Naval Documents of The American Revolution

Volume 8

AMERICAN THEATRE: Mar. 1, 1777–Apr. 30, 1777
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AMERICAN THEATRE: May 1, 1777–May 31, 1777

Part 4 of 4

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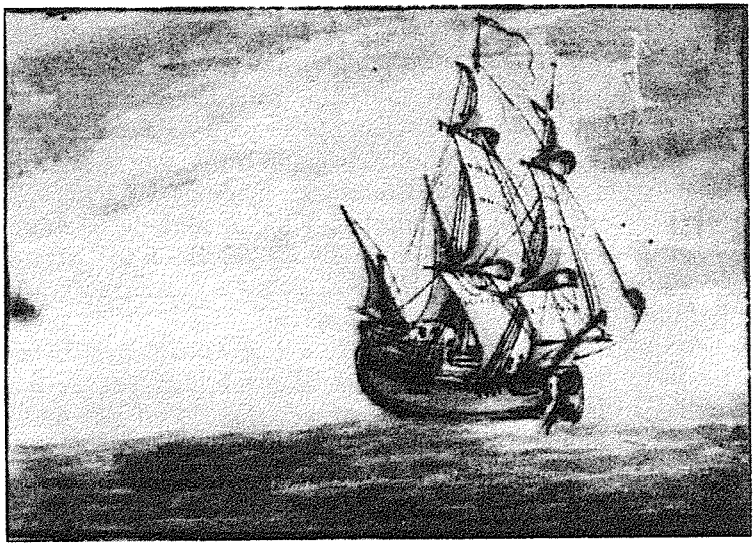
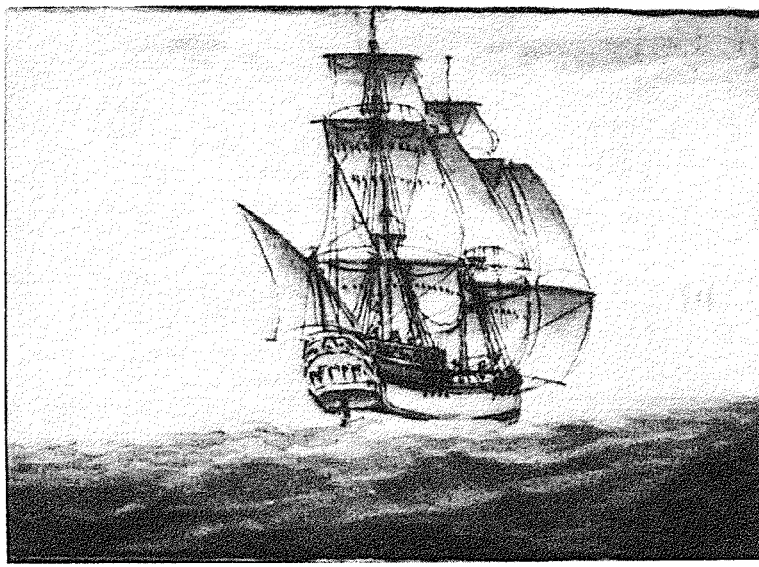


AMERICAN THEATRE

From May 1, 1777 to May 31, 1777



AMERICAN THEATRE

From May 1, 1777, to May 31, 1777

SUMMARY

After many long frustrating delays, and even mutiny, the Continental Navy frigates *Hancock,* Captain John Manley, and *Boston,* Captain Hector McNeill, were ready to sail for the first time. Held in port an additional ten days by contrary winds, the frigates, accompanied by a number of privateers, finally took the sea on 21 May. "The long wish'd for hour is at last come," wrote McNeill, "in which I bid farewell, to the Sleepy Agents, disheartned Tradesmen and distress'd Seamen who frequent the Streets of Boston." Bad blood existing between Manley, the senior officer, and McNeill did not bode well for this joint venture.

The Secret Committee of Congress set plans in motion for sending John Paul Jones to Europe where he would command a warship to be procured by the American Commissioners in Paris. Jones would cross in the French ship *Amphitrite,* and the plan was for him to assume command of that ship as opportunities presented to take prizes during the passage. Since France and England were still at peace, this was a ruse by which captures could be made with the semblance of legality. However, the French captain objected so vehemently that the entire scheme came to naught.

Captain James Nicholson was still having trouble with the authorities over his use of the press gang to fill out the complement of Continental frigate *Virginia.* The matter was settled toward the end of the month when Nicholson agreed to release the imprisoned men, and a magistrate came on board *Virginia* to assure compliance.

On a motion put forth by John Adams, Congress provided for a Boston-based Navy Board of the Eastern Department to assist the Marine Committee with naval matters in New England. William Vernon, James Warren and John Deshon were named as the Board.

Continental Navy captains, in the midst of more urgent concerns, showed considerable human interest in the details of their uniforms. Captain Elisha Hinman advised Captain Dudley Saltonstall: "understand that our Lappels is to be Red instead of Buff for our Coats."

The Royal Navy continued hovering inside the Chesapeake and Delaware capes and patrolling on the coast. H.M.S. *Galatea,* arriving at New York early in May, was reported to have taken no less than forty-five prizes during her winter cruise in Bermuda waters.

General Burgoyne disembarked at Quebec from H.M.S. *Apollo,* and on 14 May left to "Joyn the Army, and put it in motion."

1 May

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Thursday, May 1, 1977

Resolved, That fifty blank commissions for private ships of war, with an equal number of instructions and resolutions of Congress for taking or destroying the vessels of the subjects of Great Britain, be delivered to the committee for foreign affairs, to be by them transmitted to the commissioners at the court of France.

Ordered, That the committee for foreign affairs revise the commissions for private ships of war, and the instructions, heretofore given to the commanders of the said ships, and report such alterations and amendments as they judge proper to be made therein.

Resolved, That a committee of three be appointed to inquire into the laws and customs of Nations respecting neutrality, and to report their opinion whether the conduct of the King of Portugal, in forbidding the vessels of the United States to enter his ports and ordering those already there to depart at a short day, is not a breach of the laws of neutrality, and will justify acts of hostility against the subjects of the said King.

Congress took into consideration the letter of the 26 of last month from Governor Johnson, the copy of the said governor's letter to Captain James Nicholson, and Captain Nicholson's answer; Whereupon,

Resolved, That this Congress will never countenance or support any continental officer in violating the laws of any State or treating its magistrates with contempt:

That Captain James Nicholson be suspended from all command, in the service of the United States, until he shall have made such satisfaction, as shall be accepted by the executive powers of the State of Maryland, for the disrespectful and contemptuous letter written by him to the governor of that State.

Resolved, That Captain James Nicholson be served with a copy of the said resolutions, and that, in case he shall not, within five days after he has been served with the said copy, make the satisfaction required, he be dismissed from his command and from the service of the United States.

Ordered, That the foregoing resolutions be immediately transmitted by the Marine Committee, and that they give the necessary orders for immediately dismissing the men impressed by Captain Nicholson.[2]

1. Ford, ed., *JCC,* VII, 317–19.
2. The Congressional resolve was sent to William Lux who endorsed a copy of it as follows: "State of Maryland Received the 4 May at Five OClock P M Served Capt James Nicholson with a Copy, which was Read to him and Compared with the Original in presence of Mr Danl Bowly at half past Six OClock the same Day. Test. Willm Lux Contl Agent for the State of Maryland." That same day, Lux enclosed a copy of the resolve to Governor Johnson, "with a Certificate of having Served the same on Capt Jas Nicholson," Executive Papers, Box 7, Md. Arch. Aquila Johns temporarily relieved Nicholson in command of the Continental Navy frigate *Virginia.*

Maryland Delegates in Congress to Governor Thomas Johnson [1]

[Extract]

Sir Philadelphia May 1st 1777

We embrace this opportunity by Your returnd express, to acknowledge receipt of your favor of the 26th. Ult. the multiplicity of business before congress, made it impossible to dispatch the express sooner than has been done.

