Commodore or Council of war are empowered to order or do any thing they may think necessary or essential to enable the Squadron to perform the intended service, whether pointed out by the Committee or not. The Commodore must call on each Captain for any intelligence he may have gained respecting our enemies before he arrived at the Randevouz and particularly respecting the Jamaica fleet, the force and number of Ships of war intended as Convoy to that fleet, and proper advantage must be made of any intelligence so gained. These things done and the sooner they are accomplished the better, the Squadron must weigh and sail under the Signals and Orders of the Commodore to the Appointed Station which we suppose will be near the Havannah and as there will be some time to wait for the Jamaica fleet geting that length such time cannot be better spent, than in repeating the Signals agreed on constantly in order that they may become familiar to every one, and whenever they appear to be misunderstood to any Ship or Ships an explanation should immediately take place. The men should be constantly exercised at the Guns, and infinite pains taken on board every Ship to sweeten the Air, and keep not only the ship clean but the Men so in their Cloathing and Persons. During this Cruize there is little doubt but Prizes will be taken by the Squadron before the Jamaica fleet appears and such may be sent into Georgia or Carolina, but in doing this care must be taken that no ship is much weakened by sending away their men in such Prizes. Should they be of little value it may probably be best to burn them and encourage the seamen bound on board to enter our Service by offering them Share of Prize Money to be taken, Pay and allowance equal to those already engaged and assurance of good treatment. It may not be amiss for the Commodore to send One of the small Cruizers into the Havannah with a Polite Letter to the Governor asking leave for the Ships of war belonging to the United states of America to send in their Prizes there until convenient to bring them away or for sale if that will be permitted. When the main object of this enterprize appears the Jamaica Fleet, That, it must be the business of the Commodore to keep the Frigates together until he finds out the strength of the Convoy and if it be such as he judges he can cope with, with a tolerable prospect of success, He is to make the proper disposition for Attacking to the best advantage and engage their ships of war whilst all

the smaller vessels are employed in attacking and taking the Merchantmen. It must be remembered that the enemy generally send home for Convoy such of their Ships of war as have been long in the West Indies. They are frequently foul and ill manned which are circumstances favourable for engaging them, even if they should appear of superior force. If you can but make Prizes of the Convoy or any part of them, we think it will then be in the power of the Squadron to take any number of the Merchantmen and such as cannot be manned and brought into Port may be sunk or Burned. Should the Convoy consist of such or so many Ships as it would be folly or rashness to engage, the Squadron in that case had best to separate and hover after the fleet, for as we have little doubt but most of our ships will outsail theirs, being cleaner you may in this manner pick up a vast many of their Merchant ships altho protected by Superior force, and for this purpose every Ship or Cruizer may follow the fleet as long and as far as the Commander shall think prudent, but the Squadron is not to separate until the Commodore shall give Orders or make signals for that purpose. If the Squadron separate in this manner each Commander will return into the first safe Port in the States after he has performed his Cruise and rendered his Country all the services he can for that voyage, each giving us immediate notice of his Arrival and preparing again the Vessel he commands for further service against he receives fresh Orders. On the Contrary if the Squadron are successful in taking a number of Prizes it will be best to bring them into the first safe Port or Ports in these states delivering the Prizes to the Agents, and each Ship to be got ready for further Services immediately. If the fleet arrive any where in the neighbourhood of Congress we can and will transmit fresh Orders – if too distant the Commodore must call a Council of war of all the Commanders with him and any enterprize or expedition planned by that Council, that has for its object the service of the United states of America, to distress or disable the enemies of these states or to Capture their ships of war or Merchantmen will meet our Approbation & if executed with vigour will merit the praise of all America. Our ships should never be Idle. The Navy is in its infancy and a few brilliant strokes at this Era would give it a Credit and importance that would induce seamen from all parts to seek the employ for nothing is more evident than that America has the means and must in time become the first Maritime power in the world. The several commanders employed to execute this Plan now laid down will have an opportunity to open the first Ideas of the importance of our Navy and a glorious chance of immortalizing their own names besides enriching all the brave Fellows under their command. To them then under Heaven we look for that success which is the Object of our wishes. –

CONTINENTAL MARINE COMMITTEE TO CAPTAIN NICHOLAS BIDDLE <sup>1</sup>

Sir

[Philadelphia] April 29th 1777

You are directed in the Instructions in which these are inclosed to break the seal of this Letter on the 10th day of July next at that time we expect you will be cruizing near the Island of Hispaniola, and that agreeable to our former orders you will have the *Randolph* Frigate in good order and every way fit for Action. We have it in contemplation to Strike a Stroke against the British West India Trade that will be severely felt in the Pecuniary way, and that will at the same time if well executed give an eclat to our Navy that will be of infinite service to it we propose that you shall have a share in the execution of this plan and hope it may be a distinguished One.

You know that the largest and most valuable fleets of Jamaica Sugar Ships always depart from that Island about the 26th day of July under Convoy and that they pass through the Gulph on their way to England. Our design is to intercept this Fleet and take, sink, burn and destroy as many of them as possible, You are therefore to repair to the Island of Abacoa near New Providence which is the place we have appointed for the Randevouz of such Ships & Cruizers as we may find it in our power to order on this service and you must make it a point to be there on or before the 25th July that being the day we shall fix for every Ship or Vessel being at Abacoa.

When the fleet are collected at that place the Captains must compare Commissions and the Senior is to be deemed Commodore to whom the Inclosed Orders are addressed, every Captain in the fleet will be furnished with a Copy, and it is expected not only from the Captains but from every Officer in the fleet that they will use their most strenuous endeavours to effect this business in a Compleat and effectual manner and for this purpose it will be necessary to cultivate Harmony and good understanding with One Another. We also recommend it as a constant Object of your Attention to encourage the seamen and Petty officers which you take on board Prizes to enter our service and bring as many of them as possible into America.

We doubt not you will signalize your Zeal upon this occasion and happy shall be at a future day to congratulate you on the Accomplishment of this enterprize. We are sir [&c.]

1. Marine Committee Letter Book, 77, NA.

CONTINENTAL MARINE COMMITTEE TO JOHN DUPUY, CAPE ST. NICOLAS MOLE <sup>1</sup>

Sir

[Philadelphia] April 29th 1777

This may probably be delivered to you by Captain Nicholas Biddle of the *Randolph* Frigate which will be Cruizing on your Coast this Summer and should Captain Biddle pay you a visit we request that you will supply him with any Stores or necessarys the Ship may stand in need of. Should he send any Prizes into your Port we hope you will be permitted to make sale of them, and that you will do it to the best advantage.

Mr. [Robert] Morris gives us assurance of your attachment to the American cause which induces us to trouble you on this occasion, and

should you be led into advance for the supplies Captain Biddle may require, you may depend on being reimbursed by Consignments of Goods made you for that purpose, or probably Mr Ceronio at Cape François may have funds in his hands as considerable Remittances are now going to him. We are sir [&c.]

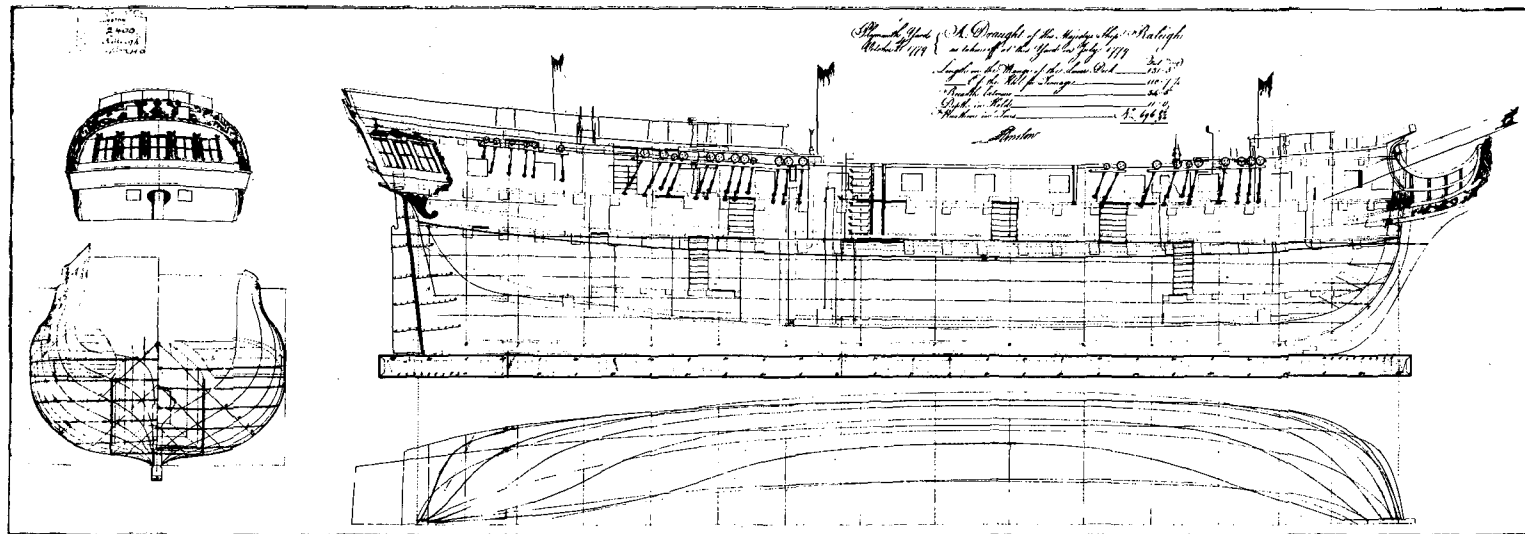
1. Marine Committee Letter Book, 81, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS THOMPSON <sup>1</sup>

Sir

[Philadelphia] April 29th 1777

We have long been anxious to hear of the *Raleigh* frigate under your Command being compleated for the sea but hitherto the difficulty of obtaining her Guns has been insuperable you may rest assured that the measures you have taken to obtain them from the Furnace in Massachusetts Bay are quite agreeable to us. We approve very much of the Iron Ballast being taken from the *Alfred*, and in case that should not be sufficient you are authorized to take a quantity out of the *Columbus* so much of her Iron Ballast as may be necessary and shall defray such reasonable Charges as attend the doing of it, and further we are well pleased that Mr Paine and Mr Bradford came into this measure and gave you their assistance. You are therefore to return to the furnace in Massachusetts Bay and immediately try or prove the Guns already cast for the *Raleigh* agreeable to the standard or mode given you herewith. If you find they stand this proof urge the utmost expedition in compleating the set. We hope a sufficient quantity of the proper Metal will be got from the Ballast of the Two Ships mentioned, but if that falls short you may then make application in our name and produce these orders to the Council or Assembly of Massachusetts Bay to spare you what may be wanting from the quantity lately sent them from Maryland and we will pay for or replace it. We expect and hope that you will get a compleat set of good Guns for the ship by these means, and if you do you must take the most effectual means to get them on board as expeditiously as possible. Apply to Mr Langdon the Agent to second and support your endeavours and compleat the Complement of Hands, take in the necessary Stores, Provisions, Arms & ammunition for a Six Months Cruise if they can conveniently be had – if not you must be content with less – make the ship [a]s compleat as you can but don't loose time or lavish away Money. Expedition and Vigilance are excellent qualities in a Sea Officer. Frugallity is an absolutely necessary One in all men that are connected with the American Revenue. These things duly attended to proceed as soon as you can on a Cruise. The first thing after you get out to sea is to try your Ships sailing. If she goes fast you may venture to take liberties with our enemies, if she does not you must keep clear of those of superior force and many of these we fancy will be found on the American Coasts. We hope you will be a Sea by the Month of June and if so your first Cruise had best be employed in seeking the Enemies Transports and Provision Vessels bound in for New York chusing the best station for falling in with them, and as you make Prizes



*Draft of Continental Frigate Raleigh*

send them into the first safe Port to the care of the Continental Agent. Thus you may employ the ship until the first of July when you are to open the sealed Instructions that we shall send you in a very short Time. Those Instructions will direct your attention to an object of importance and you must keep the *Raleigh* in good order, well manned, clean, and in every shape fit for Action or as much so as possible against that time. The said Instructions will point out your business after that date, therefore we now return to the supposition of your not getting the Guns wanted from the Furnace in Massachusetts Bay. If it so happens that you cannot get the whole there get as many as you can that will stand the proof, and apply to the State of Massachusetts to furnish what may be wanting, if they cannot, then apply to Mr Paine or Mr Bradford to assist you in purchasing as many good 12, 9 or 6 pounders as will fill your Ports. You may do this either in Rhode Island Massachusetts or New Hampshire wherever you can suit the ship best and cheapest, get the whole on board with expedition, take in suitable Stores and ammunition make up the Complement of about 150 Men including Marines and take the first favourable opportunity to go out to Sea and push off the Coast. Should any of the Continental frigates or Cruizers be in your Neighbourhood write to the Captains and if inferior in Rank to you, order him or them to come and Convoy you off; If superior inform him it is our Orders that he or they do it for which this shall be his or their justification and you may send him or them Copies of this Paragraph which he or they are hereby required to obey. When you get fairly out to Sea and are but thus partially armed, you must make the best of your way for Brest in France taking care on the Passage to avoid large Ships of war, but we hope you will take some Prizes from the Enemy and carry them in with you, these to be sold and the Continental share of such Prizes must be sold to pay for Guns, stores and charges. On your arrival at Brest write to William Lee & Thomas Morris Esqrs at Nantes and to the Honble Dr Benjamin Franklin, Silas Deane and Arthur Lee Esqrs in Paris informing them of your arrival and that your errand to France is to compleat the ship with a proper set of Guns telling them how many and the different sorts, mention also what other Stores and supplies you will want and request them to inform you whom to value on, and to take effectual measures to prepare with expedition all the supplies you need, on this head you must never cease urging them until you get what you want. When you get the proper Guns, strike the others in your Hold and keep them there until your return to America. You may ask the Honble Dr Franklin, silas Deane & Arthur Lee Esqrs if they have any commands for you and if they desire you to go on any particular service, Cruise or expedition you must obey their Orders. If they have nothing particular you will take in water, Provisions &c for a long voyage and leaving Brest proceed on a Cruise – taking of Prizes and distressing the enemy must be the object of your Cruise but particularly we recommend your looking out for some of their East India Ships. You will find the Ports of France and Spain open to your Prizes with liberty of selling them there. You must be careful to keep your Ship well manned, and