We have the honour to inclose your Excy coppy of the Resolutions of Congress respecting Capt Nicholsons very indecent & Imprudent behavior, to your self & Council as well as his infringmt on the liberties of the people. we have the pleasure to assure yr Excellency that Congress were Unanimous in expressing their warmest disapprobation of Capt Nicholsons Conduct, & that he had not the least incouragement to proceed in this business in the manner he has done. & we are of oppinion he would have been dissmissd the service immediatly, but many Gentlemen thought him a good officer & were willing to believe your Excelly & Council would Accept of Such Submissions & Acknowledgments as he ought immediately to make

. . . we have the Honour to be [&c.]

W: Smith B: Rumsey

P.S. . . . the Frigates at this place have Impressd some seamen, but we have not learnd that any complaints have been made, on that head, therefor this State have winkd at this measure & incouraged it from the pressing necessity – Congress, nor even the Marine Committee have ever given any encouragement to this practice, nor we hope will congress ever give any encouragement to their officers to Interfere with the Internal policy of any State

1. Red Book, IV, Md. Arch.

Robert Morris to Governor Thomas Johnson [1]

Dear Sir Philada May 1st 1777

I have seen with a good deal of Concern, what appears to me an unfortunate dispute between Your Excellency and Capt Nicholson in Consequence of his having followed the example of his Brother officers who have for some time been Impressing Men into the Naval Service of the Continent in this Port –

The practice of Impressing Seamen cannot be supported on any other principle than Necessity and I am confident it is a practice as pernicious to the Commercial Interests of a Country as destructive of the Civil Liberty of those Individuals who become its Victims, under these opinions you will readily see I cannot advocate the measure, Nothing but the prospect of great Public advantages to result from a Well Manned Navy woud have induced me to be silent, whilst these things were doing here, but it was properly the business of the Executive power of the State to notice & stop the Practice, they have not interfered & that probably because they saw & Considered the force of Necessity; perhaps no great disadvantages might have resulted to the State of Maryld had you only checked this business so far as

it had come before you by Complaint from Individuals whose particular Situations or Circumstances might have called for exemption or protection, [illegible] I don't offer these as fixed Sentiments or as proper considerations in a settled Peaceable Invironment, because I know they are inconsistant with it but in times of Invasion & War especially such a War as ours, it seems to me that forcing out Militia against their will which I believe to have been much pra[c]tised is an equal infringement of Liberty with the Impressing of them for a limited time for the Naval service & it is to be observed that, it has hitherto been the practice at the end of every Cruize or Voyage made by our Continental Ships the Men have had their libery again; in the British Navy they are generally impressed for Life –

Thus much in paliation only With respect to Capt Nicholson he certainly deserves severe reprehension, the terms of his letter are quite unwarrantable & not a single Member of Congress offered to support him, You will see that the Resolves of Congress place him in your power so far as he values his Commission & at present he is at the head of the American Navy but I think the dispute unfortunate because I have been taught to believe him an excellent & Capable officer, the loss of such a one will be a real misfortune to the Continent & yet I think he ought to be dismissed unless by satisfactory submission he attones for the offensive stile of his letter which I suppose to have been written in warmth influenced by the [illegible] of that Species of Whiggism that savours more of passion than true Patriotism I am told he is of a high Spirit and that it is doubtfull if he will make the Conc[e]ssions he ought, I wish not to be guilty of an improper interference & shall only repeat that if he were dismissed the service it will be a heavy loss – especially as the next in Command (Capt Manly) is vastly his inferiour in abilities, & knowing as I do how much Your Exellency wishes to promote the service of America, I cou'd not refrain from mentioning my notions on this Subject

There is also another matter that gives me Concern & that is the detention of Continental Troops on the Eastern Shoar to keep Tories in order at a time when Genl Washington cou'd strike a Capital Stroke was he reinforced by those & others that ought to join him, I wish you wou'd think of this & order them to March on, other Means may be found to keep the Tories in order there, You will merit & acquire the thanks of the continent if You think proper to improve this hint, the resolve of Congress for detaining them was obtained in Consequence of your letter to me on that subject –

The Arms that came in the Ship[2] blown up at our Capes I am told [illegible] generally damaged in the explosion, the Continent had 2500, onboard & for your State 500, but the Packages are all blown to pieces and the Muskets mixed therefore of what is saved we must receive in proportion & I am now Sending for the whole to this City to have them put in order & divided, that done I will inform Your Excellency or the Council of Safety & deliver what I receive as my proportion to their order.

The Continent also recd when at Balto 52 bbls of the Powder I im-

ported for your State, supposing it theirs, I will get an order for it & send the same down, for I think that Powder is still at Baltimore. I am very respectfully [&c.]

Robt Morris

1. Red Book, III, Md. Arch.
2. *Morris,* Captain Anderson. See Morris's letter to Daniel of St. Thomas Jenifer, April 15, 1777.

Account of Jehu Eyre, Builder of the Continental Navy Frigate *Washington* [1]

1775 The Timber Commishonors to Jehu Eyre for the Frigit Numbr 4

		£	S	d
December				
21	To Hoars hyer and Expences After the keals	3	3	6
	To Do 4 Days Geting them hoald	3	7	3
1776				
January	To 1 Days hoarse hyer & Expences after Starn post kne	0	15	0
22	To ½ Do	0	7	6
	To 2 Days after timber hors hyer	1	10	0
	To a Cross Cut Saw fils	0	5	0
	To a Large Pair of Hanskrus	4	0	0
	To 1 Cross Cut Saw	1	10	0
	To 1 Grin stone and tackling	2	0	0
	To 1 Pair of Carters Skrus	6	0	0
	To the ofis and Stoars	28	0	0
	The Woarf and Yard from December the 21 AD 1775 Untill May the first 1777 at one hundred and Seventy Pounds P Year	228	19	5
	To Bulding of a Worf to Lanch the frigate	20	0	0
	To the Yous of my Pots	5	10	0
	To Put my Ship in the Same order as She whas when whe be gun to buld the Frigit P agreement	40	0	0
	To 206 feet of board when Calking the Ship	2	1	4
	To 19 Days for float Stage at 3/ P day	2	17	0
		£350	0	0

[Endorsed] I firmly believe the above to be the hand Writing of the late Jehu Eyre, & know that he had the direction of building one of the Frigates & that he was several times in the Jerseys after Timber, but do not know who agreed for the Rent of the Yard

Wm Pollard
April 12th 1787 —
Saml Penrose
Francis Grice

1. FDRL.

CAPTAIN JOHN GIBBONS' ACCOUNT WITH THE

1776 Dr	The State of Maryland to John Gibbons	
Novr the 12	To Cash paid as Pr Bill for Sundries	8..-.10
30	To Cash paid Thomas Creighton as one Months Advance on Board the Schooner *Friendship*	10..-..-
	To Cash paid Joseph Meekings for Do	10..-..-
	To Cash paid John Creighton for Do	10..-..-
	To Cash paid Isaac Dawson for Do	10..-..-
	To Cash paid John Pantoflett Mate	13.10..-
	To Cash paid John Argent as part of A Months Advance	7.10..-
	To Cash paid William Sutton	6..4..7
	To Cash paid Labourer for 20 Days work on Board the Schooner *Friendship* @ 4/6 P Day	4.10..-
	To Cash paid for 3 Keggs Bisquett @ 5/	15..-
	To Cash paid Jacob Dawson as Pr Rect	6..6
	To Cash paid for 4 Bushels Pease @ 6/3	1..5..-
	To Cash paid for 3 Galls Rum @ 10/	1.10..-
	To Cash paid for 4 Weeks Board @ 15/ p Week	3..-..-
	To Cash paid for 3 Galls Rum @ 12/6 P Galln	1.17..6
	To Do for 4 [lb.] Sugar @ 1/4 (5/4) 1 Pair of Grains 5/	10..4
1777		
Feby the 27	To Cash paid for Stores at Curacao Ps Equal in Maryland Money to (difference in favor Maryd Money 10 PCt	13..6..2
		3.15..-
	To Cash paid for Turtle for Schooners use P. 5: 2: 0. Equal to	1..8..4

STATE OF MARYLAND FOR THE SCHOONER *Friendship* [1]

Commander of the Schooner *Friendship* Cr

1776			
Novr the	9	By Cash Recd of Jessee Hollingsworth	21..-..-
	20	By Do from Do	10..-..-
	29	By Do from Do	60..-..-
[Decr]	6	By Do from the Treasury at Anapolis	50..-..-
1777			
[Feby] the	29	By Ditto Recd of Mr James Smith at Curacao Ps81..4..3 Equal in Maryland Money to 59 Dollars & 4 Bitts the difference in Money being 10 PCt	22..5..-
			£163..5..-
		balance	201.11..-
			364.16..0
		To the above balance	201.11..0
		To 1 Ax for the use of the Vessell omitd 30 Nov.	10..-
		To Error in extending the Seamen's Wages	19..6
			203..0..6
		Deduct for over Charge in Seamen's Wages, allowed to the 17th February the Time of delivery of Cargo at Curacoa	102.15..4
		Balance due Capt Gibbons	£100..5..2

In Council: Apl 30th 1777

The Governor & Council are of opinion that Wages are due on the above Acct 'till the Time of the Delivery of the Cargo only.