whenever you take Prizes give great encouragement to Seamen and Petty officers to enter.

Any Prizes you take with Cloathing (particularly Blankets), arms, ammunition or any of those articles that you think will be particularly useful in America should be sent for the first safe Port in these states. We do not object to your Cruizing a reasonable time in the European seas provided our Commissioners at the Court of France are of opinion it will be more useful than returning, otherways you will return back for these Coasts Cruizing on the enemies Ships during the passage, and should you think it proper to call at any of the French Islands for information we have no objection. You must make it a point to encourage seamen to enter our service wherever you meet with them. Use your People well but preserve strict discipline, attend most carefully to keep a clean ship or the Men will grow sickly, treat Prisoners with Humanity and upon all occasions support with spirit the Honor of the American flag. We are Sir [&c.]

1. Marine Committee Letter Book, 81-84, NA.

CONTINENTAL MARINE COMMITTEE TO THE AMERICAN  
COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

[Philadelphia] April 29th 1777

Should you see this Letter it will be forwarded to you by Thomas Thompson Esqr Commander of the *Raleigh* Frigate in the Service of the United States of America. This Ship was built in New Hampshire where is no Foundreys for Casting Cannon and the distance from the places where they are Cast to Portsmouth where the frigate now lies is so great that we think it better to put on board such Guns as can be got for her in the Neighbourhood and send her to france to be compleated, than to Hall them by Land such an amazing distance, or than to trust them by Water to her, or her along the Coast to them, now that the enemies Ships are so numerous and powerful at the Mouths of our Bays and Harbours. We have ordered her to Brest as the most suitable Port for supplies. Captain Thompson will transmit you an Indent of all the Guns, Stores and Materials he wants and we hope you may procure and order for his being Supplied out of the Kings Arsenals or Stores. Orders are given to the Commercial Agents to pay your drafts for the amount of such Supplies, but if you cannot obtain them in the way proposed, you will write to the said Agents William Lee & Thomas Morris Esqrs to purchase every thing necessary on the best terms and in the most expeditious manner they can.

We have told Captain Thompson if you had any particular service, Cruize or enterprize to point out for the benefit of these States, that he should obey your Orders, otherways to return to America well manned and fitted Cruizing on our enemies ships the whole voyage, you will therefore write to him giving such Instructions as you may think best calculated to promote the honor, Interest and welfare of these States. With great esteem and regard we remain Honorable Gentlemen [&c.]

1. Marine Committee Letter Book, 84-85, NA.



*Pennsylvania Evening Post*, TUESDAY, APRIL 29, 1777

Deserted from the brig *Convention*, the 18th instant, belonging to this state, Joseph Brady, born in Philadelphia, about five feet ten inches high, twenty-two years of age.

James Ryley, born in Newcastle, dark complexion, his hair tied behind, about five feet four or five inches high, and twenty years of age. Whoever takes up said deserters, shall have Eight Dollars reward.

John Harrison, Capt. of the *Repulse*  
armed boat.

GOVERNOR THOMAS JOHNSON TO GOVERNOR PATRICK HENRY <sup>1</sup>

Sir

Annapolis 29th Apl 1777. –

This Morning Commodore [Walter] Brooke delivered me your Letter of the 25th Inst I immediately laid it before the Council and sent for the Capt of our Ship *Defence* to consult on the Subject; we have had a very free Conversation with him and Commodore Brooke. I wrote you the 24th giving you an Account of the Condition of our Row Gallies, it is not much mended, the forewardest of them is on the lower Part of our Eastern Shore with Intention to exercise the Hands she has and endeavour to get more. – <sup>2</sup> The *Defence* is lying here, merely for Want of Hands, she has now about 60 and wants at least as many more, we are using our utmost Endeavours to get them, but the Privateers and the high Wages given by Merchants, make it very difficult to get Men of any Sort. We have for some Time expected Capt Nicholson down, in the *Virginia*, though all we know is from Report, having little Correspondence with him. From some late Instances of his Conduct, there is not great Probability of our Wishes or Advice influencing him in any Degree, yet, if there was any Hope of clearing the Bay with his Assistance, the Council and I would instantly request it, and, if necessary apply to Congress, for Orders to him; but Commodore Brooke and Captain Cooke, concurring in opinion with us, that our Force collected, would be too much inferior to that of a forty Gun Ship and Frigate, in a Situation where the Row Gallies could not probably act with Effect, any Application to Capt Nicholson or the Congress would, it is thought, be useless. We have no Doubt but the Congress would, if it was in their Power, order a Frigate or two round from Delaware, but, from what we are informed, it is impracticable to get them out, there being, according to the last Accounts from Philadelphia nine Men of War, within, or about the Capes of that Bay, they have been too successful in their Depredations on the American Trade. As soon as we can get any of our Row Gallies ready they will be ordered down, in such a Situation, that they may be easily collected to take the Advantage of a Calm and with Orders to act in Concert with yours; it is our Idea, that, in a Calm, an Attack might be decisive against a Man of War, and that if the Row Gallies should be worsted, they might, almost certainly retreat. We have only the Number of eighteen Pounders appropriated by our Legislature, to our Forts; some of our Gallies would well carry twenty four's, perhaps thirty two's; the Congress agreed with the Messrs Hughes's

for a great Number of heavy Cannon, some of which, we hope, will soon be made, we propose to apply for a few of them for our Gallies, and shall write pressinglly to the Contractors to forward them. We look on this State equally interested with yours, in the Defence of the Bay, are heartily disposed to contribute to it, and are indeed sorry that it is not in our Power, jointly with your State to effect it. We are &ca

1. Council Letter Book (1777-1779), 15-16, Md. Arch.

2. The galley *Conqueror*, Captain John David.

#### JOURNAL OF THE SOUTH CAROLINA NAVY BOARD <sup>1</sup>

Navy Board [Charleston] Tuesday 29th April 1777 –  
A Letter was wrote to Mr. John Creighton at the Quarter House to purchase Hemp –

Sir/ Navy Board April 29th, 1777  
The Commissioners of the Navy being in want of a Quantity of Hemp for the use of the Navy of this State. Knowing that Your Situation is preferable to any near Charles Town for the purchase of that usefull article, they will be Obliged to you to purchase as much as you posibly can for them on the most reasonable Terms, and you may Depend payment shall be punctually made and a Reasonable Commission allowed you for your Trouble – We would Recommend when you purchase any quantity of Hemp, that you send a proper person with the Waggon to see it delivered to Mr. Daniel ONeal [O'Neill] at his ropewalk Joining Mr. Radcliffs (with out the Town gate) to prevent any other person taking it from the Public I am sir [&c.]

Edward Blake first Commissr

This Night the Board agreed with Mr David Hamilton to take Charge of the Ship Yard (Leased Yesterday from Capt. Robert Cochran) for One Year Certain, to allow him Fourteen Hundred pounds Sallery, Fifty Galls Rum, and the Rations now given by the public Commissary to Officers in their service

N B Mr Hamilton was at this time desired to seek out and engage as many Negro Carpenters on hire as he can, also to make out a List of such Articles as are immediately wanted for the use of the Yard – The Board agreed to Advertize in the Gazettes for Negro Carpenters on hire by the Year –

An Advertizement was given to Mr. [John] Wells and One to Mr. [Peter] Timothy,<sup>2</sup> in the words following

Navy Board 29th April 1777 –

The Commissioners of the Navy are in want of a Number of Negro ship Carpenters or Caulkers, any person having such to hire by the Year, are desired to apply to

Edward Blake first Commissioner

Adjourned to next Saturday Evening 5. oClock

1. Salley, ed., *South Carolina Navy Board*, 59.

2. Publishers, respectively, of the *South-Carolina and American General Gazette* and the *Gazette of the State of South-Carolina*.

"EXTRACT OF A LETTER FROM GRANADA, APRIL 29." <sup>1</sup>

A Gentleman, who went to Martinico to claim two vessels, which had been carried in there by the rebels, returned a few days ago, and reported, with much accuracy, to Lord Maccartney, the reception he met with from the French Governor; who, saying it was a neutral port, would give no redress. He then applied to Mr. Bingham, the Agent for the Congress, who is treated with as much respect as the British Ambassador at Paris; and from him making purchase of the vessels, dispatched them with French papers and French masters. He saw 16 sail of privateers at anchor, mounting from 10 to 20 guns, and they had opened several rendezvouses for entering seamen. The Merchants make no secret of being concerned in this piratical business, and every encouragement is given to promote it, by the principal person. The mischief done to the West India islands by them is amazing.

1. *London Chronicle*, July 5 to July 8, 1777.

30 Apr.

JOURNAL OF H.M.S. *Scarborough*, CAPTAIN HENRY MOWAT <sup>1</sup>

April 1777

Mt desert distce 55 Leag[ues]

Monday 28th

At 4 A M wore Ship, got up T: G: yards & let the 2d Reef out of the TSs at 6 out all reefs. – at 7 saw a Sail in the SW Qr made sail & gave Chace. – at 10 saw a sail to the Etward, bore away & gave Chace. – at ½ past saw another sail to the Etward. – in Co as above.

First part Modte & Clear, Middle & Latter Modte & Hazy. – at 1 PM fired 2 nine Pdrs & 4 Swivels shoted, & brot to a Schooner from So Carolina for Boston – sent a Midn & 4 men on board to take Charge of her. –

at 3 Join'd the *Greyhound* & a Prize she had taken. – sounded 85 fms mud & sand. – at ½ past 4 Brot to at ½ past 7 bore away the Prizes in Co. –

Tuesday 29th

at 9 AM saw a sail in the NE Qr – gave Chace at ½ past noon TKd Ship. – in Co as above – sounded 16 fms fine sand, on the West end of Georges Bank. –

First part light airs & Hazy, Middle & Latter Modte & Hazy:

at 1 PM in Co as above TKd occasionally. – at 2 sounded 108 fms muddy bottom. – sent the boats manned & Arm'd after the Chace. –

at 4 the boats return'd with a Schooner, she came from So Carolina, bound to Cape Ann. –<sup>2</sup> sent people on board to take Charge of her –

at 7 made sail. – Close Reef'd the TSs & Hdd the Mizn TS at 9 lost sight of the Ship. – the Schooner & Sloop in Co –

Wednesy 30th at ½ past 4 AM saw a sail to the Etward & gave Chace. – at ½ past 9 saw a Sail to the SE & gave Chace – Punish'd Simon Shaw, Roger Barrow, Josh Morris, Jno Washington, Wm Penkerton, Wm Howard & Reuben Prittridge for Theft. – in Co as above. –  
First & Middle parts Modte & Cloudy, Latter fresh Gales & Squally. –  
PM the Prizes in sight. – fir'd five 9 Pounders shoted at the Chace

1. PRO, Admiralty 51/867.

2. Schooner *Esther* with a cargo of rice and tar, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488.

### JOURNAL OF H.M.S. *Greyhound*, CAPTAIN ARCHIBALD DICKSON <sup>1</sup>

April 1777 Cape Ann N69°W 21 Leags

Wednesy 30th at 4 AM Saw a sail to the Westward, made Sail & Gave Chace –  
First & Middle parts Do [Modt & Fair] Weathr Latter Strong Gales wt Snow  
fir'd 2 nine pounders to bring the Chace too at 2 PM she brought too, a Schooner from So Carolina for Cape Ann,<sup>2</sup> sent a Mids: & 3 Men on board her Recd 4 Prisoners at 6 PM the Prize Parted Compy

1. PRO, Admiralty 51/420.

2. Schooner *Tayron* with rice and pitch, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

### MASTER'S LOG OF H.M.S. *Diamond* <sup>1</sup>

April 1777 Morison Island N 83 W 21 Lgs

Wednesday 30 5 [A.M.] Saw 2 Sail in the SSE Made Sail and gave Chase Fresh Breezes & Cloudy wr  
1 [P.M.] came up with The chase a Brigg from Newberry Bound To Guadaloo<sup>2</sup> Saw a Sail to the Estd Made Sail gave Chase 5 [P.M.] ½ Past fired 2 Guns and brought To the Chase a Sloop from Old York bound to St Croix <sup>3</sup>

1. PRO, Admiralty 52/1699.

2. Unnamed vessel carrying sugar, Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

3. *Ibid.*, *Juno* with a cargo of lumber.