R Ridgely Clk

CAPTAIN JOHN GIBBONS' ACCOUNT WITH THE

	To Cash paid Weigh Master Ps 2..6..0 Equal to	15..-
	To Cash paid Weighter Ps 2..0..3 Equal to	11..3
	To Cash paid for Rum Ps 2..2..0 Equal to	12..2
March 1st	To Cash Advancd to Sailor at Curacao to make the Voyage in Place of John Argent that left the Vesel Ps 16..4..0 Equal to	4.10..-
	To Wages on Board the Schooner *Friendship* from Novr the 6th 1776 To April the 4th 1777 Being 4 Months & 28 Days @ £20 P Month	98.13.10
	To Thomas Creighton for Wages from Decr the 8th 1776 To April the 4th 1777 Being 3 Months & 26 Days @ £10 P Month	38.13..4
	To Joseph Meekins for Do from Decr the 8th 1776 To April the 4th 1777 Being 3 Months & 26 Days @ £10 P M.	38.13..4
	To William Sutton for Do to Do @ £6 P Month	22..4..-
	To John Creighton for Wages from Decr 25th 1776 To April the 4th 1777 Being 3 Months & 11 Days @ £10 P Month	33.13..4
	To Isaac Dawson for Wages from Decr the 27th 1776 To April the 4th 1777 Being 3 Months & 7 Days @ £10 P Month	32..6..8
		£364.16..0

STATE OF MARYLAND FOR THE SCHOONER *Friendship* [continued]

30th April 1777 The above Account proved according to Law before –

Allen Quynn

Board of Accounts 1st May 1777 The above Account examd corrected & passed by this Board

Thos B Hodgkin J Johnson

1. Executive Papers, Box 9, Folder 1777, Account of *Friendship*, Md. Arch. An uncorrected draft of the account is in Executive Papers, Box 6, *Friendship* Accounts, Md. Arch.

Lux & Bowly to Governor Thomas Johnson [1]

May it please Your Excellency

Some of the Gondola's are applying for Rigging, and we mean to give them all the assistance we possibly can, Last Fall when the Council of Safety applied to us the Price was £3.15. – it has now rose to £7.10, and is still advancing, as we wish to avoid any dispute we thought it necessary to give you this Information before we deliver the Cordage, and if you chuse to be furnisht at the same Price we Sell to others, we shall prefer the Publick Service. we have not Sold any above £7.10. and hope we shall not be obliged to do it, though it has fetcht £14.5. at Vendue, but as its quite uncertain what we are to Pay for Hemp, We will not engage at any certain Price. We request the favor of an Answer And are most respectfully [&c.]

Lux & Bowly

Baltimore 1 May 1777

1. Red Book, XVI, 87, Md. Arch.

Advertisement for Deserters from South Carolina Navy [1]

Deserted from the *Comet* Brigantine of War, the following Men, viz. James Stevens, a Scotchman, his hair of a sandy colour, and is much pitted with the small pox and freckled; James Mitchell, about 5½ feet high, of a brown complexion, pitted with the small pox, is a Scotchman, and about 24 years of age; James Housen, an Irishman, a taylor by trade, is very pale, and has a sickly appearance; John Williams an Irishman, about 5½ feet high, is sickly, has swelled legs and a freckled face; John Davies, a Northward bred Indian, speaks good English, and is about 5½ feet high; Zachariah Augustine, a Dutchman, of a brown complexion, speaks bad English, and is about 5½ feet high; George Rogers, a negro, passes for a free man, speaks good English, and is a short thick well made fellow; Black Sam belonging to Thomas Savage, Esq; and is a good drummer and fifer; also another negro man named Joe, the property of Mr. Savage, pretty old, and has sailed formerly in the brigantine *Defence*. A reward of Ten Pounds currency will be given on the delivery of each of the above mentioned men to me; and for information of their being harboured or enticed away by any person whatever, the same reward shall be paid the informer. I hereby publickly acquaint all persons who keep houses of entertainment for seamen, that I am fully determined to prosecute, with the utmost rigour of the law, all persons who shall be found harbouring or enticing away from the service (in which they have freely and voluntarily engaged) the above men.

[Charleston, May 1] Edward Allen.

1. *South-Carolina and American General Gazette,* May 1, 1777.

Bernardo de Gálvez to Captain Thomas Lloyd, R.N.[1]

(Copy)
Sir New Orleans 1st May 1777

I have received the letter you wrote me Seven Leagues from this City;[2] and supposing that you would arrived soon, I did not immediately attend to its Contents; which I have now done, perceiving that you are still detained by contrary Winds.

I have considered the reasons you give me for having detained the two Vessels, and find with great pleasure that no hostile intentions towards my Nation, induced you to stop them, and altho in this matter some difficulties yet remain to be cleared up; I hope when we meet, we shall settle every thing to our mutual satisfaction & agreeable to the intentions of both Our Sovereigns. In the mean time if you should still be detained by contrary Winds, I beg you would let me know whatever assistance or refreshments you or your people may want and shall be happy in affording every assistance in my Power. I am &c

Bern^do^ Galvez

Capt Lloyd.

1. PRO, State Papers, 42/51, 192–93.
2. See Captain Lloyd's letter of April 27, 1777.

2 May

Captain Thomas Thompson, Continental Navy Frigate *Raleigh*, in Account with Benjamin Partridge[1]

Thomas Thompson Esq. to Benj Partridge
to Freight of Sundries from Boston
vizt

1	Case Check Shirts		6 –
6	Bales Cloth	a 2/	12 –
1	Do Oznabrigs		9 –
1	Hh'd Shoes		12 –
1	Bale Blankets		9 –
	Truckge the above		11 –
		LMy	£2.19 –

Contents Recd 2d May 1777. of John Langdon Esqr

Benj Partridge

1. John and Woodbury Langdon Papers, NHHS.

Captain Elias Smith's Application for a Commission for the Massachusetts Privateer Brigantine *Washington*[1]

The Brigantine *Washington*, Burthen about Ninty Tons is a privateer Mounted with Twelve Carriage Guns, Six Swivels, & Twenty Small Armes,

Powder & all other Warlike Stores Sufficient for a Cruize of five month, also fifty bbs Beef & pork Twelve Thousand wt Bread, and all other Small Stores in Proportion, Navigated with Eighty men. Now Bound on a Cruize under the Command of Capt Manly, Agreeable to a Resolve of the Great & General Courte of this State. –

Said Privateer is Commanded by Elias Smith, and is the Property of John Dyson, Thos Davis & Others Merchts in Beverly, &c –

The Petition of Elias Smith, in behalf of himself and others, Owners of the Brigantine Called the *Washington,* humbly Sheweth, that your Petitioner, was honored by your Honors, with a Commision, to Command the Said Briggt, Dated the 3d of october 1776. that in Extremity of weather in his Late Cruize, his Sd Briggt Shipped a Sea by means of which much water was forced into his Cabin, And wet and wholly destroyed his Commision, as well as many other things. –

Therefore your Petitioner humbly prays your Honors, To Grant him a New Commision, that he may be enabled to proceede on his intended Cruize, against the Enemise of the United States, and your Petitioner as in Duty bound Shall Ever pray –

Boston May the 2d 1777. Elias Smith

[Endorsed] In Council May 2d 1777

Read & Ordered that the Prayer of the Petition be granted & that a Commission be issued out to Elias Smith as Commander of the Brige *Washington* mentioned in the said Petition he complying with the Resolves of Congress –

Jn° Avery Dpy Secy

1. Mass. Arch., vol. 166, 379. The bond subscribed to the same day by Elias Smith, as principal, and Samuel Thuring and Thomas Lamb, of Boston, as sureties, was for $5,000. Thuring and Lamb, with others, were named as owners, Mass. Arch., vol. 7, 306.