### PRIZE SHARES ALLOTTED TO OFFICERS AND MEN OF MASSACHUSETTS PRIVATEER SLOOP *Satisfaction* <sup>1</sup>

[April 30, 1777] <sup>2</sup>

		Shares
John Stevens	Captain	8
James Drinkwater	1 Lieut	5
John Bartlet	2d Lieut	4

James Brown	Master	4
Thomas Flint	Doctor	4
Thomas Dolliber	Prize Master	3
Benjamin Tucker	ditto	3
Nathaniel Lee	ditto	3
Nathl Pearce	Steward & Captain of Marines }	3
Samuel Knox	Boatswain	2
Thomas Oliver	2d Mate	2
James Dunlap	Gunner	2
Wm Patterson	Gunners Mate	1½
Wm Atkins	Boatswains Mate	1½
Andw Sutton	Carpenter	2
Sylvester Stevens	Stewards Mate	1½
John Bartlet junr	Drummer	1½
John Wormstead	Fifer	1¼
Richd Homan	1st Lt Marines	2
Ezekl Loring	2d Lt of ditto	1½
Joseph Brown	Cook	1½
Simon Caswell	Master at Arms	1¼
John Cumber	Cooper	1½
John Bubier	Captains Clerk	1¼
		<hr/> 61¼

<u>Mens Names</u>	vizt Sh[are]s
Benjamin Dodd	1 & ⅓ of 2
Andrew Brewer	1
An Newhall	1
Joshua Hanson	1
Benjamin James	1
Andrew Peltroe	1
Robert Johnson	1 ⅓
Nathaniel Nichols	1
John Laroy	1
John Faroe Thoreare	1
Robert Newhall	1
James Jackson	1
Francis Jarvis	1
Joseph Hillbert	1
Francis Mosear	1
Robert Harslet	1
Jeremiah Cooper	1
Nathaniel Tibbets	1
Joseph Cross	⅔
William Clark	1

Edward Langford	1	
John Kates	$1\frac{1}{15}$	
John Miller	1	
Edward Noah	1	
Robert Deverix	1	
Abijah Hitchins	1	
Benjamin Wain	1	
Jonathan Herrick	1	
Timothy Kimball	1	
Thomas Melzard	1	
Increase Blessin	1	
John Cook	$0\frac{3}{4}$	
John Cray	1	& $\frac{1}{15}$ of 2
John Lewis	1	& $\frac{1}{15}$ of 2
John Hooper	1	
Allen Whitford	1	
James Wheeler	1	
Robert Nutting	$\frac{3}{4}$	
William Orchard	$\frac{3}{4}$	
Daniel Chapman	$\frac{3}{4}$	
John Grant	1	& $\frac{1}{15}$ of 2
Carried forward	$39\frac{2}{3}$	$\frac{6}{15} - 2$
Thomas Wormstead	1	
John Hammon	1	
Amos Grandy	$0\frac{3}{4}$	
James Dunlap junr	$\frac{1}{2}$	
Benjamin Hanover	$\frac{1}{2}$	
Jacob Tucker	$\frac{1}{2}$	
Nathl Pearce junr	$\frac{1}{2}$	
Azariah Allen	$\frac{1}{2}$	
John Price	$\frac{1}{3}$	
Abel Bathorick	1	
Downing Lee	$1\frac{1}{15}$	
James Clark	1	
Peter Levesy	$1\frac{1}{15}$	
Elias Bruars	$1\frac{1}{15}$	
David White	1	
Phillip Besom	1	
John Skarlet	1	
Richard Evans	$1\frac{1}{15}$	
John Dally	1	
John Green	$1\frac{1}{15}$	
John Caswell	$1\frac{1}{15}$	
William Murphy	1	
Jonathan Sawyer	$0\frac{3}{4}$	
John Ellis	1	

James Nash	1	$\frac{1}{15}$
Thomas Oliver junr	1	
Thomas Brewer	1	
William Roe	1	$\frac{1}{15}$
David Carter	1	
Amos Grant	1	
	<hr/>	
	26	$\frac{1}{3}$
	39	$\frac{2}{3}$
	61	$\frac{1}{4}$
	<hr/>	
	127	$\frac{1}{4}$
2 Dead Shares alowd	2	
	<hr/>	
	129	$\frac{1}{4}$ <sup>3</sup>

1. Cushing & White Accounts, PM.

2. Crew list is undated, but is endorsed "saild May 1777." Thus, the entry has been arbitrarily placed at end of April.

3. *Satisfaction* captured the brig *Margaret* and ship *Royal George*. A single share in these prize vessels and cargoes was worth £192 : 2 : 6, Cushing & White Accounts, PM.

#### MAJOR GENERAL BENEDICT ARNOLD TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

[Extract]

Sir

New Haven April 30th 1777

General Silliman acquaints me he has advised your honour of the particulars of the Enemies Descent near Fairfield, their march to Danbury, & the destruction of the Stores, and provission there, & what has happen'd in Consequence, – After the Enemy reimbark'd they emediateley weighed Anchor, and steer'd for Huntington harbour Long Island, where they doubtless are at this time, – I think it Very probable they have in Contemplation the Destroying the Continental Frigate at Saybrook. – <sup>2</sup> which may be easily effected by a few small Tenders, as there is no Battery, or Armed Vessell to Cover her, – If she cannot be got over the Barr & secured in harbour, will it Not be prudent to move her up the river to some Place of greater safety – I know not If your honour or the Continental agents have the Direction of her, that she is greatly exposed, & ought to be secured there is no doubt, I should Imagine She might be easily got over the barr with proper lighters, & an Easterly wind, & secured In Guildford, Sachems head, or New Haven where she might be got in readiness for the Seas

1. Trumbull Papers, VI, 90a–90b, ConnSL.

2. *Trumbull*.

*Connecticut Journal*, WEDNESDAY, APRIL 30, 1777

New-Haven, April 30.

On Friday the 25th instant, twenty six sail of the enemy's ships appeared off Norwalk Islands, standing in for Cedar-Point, where they anchored at

4 o'clock P. M. and soon began landing troops; by 10 o'clock they had landed two brigades, consisting of upwards of two thousand men, and marched immediately for Danbury, where they arrived the next day at 2 o'clock P. M. – The handful of Continental Troops there, were obliged to evacuate the town, having previously secured a part of the stores, provisions, &c.

The enemy on their arrival began burning and destroying the stores, houses, provisions, &c. On the appearance of the enemy, the country was alarmed: – Early the next morning, Brigadier Gen. Silliman with about five hundred militia, (all that were collected) pursued the enemy; at Reading he was joined by Major-General Wooster, and Brigadier-General Arnold – The heavy rain all the afternoon, retarded the march of our Troops so much that they did not reach Bethel (a village two miles from Danbury) till 11 o'clock at night, much fatigued, and their arms rendered useless by being wet. It was thought prudent to refresh the men, and attack the enemy on their return. Early the next morning, (which proved rainy) the whole were in motion, two hundred men remained with Gen. Wooster, and about four hundred were detached under General Arnold, and General Silliman, on the road leading to Norwalk. – At 9 o'clock A. M. intelligence was received that the enemy had taken the road leading to Norwalk, of which Gen. Wooster was advised, and pursued them, with whom he came up about 11 o'clock, when a smart skirmishing ensued, in which Gen. Wooster, who behaved with great intrepidity, unfortunately received a wound by a musket ball, thro' the groin, which it is feared will prove mortal. Gen. Arnold, by a forced march across the country, reached Ridgfield at 11 o'clock, and having posted his small party (being joined by about 100 men) of 500 men, waited the approach of the enemy, who were soon discovered advancing in a column with three field pieces in front, and three in rear, and large flank guards of near two hundred men in each. – At noon they began discharging their artillery, and were soon within musket shot, when a smart action ensued between the whole, which continued about an hour, in which our men behaved with great spirit, but being over-powered by numbers, were obliged to give way, tho' not until the enemy were raising a small breast work, thrown across the way, at which Gen. Arnold had taken post with about 200 men (the rest of our small body were posted on the flanks) who acted with great spirit; the General had his horse shot under him, when the enemy were within about ten yards of him, but luckily received no hurt, recovering himself he drew his pistols and shot the soldier who was advancing with his fixed bayonet. – He then ordered his Troops to retreat thro' a shower of small, and grape shot. In this action the enemy suffered very considerably, leaving about thirty dead and wounded on the ground, and besides a number unknown buried. – Here we had the misfortune of loosing Lieut. Col. Gold, one subaltern, and several privates killed and wounded.

It was found impossible to rally our troops, and Gen. Arnold ordered a stand to be made at Sagatuck bridge, where it was expected the enemy would pass.

At 9 o'clock, A. M. the 28th, about 500 men were collected at Sagatuck-bridge, including part of two companies of Col. Lamb's battalion of Artillery,



with three field-pieces, under command of Lieut. Col. Oswald, 1 field-piece with part of the artillery company from Fairfield, sixty continental troops, and three companies of volunteers from New-Haven, with whom Generals Arnold and Silliman took post about two miles above the bridge. Soon after the enemy appeared in sight, their rear was attacked by Col. Huntington, (commanding a party of about 500 men) who sent to Gen. Arnold for instructions, and for some officer to assist him – General Silliman was ordered to his assistance; the enemy finding our troops advantageously posted, made a halt, and after some little time, wheeled off to the left and forded Sagatuck river, three miles above the bridge. Gen. Arnold observing this motion, ordered the whole to march directly for the bridge in order to attack the enemy flank. Gen. Silliman, at the same time to attack their rear; the enemy by running full speed had past the bridge on Fairfield side, with their main body, before our troops could cross it. Gen. Silliman finding it impossible to overtake the enemy in their rear proceeded to the bridge, when the whole were formed, they marched in two columns, with two field pieces on the right, the other on the left of the enemy, when a smart skirmishing, and firing of field pieces ensued, which continued about three hours. The enemy having gained the high hill of Compo, several attempts were made to dislodge them, but without effect. The enemy landed a number of fresh troops to cover their embarkation, which they effected a little before sun-set, weighed anchor immediately, and stood across the sound for Huntington, on Long-Island.

Our loss cannot be exactly ascertained, no return being made. It is judged to be about sixty killed and wounded. Among the killed, are 1 Lieut. Col. 1 Capt. 4 subalterns, and Doct. David Atwater, of this town, whose death is greatly lamented by his acquaintance. Among the number wounded are Col. John Lamb, (of artillery) Anar Bradley and Timothy Gorham, volunteers from New-Haven, tho' not mortally.

The enemy's loss is judged to be more than double our number, and about 20 prisoners. The enemy on this occasion behaved with their usual barbarity, wantonly and cruelly murdering the wounded prisoners who fell into their hands, and plundering the inhabitants, burning and destroying every thing in their way.

The enemy the day before they left Fairfield were joined by 10 sail, chiefly small vessels.

Since the enemy went off, a number of disaffected Persons, who it is supposed intended to join them, have been taken into Custody.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS <sup>1</sup>

Number 29

*Eagle* Off New York

Sir,

April the 30th 1777.

The Provision made by the Establishment being in my present Circumstances inadequate to the Service having more immediate Reference to the executive Duties of my Station, I have been under the Necessity of directing Captain [Henry] Duncan to officiate in the Assistant Capacity requisite for

the Conduct of those executive Duties, as recited in the Order of which the Copy is herewith enclosed. It has been equally necessary in consequence to disengage him from the more particular Charge and Command of the *Eagle*; which is therefore vested in Captain [Roger] Curtis, an Officer well qualified for the Trust.

The Command of the *Senegal* has been accepted by Captain [Anthony Pye] Molloy, who was desirous to be placed in a more active Situation, as the *Thunder Bomb* is not in Condition for present Service. And the Care of this last will remain for the time being with the Lieutenant, until the Lords Commissioners of the Admiralty shall have signified their Resolution upon the prior Appointments; Which I am to request they will please to confirm and authorise in such Manner as may be most expedient for giving Validity to the purpose thereof.

Tho' I cannot fail, from every public Motive, to be much interested in the Event [of] any Mark of Favor which the Captains Duncan and Curtis may by their Lordships' Indulgence obtain; I conceive it will be proper, in the present Instance, to confine my Application respecting the Establishment their Lordships may think fit to assign for those Officers, to the actual Necessity for such their several Appointments: Upon which I beg leave very respectfully to say, I cannot discharge the complicated Duties of my Station, without that Assistance.

I am with great Consideration, Sir [&c.]

Howe

1. PRO, Admiralty 1/487.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM<sup>1</sup>  
private

D: Sir

New York April the 30th 1777

The uncandid proceeding of Adl. Young, who, consenting to give up an undoubted privilege of his Appointment, is desirous to ride home upon my Shoulders by assuming an authority to fill up Vacancies in the American Squadron; Obliges me to trouble you with the Order enclosed with my public Letter, for reinstating the several Officers concerned.

I am sorry for the Inconveniences to which the Captains will be put to in consequence of it; but as they willingly became accessory to this Breach of Rule & propriety, the necessary maintenance of my delegated Authority, will not suffer me to deviate from the limitations in the Order prescribed.