Acts and Resolves of the Massachusetts General Court [1]

[Boston] Friday May 2d 1777

In the House of Representatives Whereas an Embargo was laid the 7th day of December last on all Vessels, excepting such as shou'd be fitted out by order of the United States or any of them, or by the Board of War in behalf of this State or such as may go Coastwise from one Harbour in this State to another,

And Whereas it is judged necessary that greater liberty shou'd now be granted than is set forth in sd Resolve. – Therefore Resolved that all Vessels from and after the twentieth day of May inst, said Resolve notwithstanding, be and hereby are permitted to depart from any Harbour Port or Place in this State to any Harbour Port or Place not under the Dominion of the Kings of Great Britain or Portugal or on a Cruise against the Enemy,

Provided the Master of such Vessell shall enter into Bonds with sufficient Sureties in the sum equal to the value of the Vessel and Cargo with the Naval Officer of the District or Port wherein such Vessel lies, payable to the

Treasurer of this State, conditioned that he will not take or suffer to be taken on board for the Purpose of Exportation any enumerated Article or Articles prohibited by Congress or any Resolve of this Court, pickled refuse & Jamaica Fish excepted, without special liberty obtained for the same from the Genl Assembly, or in the Recess thereof by the Council of this State. –

In Council Read and Concurred

1. Mass. Arch., vol. 37, 263, 265.

Captain Elisha Hinman to Captain Dudley Saltonstall [1]

Dr Sir, Boston May 2nd 1777

Agreeable to your Request I made application for some Copper Nails which I have Engag'd and shall forw'd them p the first Opportunity – Also for some Cloath which is not to be had at present but expect as there is French Ship now Unlading with Good[s] shall be able to Procure what you are in want of untill then shall rest you[r] assured Friend and [&c.]

Elisha Hinman

P.S. By Capt [John Paul] Jones who is from Philadelphia understand that our Lappels is to be Red instead of Buff for our Coats –

1. Simon Gratz Autograph Collection, Case 5, Box 27, HSP.

Connecticut Gazette, Friday, May 2, 1777

New-London, May 2.

On the 19th of last Month the Brig *Grog,* Capt. [Samuel] Smedley's third Prize, arrived at Plimouth: She belonged to a Fleet of 32 Sail, that sailed from Corke, bound to the West-Indies. Her Cargo is as follows, viz. 309 Firkins of Butter, 400 Barrels Beef, 70 Tierces Ditto, 46 Barrels Pork, and 12 Half Barrels Ditto, 12 Half Barrels Tongues, 15 Kegs Tripe, 141 Barrels Herring, 45 Hampers Potatoes, 6 Barrels Hearts and Skirts, 4 Kegs Salmon, 6 Barrels Grots.

Continental Marine Committee to Captain Isaiah Robinson [1]

[Philadelphia, May 2, 1777]

We are now at the second of May and as you have been detained so long for want of Men and may probably be some time longer before you get out to Sea we now direct that you embrace the first opportunity to push out and proceed for Cape François delivering the Letters given you herewith to Mr Ceronio also the Cargo, after which you must not take in any Stores nor attempt coming back to this Coast, but proceed from the Cape soon as possible on a Cruize which you may continue until the 10th day of July and then open the Sealed Instructions which are to govern you from that time Should you fall in with the *Randolph* Captain Biddle you must receive Orders from him and Cruize in Concert. We are sir [&c.]

P:S: we expect Captain Biddle to proceed to the Cape and he is directed to Convoy from thence the Brig *Anne* Capt: Garrigues, and the Sloop *Phoebe*

Captain Gilbert. Should the *Randolph* not arrive you must convoy those two Vessels off the Coast of Hispaniola as they will take in the Stores intended for you

1. Marine Committee Letter Book, 87–88, NA. Conclusion of letter begun April 19, 1777.

Maryland Council to Lux & Bowly [1]

Gent. In Council Annapolis 2d May 1777.–

The fitting the Row Gallies is an Object we have much at Heart, as our and the Public Confidence is, in great Measure placed in them for the Defence of the Bay. We therefore wish you to forward their Rigging all you can. We are desirous the Public should be as cheap and well served as Individuals; we cannot expect it will be better; if you secure yourselves on a Rise, we expect to be benefitted by a Fall in the Price of Hemp, if it should happen. We are Gent &ca

Messrs Lux and Bowley
Baltimore

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

Journal of H.M.S. *Glasgow*, Captain Thomas Pasley [1]

May 1777 The Somost part of Porto Rico SBE. 5 Leagues.

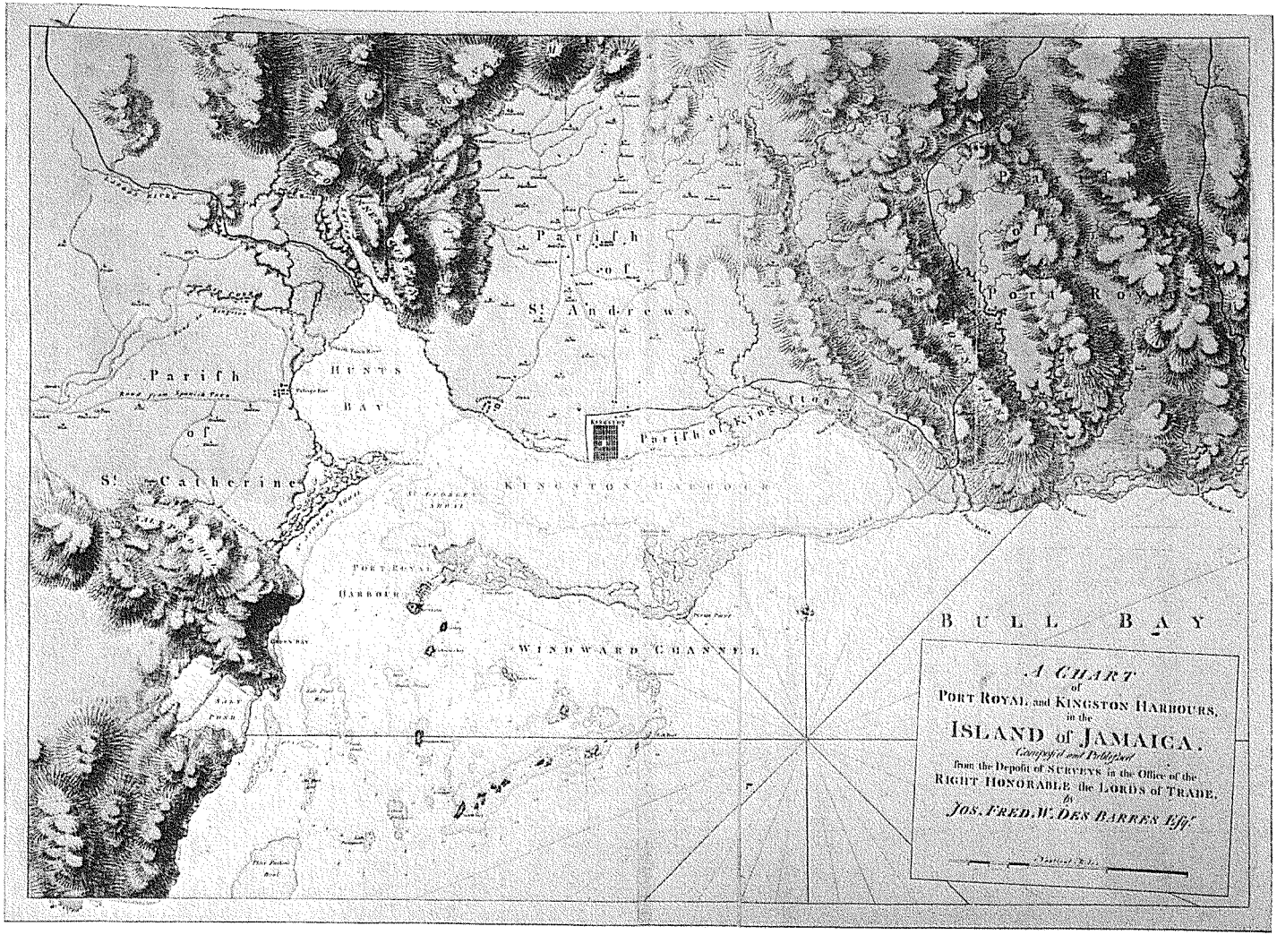
Thursday 1 At 8 [A.M.] saw two sail in the NE. gave chase. Fresh breezes and fair Weather.
[P.M.] still in chase. found ourselves among the sand Boars, bore up from them, Soundings from 3 to 13 fathoms, stood in for the chase, who finding it impossible to effect their escape, run her ashore, in the bay of Ance Jermain, under the direction of a Spanish Schooner, who piloted her to the very spot, the Privateer *Henry,* our Prize, performed the same business the 21st of last month [April 19]. The Spaniards numerous, and busy in plundering the Vessel, and conveying it aboard their Vessels, which were at Anchor in the Bay.