If the *Falcon* should happen to come here directly from the West Indies, I may be able to provide more commodiously for Lieutt [Thomas] Windsor's return to the *Portland*; a requisition to which he may possibly be disinclined. But as my Orders must be so framed, for preserving a due consistency with the principle upon which my Conduct in this matter is founded, He, I hope, will pardon the inconveniences that are the unavoidable consequences of that necessity. The circumstances of Capt. Linzee are much the same. The same sentiments of concern must therefore naturally arise from the obligation I am under to insist upon his resuming the com-

mand of the *Falcon*. Such are the disagreeable consequences to us all, of Ad. Youngs deviation from the line of his prescribed jurisdiction! As he has neither condescended to let me know the motives of his conduct, nor to take any other notice of the Fact, I conclude he esteems himself impowered to fill up Vacancies generally; a doctrine perfectly new to my little experience.<sup>2</sup>

I was in hopes the long expected arrival of our next public dispatches, would have enabled me to let you know the State of things in Europe. To judge from an accidental paper or two, brought out in Running Traders, the Alarm about European troubles is much subsided. Tho' all our intelligence agrees in the desire of the Landholders in the Colonies being for accommodation on almost any terms, and Deserters come in daily; we cannot yet discover when it may be in our power to inform the inquisitive in England, that our troubles on this side the Atlantic, promise an equally speedy termination. I am D: Sir [&c.]

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.
2. The death in the West Indies of Captain Thomas Wilkinson, of the *Pearl*, resulted in command changes by Admiral Young—Captain George Keith Elphinstone of the *Perseus*, to the *Pearl*; Captain Charles Phipps of the *Camilla*, to the *Perseus*; Captain John Linzee of the *Falcon*, to the *Camilla*, and Lieutenant Thomas Windsor of the *Portland*, to the *Falcon*. Admiral Howe disapproved of Young's action. See Howe to Stephens, April 23.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN HENRY DUNCAN <sup>1</sup>

April 1777

Moor'd in the No River Off New York

Wednesday 30 at 10 AM anchord here a Brig prize to the *Brune* & a Ship prize to the *Emerald*

This Day I was appointed to Act as Adjutant to the Fleet and assistant to the Admiral; Captain Roger Curtis of the *Senegal* was appointed to Act as Captain of the *Eagle* Subordinate to me the Conduct & desipline of the *Eagle* to remain with him

Henry Duncan

1. NMM, Admiralty L/E/11.

MINUTES OF THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

State Navy Board

[Philadelphia] April 30th 1777

Captain John Webb of the *Experiment* Galley, having solicited to resign his Commission, the Board accordingly granted it and appointed John Harrison, Esqr (late Captain of the Guard boat *Repulse*) to take Command of said Galley.

1. Navy Board Minute Book, vol. 1, Pa. Arch.

*Pennsylvania Journal*, WEDNESDAY, APRIL 30, 1777

Philadelphia.

We hear, that one of the enemy's tenders ran ashore last week on a shoal in our bay, called Joe Flogger, where she was soon after stripped by her consorts and left, they not being able to get her off.

Captain [Timothy] Shaler<sup>1</sup> of New-London, took two store-ships off Sandy-Hook, bound from Cork for New-York, one of which was retaken by the enemy, the other, laden with oats, is arrived in a safe port.

A few days since, the enemy drove a sloop, from South-Carolina for this port, ashore at Cape-Henlopen, where they soon after burnt her.

1. Commander of the Connecticut privateer sloop *Lyon*.

*Pennsylvania Gazette*, WEDNESDAY, APRIL 30, 1777

Philadelphia, April 30.

By a vessel arrived in a safe port from Martinico we learn, that fourteen prizes have lately been carried into that island, taken by the *Oliver Cromwell* and *Rattlesnake* privateers, of this port, and one or two others.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS<sup>1</sup>

Rigging for the *Gloucester* Galley –

For Main and fore Shrouds	200	Fathoms of 5	Inch Rope
Do for fore and Jibb Stays	30	do 6	do
Bowsprit Shrouds	20	do 5	do
Mizzen Shrouds	20	do 5	do
Main & foretopmast Shrouds	100	do 3¾	do
Mizzen Topmast Shrouds	35	do 3¼	do

3 Cables one of 9½ Inch and 2 of 10 Inches 100 Fathoms long each – also 4½ Inch Houser – with some Coils of 2½ Inch and 3 Inch Rope with a sufficient quantity of Spun yarn for fitting the above Rigging and Ambor line, also a quantity of Ratline for the Shrouds, downhalls &c. and Marline – NB. All the above rigging to have a Rogues yard in it,<sup>2</sup> that it may ever hereafter be distinguish'd from Merchant Rope, as also all other Rope that shall hereafter be made for the Navy of this State, to be distinguish'd in the above manner –

Sir, You are desir'd to have the above Cordage ready as soon as possible. –

To Capt Charles Thomas } Sign'd Thomas Whiting 1st Comr  
Warwick }

[Williamsburg] 30th Apl 1777 –

1. Navy Board Letter Book, VSL.

2. Different color or material for identification purposes.

JOURNAL OF THE VIRGINIA NAVY BOARD<sup>1</sup>

[Williamsburg] Wednesday, April 30th 1777.

Captain James Maxwell received Orders to repair to South Quay, and give such directions, respecting the building and fitting the Gallies there as he shall judge necessary, And from thence to proceed to Edenton in North Carolina to purchase such Materials and Necessaries, as he can procure and may be wanting for the said Gallies.

Ordered that a Warrant issue to George Biscoe for ninety pounds upon

account, for recruiting Seamen, he having entered into and acknowledged Bond with Security for the same.

Signed Thomas Whiting 1st Commr

1. Navy Board Journal, 214, VSL.

"EXTRACT OF A LETTER FROM A GENTLEMAN AT DOMINICA  
TO HIS FRIEND IN EDINBURGH, APRIL 30." <sup>1</sup>

You can hardly conceive the hardships to which we are subject, from bad crops and the ravages of American privateers. To such a pitch of audacity have these gentry carried their lawless proceedings, that they very frequently make incursions upon our island, and carry off negroes and goods, for which they find a ready market at Martinico.

1. *London Chronicle*, July 1 to July 3, 1777.

CAPTAIN RICHARD JAMES TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

To the Honorabl Boud of War  
of the Matuts State

St Pears Martineqeo April 30th 1777

Gentelmen my Last was by Capt Jones of Portsmouth in the Brigg *Hellene* of the 24th Inst Wich has I hope Come Save to hand, I have nothing Gentelmn meterall to write a Present, The Brigg <sup>2</sup> I fear must Come home again as I Can at present See no prospect of Selling of her, wich I am very Sory for, as Shee is but a very Indi[ffer]ent Sailor The Resqu will be great, a few days past I thought I should have disposed of her but have Now no hope left at all athough she is liked in Every respect, as well as any wesell in the place, The Ocation Gentelmen of wesells Selling So dul is by reason of So many Prises Brought here and sold without being Condemd and theirfore Sold for littel or Nothing. I shall Expect Gentelmen to Sail in about a fortnight if not detaind for Salt wich I fear will be the Case, as their is Orders to all the English Crusers to take all wesell bound to this Place with Salt. I have Unsold of pork about 40 barrels of Salmon 16 Cask althou I am Seling them very Low, Great Part of the pork is in very Bad Order, the Salmon what I have seen yet is Very good Exept one Cask wich the Pickel has Leekd out off and is good for Nothing

You Must Understand Gentelmen I Credited my Fish hoops Staves Board & C a 40 days Cr, The Time off payment has not Yet arrivd but Will be in a few days and Should I be so fortunate as to light of Salt Quick shall saile in 12 days. I have purchd Some of the good Arti[c]les such as Brimstone a 33s/ p CW small arms a 42s/ to 45s/ p stand, Twine a 2s/ p lb, som Chequ Cloath Tent Cloath or Ravens duck is Scarce and Dear, and Wire Likewise, Powder I have not Yet Bough[t] the Price is from 1s/9 to 2s/ p lb. I have Nothing further Gentelmen to Add at Present, am With Great Respect [&c.]

Richard James

1. Mass. Arch., vol. 152, 186-87, Board of War Letters, 1776-1777.

2. James was master of *Count d'Estaing*.

“EXTRACT OF A LETTER FROM GRENADA, IN THE WEST INDIES,  
DATED APRIL 30.”<sup>1</sup>

A large French ship, from Nantz and St. Pierre's, having on board a rebel Colonel of the name of Davis, is taken by the *Seaford* man of war, and carried into Dominica. She is loaded with arms, military stores, cloathing for 10,000 men, and 10,000 tents; and supposed, at a moderate computation, to be worth 30,000 l. sterling.<sup>2</sup>

It is said that the *Sturdy Beggar* privateer, a brig of 14 guns, is taken by the *Fly* sloop of war, Capt. Gardiner, after a smart engagement, in which the Captain of the privateer and a number of his hands were killed.

The French and Rebel pirates daily increase, and are become more daring and troublesome than ever.

1. *London Chronicle*, June 28 to July 1, 1777.

2. *La Seine*. See Young's Prize List, April 30, 1777.

"AN ACCOUNT OF SHIPS AND VESSELS TAKEN AS PRIZE OF WAR BY HIS MAJESTY'S SHIPS AND VESSELS, UNDER THE COMMAND OF VICE ADMIRAL YOUNG, AT BARBADOES, AND THE LEEWARD ISLANDS &CA BETWEEN THE 10TH MARCH 1777, AND THE 30TH APRIL FOLLOWING VIZ" <sup>1</sup>

By what Ship taken	When taken	Where taken	Name of the Vessels.	Masters.	To what Nation or Province belonging.	Sort of Vessel.	From whence.	When last sailed.	Where Bound.	Lading.	Tons	Men	Guns	If any Ship of War in Company when taken, her name &ca	To what Port sent to be tried.	Whether Condemned or Acquitted
<i>Camilla</i>	1777 23d Jany	At Sea	<i>Fanny</i>	Thos Ridley	America	Sloop	Cape Francois	"	America	Rum and Molasses	40	6	"	None	Tortola	-----
<i>Galatea</i>	14th Feby	"	<i>Mermaid</i>	Jno Bishop	America	Sloop	Cape Francois		Rhode Isl'd	Molasses & Gunpowder	45	8	"	<i>Nautilus</i>	Antigua	Condemned
<i>Hind</i>	20th	"	<i>Matyce</i>	Jno Baptist	St Eustatia	Schr	St Eustatia	1777 19 Feby	St Kitts	Butter	20	5	"	None	St Kitts	-----
<i>Camilla</i>	28th	Off Dominica	<i>Ranger</i>	Willm Davis	Antigua	Schr	Martinico having delivered her Loading of Salt to American Vessels			Ballast	35	6	"	None	Antigua	Condemned
<i>Hind</i>	4th March	Off St Martins	<i>Betsy</i>	Thos Baker	No Carolina	Sloop	No Carolina	9th Feby 77	St Eustatia	Tar Turpentine & Lumber	30	7	"	None	St Kitts	-----
<i>Perseus</i>	4th	Do	<i>Champion</i>	Josh Haskell	America	Schr	America	-----	St Eustatia	Lumber & Fish	40	8	"	<i>Hind</i>	Antigua	Condemned
<i>Portland</i>	6th	20° 48'	<i>Betsy</i>	Jno Holmes	Ipswich	Schr	Surinam	22d Feby 77	Ipswich	Molasses	70	6	"	None	Antigua	Condemned
<i>Portland</i>	13th	At Sea	<i>Betsy</i>	Jas Howland	Dartmoth	Sloop	Demarara	1st March	Dartmoth	Rum	84	7	"	None	Antigua	Condemned
<i>Pelican</i>	13th	Granada	<i>Catharine</i>	None	Boston	Schr	Boston	-----	St Piers Miquelon	} Corn and Lumber }	60	9	"	None	Granada	-----
<i>Hind</i>	18th	At Sea	<i>Bite</i>	Geo Dames	No Carolina	Sloop	No Carolina	26th Feby 77	St. Martins		30	5	"	None	St Kitts	-----
<i>Antigua</i>	20th	"	<i>Adriana</i>	Geo Codwise	St Eustatia	Sloop	Virginia	27th	St Thomas	Tobacco and Lumber	95	12	6	<i>Endeavour</i>	Antigua	Condemned

<i>Antigua</i>	27th	18° 30' No	<i>Spry</i>	Wm Yardsley	Maryland	Schr	St Martins	26th Marh	Maryland	Salt	85	9	4	None	<i>Antigua</i>	Condemned
<i>Beaver</i>	1st April	Off Mount-serat	<i>Polly</i>	Ths Dickinson		Sloop	No Papers onboard			Ballast	30	6	"	None	<i>Antigua</i>	-----
<i>Antigua</i>	2d	18° 10'	<i>Rose</i>	Soln Bunker	New Engd	Schoonr	Nantucket	10th Marh 77	St Martins	Lumber & Fish	65	9	"	None	<i>Antigua</i>	Condemned
<i>Seaford</i>	3d	Off Martinico			Martinico	Schr	Martinico	2d April	America	Molasses Rum Wine &c	25	8	"	None	<i>Dominica</i>	-----
<i>Antigua</i>	4th	18° 20'	<i>Ranger</i>	Danl Bizelow	Philadelphia	Sloop	Phila-delphia	19th Marh	St Eustatia	Tobacco & Flour	70	9	"	None	<i>Antigua</i>	Condemned
<i>Seaford</i>	5th	Off Martinico	<i>La Seine</i>	— Morain	France	Ship	Martinico	4th April	America	Arms and Warlike Stores	250	37	14	None	<i>Dominica</i>	-----
<i>Portland</i>	16th	At Sea	<i>Dolphin</i>	Andw McKenzie	Philadelphia	Schr	Philadelphia	-----	St. Eustatia	Flour & Tar	40	6	"	None	<i>Antigua</i>	

Jam<sup>s</sup> Young

Enclosed in Young to Stephens, June 12, 1777.

I. PRO, Admiralty 1/310.

APRIL 1777