Friday 2 At one AM Anchored in the Bay in 6 fath. one Mile from the Shore. Sent the Pinnance with an Officer on board the chase. found her an American Schooner Loaden with Molasses, deserted by the People, plunderd of her sails, and stript of every thing it was possible to carry away. Took possession of her, and towed her from the Shore. Employed bending Jury sails for the Schooner.[2]

1. PRO, Admiralty 51/399.
2. Schooner *Providence,* Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

"Extract of a Letter from Jamaica . . . by the Grenville Packet, May 2." [1]

I arrived here on Friday last, after a passage of eight weeks. This country has undergone a variety of changes since I left it, and is now in a bad state,


A CHART
of
PORT ROYAL and KINGSTON HARBOURS,
in the
ISLAND of JAMAICA.
Compiled and Published
from the Deposit of SURVEYS in the Office of the
RIGHT HONORABLE the LORDS of TRADE,
by
JOS. FRED. W. DES BARRES Esq.
Parish of St Andrews
Parish of St Catherine
Parish of Kingston
Port Royal
HUNTS BAY
KINGSTON HARBOUR
PORT ROYAL HARBOUR
WINDWARD CHANNEL
BULL BAY

owing to a long spell of dry weather, and the want of an American trade, provisions of all sorts fetching an exorbitant price, to the hurt of many; and unless a speedy alteration, the consequences will be fatal to the planting business. We touched at Barbadoes, where they are in a starving condition, proceeding from the same causes. We had one of our fleet taken from us almost in sight of Barbadoes. They are now fitting out at Martinico a great number of privateers, and have carried into that port, within the space of one week, upwards of 14 sail of our ships. We have no privateers out of this place, and few prizes taken. This you may depend on as truth.

1. *London Chronicle,* July 3 to July 5, 1777.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS[1]

(No. 1:)

Sir Antigua 2nd May 1777.

Please to acquaint my Lords Commissioners of the Admiralty, that the Trade from England under the Protection of the *Eolus* [*Aeolus*] Frigate and *Sylph* Sloop arrived safe at Barbado's the 12th April; with only one Vessel Missing; Captain [Christopher] Atkins falling in with the *Seaford* Cruizing to Windward of Barbados, ordered Captain [John] Colpoys to conduct the Trade bound to the Southern Charribbe Islands, vizt Tobago, Grenada and St Vincents; the *Eolus* passed this Island in her way to Jamaica the 18th April, having in Company the *Sylph* Sloop, with the Trade for Antigua, Montserrat, St Kitts &ca

By Captain [James Richard] Dacres of the *Sylph* Sloop, I received their Lordships Orders to purchase two Vessels for his Majesty's Service, to be employed under my Command; capable of carrying at least 12 Guns and 90 Men each; and in all respects to be fitted and Officered as Sloops of War: please to acquaint their Lordships, I will use my utmost Endeavours to comply with their Directions, and am in hopes I shall soon be able to accomplish the same: A French Ship Loaded with all kinds of Military Stores for the use of the Rebels in North America, was taken the 5th April last by Captain Colpoys of the *Seaford*; and is represented to me very fitt for the Service; being almost New, a fast Sailor, and Capable to carry 16 Guns. She was carried into Dominica to be tried; but I have Directed her to be sent here the Moment she is Condemned: to be Surveyed and Valued: and I have no doubt I shall soon be able to procure another equally fit for the Service. I purpose giving the Command of them to Lieutenants [William] Young and [William] Swiney now first and second Lieutenants of the *Portland,* which I hope their Lordships will approve. In respect to the manning them I shall apply to the respective Governors for Assistance but am apprehensive I shall meet some Difficulties therein, the Licentious Mode of self appointed Privateers still continuing amongst the Islands, and I am sorry to add it is not in my power to put an intire Stop thereto, without the assistance of the Governors and Legislatures of the respective Islands; which I have not hitherto had; but entertain hopes Mr Burt the new Governor of

the Leeward Charribbe Islands who arrived here with the last Convoy; will Endeavour to do it within his Government; where the Evil first began; After which I do not think it will be very Difficult to Suppress them at the other Islands; I must again assure their Lordships the practice has proved highly prejudicial to His Majesty's Service, by encouraging the Seamen to Desert both from the King's Ships and the Transports; and they can in no shape be of the least advantage or Defence to any of the Islands; being a parcel of small Vessels and Pilot Boats, Armed for the most part only with Swivels and almost as defenceless as the Vessels they take, nor do they at all lessen the Number of the Rebels Privateers. I am Sir [&c.]

Jam[s] Young.

P:S: The inclosed Memo is said to be the principal Particulars of the Loading on board the *Seaford*'s Prize *La Seine*.[2]

1. PRO, Admiralty 1/310.
2. See William Bingham to American Commissioners in France, April 6, 1777, footnote 2.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS [1]

(No 3:)

Sir Antigua 2d May 1777.

I have received the Duplicate of Your Letter Dated the 5th February (Original not Yet received) acquainting me it is their Lordships Directions I should appoint Convoys to Sail with the Trade for England from St Christophers the 30th April; 15th June and the 1st August; and to accompany them to England: In Obedience to which I have appointed Captain [John] Chapman of His Majesty's Sloop *Shark* to proceed from St Christophers with the first Convoy the 8th May: their Lordships Directions coming so late, prevented my having time to give Notice thereof at all the Islands soon enough to get any Ships ready by the 30th April; I have also given Notice that the next Convoys will be ready to Sail from St Christophers the 15th June and 1st August and have sent Sloops to the different Islands to bring such Vessels as may now be ready, to the place of Rendezvous; and in Pursuance of their Lordships Directions of the 5th February last; I have likewise ordered a Sloop to proceed to the Island of Tortola and bring their Trade off Anguilla; there to join the General Convoy for England, and I beg You to acquaint their Lordships that I mean to act in the same manner with the other Convoys. I am Sir [&c.]

Jam[s] Young.

[Endorsed] Rx 24 June Ansd 8 July

1. PRO, Admiralty 1/310.

Disposition of Vice Admiral James Young's Leeward Islands Squadron [1]

Disposition of His Majesty's Ships and Vessels under the Command of Vice Admiral Young at Barbadoes and the Leeward Islands with Abstract of Orders they are at present under—the 2nd May 1777.

Ships	Commanders	Where Stationed &ca
Portland	V:A: Young Thos Dumaresq	Ordered the 31st March to proceed to Prince Ruperts Bay Dominica, to compleat her Wood and Water; and as soon as that Service is performed to repair to the Cruizing Station appointed her by my Order of the 1st February last and to act agreeable thereto; to remain on this Service 'till the 30th April, then call at Prince Ruperts Bay Dominica and compleat her Wood and Water and afterwards return to English Harbour Antigua.
Seaford	Jno Colpoys	Ordered the 31st March to proceed to Prince Ruperts Bay Dominica; to compleat her Wood and Water and then make the best of her way and Cruize between Latitudes of 13° to 15° North and Longitude 57° to 60° West (the Order Similar to that Dated 17th February) continue on this Service 'till the 15th April then call in at Carlisle Bay Barbado's and wait the arrival of the March Packet from England and receive from her what Letters she may bring for me and the Officers of the Squadron & then immediately return and join me in English Harbr the 12th April in Consequence of Captain Colpoys having acquainted me that he had taken a French Ship called the *La Seine* bound to America Loaded with all kind of Military Stores &ca and sent her in to Dominica to be Tried; ordered him to call in at Rosseau at the time of her Trial and proceed with her as soon as Condemned to English Harbour. the 21st April in addition thereto ordered him to enquire of Governor Shirley at Dominica if any Vessels belonging to that Island were Loaded and ready to proceed to Europe & desirous of taking the Benefit of a Convoy appointed to Sail from St Christophers the first Week in May, and should there be any such, to take them under his care and Protection; & Convoy them i[n] safety to Basseterre St Christophers, taking particular care to be at that Island on, or before the 4th May: but [in] his way to St Kitts to see the *La Seine* safe into English

		Harbour and when he has convoyed the Trade from Dominica to Basseterre, to leave them under the Protection of such of his Majesty's Ships as he may find there under Orders to Conduct the Trade to England, & then return to English Harbour.
Hind	Henry Bryne	Ordered the 5th April to proceed to St Johns Rd Antigua and take under his Convoy all such Vessels as may be bound to Dominica Tobago St Vincents Grenada, to see them safe there, and deliver the respective Governors the Letters addressed to them. On his ar[riv]al at Grenada to take under his care and Protection the *Nottingham* Ordnance Store Ship and proceed with her [to] English Harbour
Druid	Peter Carteret	Ordered the 11th April to proceed and Cruize between the Latitudes of 13° to 15° North & Longitude 57° to 60° West to remain on that Service till the 15th May & then call in at Carlisle Bay Barbados and take under his care and Protection all such Ships and Vessels as may be bound to Europe and see them in safety to Basseterre St Christophers where he is to remain for their protection till farther Orders and to be careful to Sail from Barbados with the Trade in time to be at St Christophers by the 1st June, to call in at Rosseau Dominica on his Passage from Barbados and take under his Convoy the inward bound Trade from that Island and see them in Safety to St Christophers. 21st April In addition to [the] foregoing (in Consequence of the Convoy not Sailing 'till the 15th June) Ordered him to Cruize 'till the [illegible] May and then call in at Carlisle Bay Barbados, and comply with his Order of the 11th April, taking care to be [at] Basseterre St Christophers with the Trade by the 12th June
Beaver	Jas Jones	Ordered the 12th April to proceed to Sea, and range along the Islands St Vincents Grenadines and Grenada in search of Captn Willm Fooks of the *Fa[vori]te* to whom he is to deliver a Letter, and call at Kingston Bay St Vincents & St George's Grenada and acquaint Governor Morris and Lord Macartney He is ordered to releive the *Favorite* & to cruize among the Islands of their respective Governments 'till the 15th May; then to collect the Homeward bound Trade beginning at Tobago & proceeding to Grenada and St Vincents and Convoy them to Basseterre St Christophers taking care [to] be there by the 1st June and to remain there for their protection till farther Orders. 20th April In addition to the aforegoing (in con-

DISPOSITION OF VICE ADMIRAL JAMES YOUNG'S LEEWARD ISLANDS SQUADRON [continued]

Ships	Commanders	Where Stationed &ca
Beaver		sequence of the Convoy not Sailing 'till the 15th June) directed him to Cruize 'till [the] 31st May and then collect the Homeward bound Trade and comply with his Orders of the 12th April taking c[are] to be at Basseterre St Christophers by the 12th June.
Shark	Jno Chapman	Ordered the 28th April to compleat her Victualling to 3 Months; and proceed to St Johns Road; & make known to Masters of Merchant Vessels bound to England & ready to Sail, that he is directed to convoy them, to Sail from St Johns to St Christophers the 2d May, and from St Christophers to England the 8th, &ca. &ca.
Favorite	Wm Fooks	Ordered 12th April to compleat his Wood and Water and proceed immediately to English Harbour.
Fly	Edwd Garner	Ordered the 21st April to proceed to Rossea Dominica and deliver the Letters addressed to Govr Shirley and Captain Colpoys, then make the best of [his] way to Carlisle Bay Barbado's and deliver the other Letter address'd to Governor Hay, and should Govr Hay acquaint him there are any Merchant Vessels belonging to that Island ready to proceed to Europe and Desirous of [hav]ing the Benefit of a Convoy to Sail from St Kitts the first Week in May, to take such Vessels under his care and Protection and proceed with them to Rosseau Dominica taking care to be there on or before the 30th April & put himself and Convoy under the Command of Captn Colpoys of His Majesty's Ship *Seaford* whom he will find lying there—should any Packet arrive during the time He may remain in Carlisle Bay Barbados to receive from her what Letters she may bring for me & the Officers of the Squadron and take the most Speedy Method of conveying them to English Harbour. In case Governor Hay should acquaint him there will not be any Merchant Vessels from Barbados ready to go home with the present Convoy and no Packet arrives from England by the 28th April He is then to Sail on a Cruize between the Latitude 13° to 15° North and Longitude 57° to 60° West, to remain Cruizing there till the 20th May next and then call in at Carlisle Bay Barbados and wait the

Fly		arrival of the April Packet from England and receive from her what Letters she may bring for me and the Officers of the Squadron and make the best of his way to English Harbour.
Sylph	Jas Richd Dacres	Ordered the 20th April to proceed to Kingston B[ay] St Vincents & deliver a Letter addressed to Governor Morris and then proceed to St George's Grenada and deliver another Letter to Lord Macartney, after which take under his care and protection such Merchant Vessels as are then ready to Sail for Europe from the Islands of Grenada and St Vincents and Convoy them in Safety to Basseterre Road St Christophers taking care to be there by the 4th May, as soon as that Service is performed to proceed immediately to Tortola and take under his care and Protection such Merchant Vessels as are ready to Sail from that Port for Europe and immediately Sail with them, making the best of his way off the Island of Anguilla & there Cruize with them 'till he is join'd by the Convoy from St Kitts which he is to accompany to the Northward 'till he can fetch the Island of Antigua & then to leave the Tortola Ships under the care of the Kings Ship having charge of the Trade to England and make the best of his way to English Harbour
Pelican	Arm'd Brig J: Plumr Ardesoif	Ordered to Compleat his Wood and Water and proceed immediately to English Harbour.
Endeavour *Antigua*	Fras Tinsley Billy Douglas	Ordered the 18th April to Sail in Company & Cruize between the Latitudes of 18° to 21° North and Longitude 59° to 61° West to continue on this Service 'till the 20th May next, then return to English Harbour.
Flora	Jno Brisbane	In English Harbour, Refitting after be[ing] Careened.

Jam^s Young.

Philip Stephens Esqr

[Endorsed] (No 6:) Disposition of His Majesty's Ships and Vessels under the Comd of V. Adml Young at Barbados & the Leeward Islands &ca In Vice Adml Youngs Letter dated 2d May 1777

1. PRO, Admiralty 1/310.

3 May

SHIPPING ARTICLES FOR SCHOONER *Glover*[1]

It is Agreed between the Master and Company of the Schooner *Glover* Whereof John Harris is at present Master in the Service of the United States of America to proceed one a Voyage in the aforesaid Schooner from Marblehead to Bilboa and from thence Right back Again to the port of Marblehead Witnesseth that Each of us the Subscribers here of do Hereby promise & punctualy to fullfill all Lawfull Commands that may be issued forth from Either the Capt or aney of his Officers during the whole Voyage by Day or by night in the Schooner or Boate belonging to Saide Schooner as the Necessity of the Master Shall Requir and furthermore in Consideraton of there Service don on board Each Seamen to Receive Six pounds Lawfull Money pr Month from the time of their Shipping to there Actual Discharge in Witness Where of we hereunto Set our hands

Mens Names	Stations	Time Ship		at what pr Month	Advance Wagges	Privilidg
John Harris	Marster	March	31	10..0..-	15..0 -	63 Quints
John Harris Jun	Mate	Dito	31	7.11	10.16 -	
Robart Laphry	Salor	April	1	6..0..-	9..0 -	
Banj Serfety	Salor	Dito	1	6..0..-	9..0 -	
Joseph Durling	Salor	Dito	1	6..0..-	9..0 -	
Thomas Davis	Salor	april	3	6..0..-	9..0 -	
					61.16 -	
To my horse & Expences to Boston					1..4 -	
					£63..0	

Marblehead April 25 1777

Reced of Jona Glover Sixty three pounds L Money for wagges due & advance wagges as P portlidge Bill for the Schr *Glover* My Self Master —

John Harris

Invoice of 1256 Quintals Fish Shipt by the Board of War of the State of Massachusetts Bay on board the Schooner *Glover* John Harris Master bound for Bilbao & goes Consigned to Messrs Joseph Gardoqui & Sons for Sales and Returns May 3d 1777

1256 Quintals Fish @ 36/	2260.16..-
for Shipping the Above &c @ 6/ D Wt	31..8 -
	2292..4..0

John Harris

1. Mass. Arch., vol. 292.

Agreement with Owners of Massachusetts Privateer *Satisfaction* to Cruise with Captain John Manley [1]

Articles of Agreement made and Concluded this Third day of May in the Year of our Lord One Thousand Seven hundred and Seventy Seven Between Thomas Cushing, Moses Gill, Benjamin Austin, James Warren, Tristram Dalton, William Cooper and Caleb Davis Esqrs A Committee of the Great and General Court of the State of the Massachusetts Bay for and in behalf of said State on the one part, And Job Prince and Samuel White of Boston in said State Merchants for themselves and the rest of the Owners of the Sloop *Satisfaction* of Fourteen Carriage Guns, Manned with One hundred Men, and John Wheelwright Commander of the said Sloop a Private Vessel of War now bound on a Cruise of Twenty five days in Company with a Fleet of Continental Ships & other Vessels of War under the Command of Capt: John Manly.

Witnesseth That the said Committee for and in behalf of said State, Do hereby Covenant with the said Job Prince and Samuel White, and the said John Wheelwright Commander of the said Sloop in manner following vizt That they will Insure said Vessel at the full Amount of her Costs and Outsetts from all Dangers of the Sea and the King of Englands Ships and Vessels of War while under the Command of the said Capt: John Manly, That in case of Accident during the said Cruise the Officers and Privates of said Sloop shall be upon the same footing exactly that the Captains Manly and McNeal and their Men are, as to pensions and one Months pay, That the Ammunition expended in time of Action on this Cruise shall be made good by said State, That the Months pay abovementioned shall be made to the Officers & Mariners of the said Sloop, upon their producing a Certificate from the Commanding Officer of said Fleet of their having performed their part of this Agreement. In Consideration whereof the said Job Prince & Saml White for themselves and the rest of the Owners of the said Sloop & John Wheelwright Do hereby Covenant with the said Committee, That the said Vessel shall Cruise under the Command of the said Capt. John Manly or the Commanding Officer of the Continental Ships for the Term of Twenty five Days from the day of Sailing unless the Commander shall discharge sooner, That in Case said Vessel should by Accident be parted from the Fleet, and should take a Prize or Prizes before the Expiration of the time aforesaid, the Prizes so taken shall be Equally divided among the whole Fleet as tho They had all been in Company. In Witness whereof the Parties aforesaid have hereunto Interchangably set their hands and Seals the day and Year first within written. —

Signed Sealed & Delivd	Job Prince
in the presence of	Sam White
John Dyar Henry Alline jun	John Wheelwright

And it is further Agreed, That if the said Vessel should be Obliged to come into Port thro' necessity to refit in Consequence of Damage she may receive within the Twenty five Days, the Comtee Agree that the Owners may fit her out again without any restrictions, And in Case she goes out Short handed

she shall have liberty to return to refit & compleat her Manning & then proceed on her Cruise at the expiration of said Twenty five days; Provided Nevertheless if the said Sloop is not ready to Sail by Thursday next or with the two Continental Ships this Agreement to be void.

1. Mass. Arch., vol. 139, 97–98. Source contains identical articles of agreement for the following privateers:
Brigantine *Washington*, Elias Smith, 14 guns, 75 men; the owners, Thomas Davis, John Dyson and others.
Ship *American Tartar*, John Grimes, 24 guns, 200 men; the owners, John Dean, Mungo Mackey and others.
Schooner *Speedwell*, Jonathan Greely, 8 guns, 60 men; the owners, Gustavus Fellows and others.
Schooner *Buckram*, William Morony, 6 guns, 45 men; the owners, Daniel Martin, Thomas Adams and others.
Schooner *Active*, Andrew Gardner, 10 guns, 65 men; the owners, Nehemiah Soames and others.

Captain John Manley to Captain John Paul Jones [1]

Sir – Boston May 3, 1777

You are desired to attend a Court Martial on board Ship *Alfred* by desire of Captn Hinman Commander of sd Ship on George Torrey an acting Masters mate belonging thereto for striking the Master & making use of much abusive Language to the sd Hinman – The Court to be held monday morning 9 oClock P.[*sic* A.]M.

John Manley

1. Papers of John Paul Jones, 6571a, LC.

Memorial of Justin Jennings to the Connecticut General Assembly [1]

To the Honorable General Assembly of the State of Connecticut to be held in Hartford in the said State on the Second Thursday of May 1777 –
The Memorial of Justin Jennings of Fairfield in the County of Fairfield humbly sheweth
That on the 10th Day of March 1776 he Entered as Clerk on board the Brig *Defence* belonging to this State Commanded by Capt Seth Harding to serve on board said Brigg against the Enemies of the United States untill the first Day of March then next; that your Memorialist in the Engagement with the Brig & Ship taken by the *Defence* in Boston Bay had the Misfortune to receive a Wound in one of his Legs which occasioned the total loss of his Leg whereby your Memorialist is rendered unfit for the common & ordinary Services of Life. that he understood when he Entered into said Service that in Case he should loose a Limb in said Service he should be entitled to receive the same Sum by Way of Compensation as tho he had Entered into the Continental Navy which according to Resolve of Congress is [blank] Dollars which your Memorialist has never received. and your Memorialist begs leave further to inform your Honours that after a long Series of Pain Distress & Confinement in the Town of Boston he was by a kind Providence restored to such a Measure of Strength as to be able to return in a Carriage slowly to the Town of Sharon to his own Fathers House in prosecuting

which Journey he necessarily Expended the Sum of Five Pounds ten Shillings and during the whole Time since he left Boston which was on the 30th Day of November last he has been under the Care of a Surgeon and is still obliged to apply for advice and Medicine to heal his Wound which is yet open and has expended about the same the Sum of £14 12s which will fall very heavily on your Memorialist unless your honours are pleased to afford him some Relief wherefore he humbly prays your Honours to lend a favourable Attention to his Petition, and make him such grant by Way of Compensation and Relief as your Honours in your Wisdom & goodness shall think meet all which he humbly submits and as in Duty bound shall Ever pray &c

Justin Jennings

Fairfield 3d May A D 1777 –

1. Conn. Arch., 1st Series, VII, 184, ConnSL.

Journal of H. M. S. *Galatea*, Captain Thomas Jordan [1]

May 1777 High land of Neversunk N½W 8 Leagues

Friday 2d at 11 AM TKd to NoWd
Do [Strong Gales & Squally]
at 1 PM Came on bd a Pilot at 6 Sandy Hook Lighthse W½N 2 Miles at 7 Came too wt the Bt Br in 5 fm Wr Sandy Hook bore WSW 3 Miles Saw All the Six Prizes Safe in

Saturday 3rd at 6 AM weighed And Came to Sail Saw riding at Sandy Hook HMS *Syren*
Light Winds & Calms at Times
at ½ pt 1 PM Came too wt the Bt Br in 7 fm Wr Do Moored Ship A Cable each way N. York East ½ a Mile Governers Island SE ¾ Mile. Found riding here His M. S. *Eagle* Vice Adml Lord Visct Howe with Several other of H M. Ships & A Great Number of Transports [2]

1. PRO, Admiralty 51/4197.
2. "On Saturday the *Galatea* arrived from a Cruize with seven Prizes: She is said to have taken no fewer than forty five, during the Winter, off the Bermudas," *New-York Gazette*, May 5, 1777. *Galatea* had sailed from Bermuda April 10, 1777, PRO, Admiralty 51/4197.

John Adams to James Warren [1]

[Extract]

My Dear Sir, – Philadelphia, April [May,] 3, 1777

Your of April 3d I recd. I must confess, that I am at a Loss to determine whether it is good Policy in Us to wish for a War between France and Britain, unless We could be sure that no other Powers would engage in it: But if France engages Spain will, and then all Europe will arrange themselves on one side and the other and what Consequences to Us might be involved in it I don't know. If We could have a free Trade with Europe I should rather run the Risque of fighting it out with George and his present Allies, provided he should get no other. I don't love to be intangled in the Quarrels of Europe. I don't wish to be under Obligations to any of them,

and I am very unwilling they should rob Us of the Glory of vindicating our own Liberties.

It is a Cowardly Spirit in our Countrymen, which makes them pant with so much longing Expectation, after a French War. I have very often been ashamed to hear so many Whiggs groaning and Sighing with Despondency and whining out their Fears that We must be subdued unless France should step in. Are We to be beholden to France for our Liberties? France has done so much already that the Honour and Dignity and Reputation of Great Britain is concerned to resent it, and if she does not, France will trifle with her forever hereafter. She has recd. our Ambassadors, protected our Merchant Men, Privateers, Men of War and Prizes, admitted Us freely to trade, lent Us Money, and supplied Us with Arms, Ammunition and Warlike Stores of every Kind. This is notorious all over Europe, and she will do more, presently, if our dastardly Despondency, in the midst of the finest Prospects imaginable, does not discourage her. The surest and the only Way to secure her Arms in this Cause is for Us to exert our own. For God's sake then don't fail of a single Man of your Quota. Get them at any Rate, and by any Means rather than not have them.

1. *Warren-Adams Letters*, I, 321–22.

Minutes of the Pennsylvania Navy Board [1]

State Navy Board

[Philadelphia] May 3d 1777

Captain Alexander Henderson of the *Dickinson* Galley Appear'd at the Board and said he wou'd not Obey the Orders that Came from Commodore [John] Hazelwood. He was told by the Chairman that he must Obey or Resign, on which he deliver'd up his Commission, which the Board Accepted.[2]

1. Navy Board Minute Book, vol. I, Pa. Arch.
2. On May 5 the Board appointed Lauchlan McClean to succeed Henderson in command of the *Dickinson*, "Gave him his Commission & swore him Accordingly," Navy Board Minute Book, vol. 1, Pa. Arch.

4 May (Sunday)

Captain Thomas Lloyd, R. N., to Bernardo de Gálvez [1]

(Copy)

Sir/ 4th May 1777

In my Letter to your Excellency of Date the 27th April last, I desir'd the favour that you would give me your reasons for seizing the Vessels, belonging to the British Subjects, and putting the Masters with their Crews in confinement, to which have not received an Answer. My Duty as Commander of one of His Britannick Majesty's Ships of War, obliging me to take cognizance of such public Matters as affect the Commerce of His Subjects, I must address your Excellency on the late occasion of the Seizures made by your Orders.

On my arrival, I found that the British Vessels, navigating that part of the River Mississippi between its mouth and the Ibbervil had been seized upon by His Catholic Majestys Troops & conducted to the City of Orleans, where their Cargoes have been unloaded, the Masters and Crews confin'd and imprisoned.

As by the Treaty of Peace of the 10th day of Febry 1763 the Navigation of the River Mississippi in all its parts but particularly in those where [the] Seizures have been made, was guaranted to His Brittanic Majestys Subjects, and that in Terms the most ample and precise, their Vessels being exempt from all Visitation on whatever pret[ense] as also from every impediment; it was with astonishment I receiv'd information of a Proceeding so Contradictory to the terms of that Treaty, and at a time when a profound peace subsisted between the two Crowns.

I am not unacquainted with the reason that has been assigned for so unexamplary a proceeding, Accusations have been presented of [a] Trade with His Catholic Majs Subjects & proofs have been extorted from the accused themselves. Whether such accusations are or are not well founded, I shall not pretend to say, but certain [it] is that others are not even in that Predicament. I[n] either case I humbly conceive that their Privilege[s] as British Subjects have been equally violated; for, if Subject to Visitation in any Instance whatsoever the Suspicion Nay even the Proof of Contraband i[s] not sufficient to authorize even the entering of British Vessels, much less the extremities which have been adopted.

I shall not detain your Execllency with further Arguments in this matter but must beg leave to convey my own Idea in a few words, It is founded on the Articles of the Treaty of Peace, and I hope is consonant with the Spirit of it: that British Vessels navigating this River or made fast to either of its banks are clearly within British Jurisdiction, consequently not liable to Visitation, seizure [or] confiscation by any Foreign Power whatever, Subject to the Commercial regulations of Great Britain only.

Your Excellency will no doubt maturely consider these matters before pronouncing a final Sentence. – It is my Duty to demand and I hereby in the Name of my Sovereign do demand the immediate release of His Subjects, now confin'd in Prison and denied the Priviledge of being visited by their Friends. I demand also the Restoration of those British Vessels with their Cargoes, which in violation of the Treaty of Peace now subsisting, have been seized upon in this River, and I beg to be informed of your determination as soon as possible. Your Execllency has been pleased to inform me that part of Vessels & Cargo seized are Americans the Prisoners from such Ships I do not demand.

I cannot conclude without Lamenting that this first difference which hath arisen between the Subjects of the Two Crowns, should have happen'd during your Excellency's Government, the period in which it was least expected; nor can I avoid hinting my doubt, that it has in a great measure originated from misrepresentation. At the same time I regret the unhappy Event, permit me to communicate in the Names and at the Request of the

British Merchants in this place, a due acknowledgement, of the many Instances of hospitality [&] politeness which your Excellency has at all times been pleas'd to show them. I am [&c.]

(Signed) T Lloyd

To His Excellency Don Bernard De Galvez
Colonel & Governor of New Orleans.

1. PRO, State Papers, 42/51, 194–96.

Oliver Pollock to Andrew Allen and Robert Morris [1]

(Copy)

Sirs, [New Orleans, May 4, 1777] [2]

I had the Honor of writing you some Time ago P Remmens to which I refer. I have now to acquaint you that two Friends here & myself have chartered this Vessel for the Sum of one Thousand Dollars, chiefly to carry this Letter and at same Time to tender any Services she can in Case of falling in with any of your Cruizers or Privateers, which I hope she will, and in that Case this Letter will not perhaps come to hand immediately, but as it's of the utmost Consequence I shall forward Copies by every Opportunity – The Purport is this that the Governor of this Place is ready to open Trade with you, and you may depend will receive and protect all your Vessels, so that they have your Papers, further I can assure you that your Cruizers and Privateers may bring in their Prizes here, and they will be condemned and Sold for the Good of our Cause as your Laws in those Cases may direct; which in my Opinion may turn out very advantageous at this Port. From the Circumstances mentioned the Gentlemen that have joined me in this Expedition and self beg you will give the Bearer Captain Lemore [James La Maire] a Commission, whom you may depend is worthy of such Trust, and very capable of putting it into Execution, and is well acquainted with this Coast. At same Time as there are Numbers of this Place Friends to the Cause and would go any Lengths to serve you, I beg you will send as many blank Commissions as you think necessary, with the proper Orders how they are to be put in Execution, which depend shall be done with the greatest Punctuality, and any other Commands you may honor me with. I have sent Copy of sundry Bills I have paid drawn by Lieutenant [Adam] Lynn belonging to the first Regiment in Virginia amounting in Dollars 2,340 V Cry. The Originals I keep as Vouchers. but when the Copies are paid they shall be void and of no Effect. The Governor wishes you Success, and hopes to hear from you soon, and would be glad to for a Correspondence so that he might be acquainted with the Affairs passing in your Parts, and at same Time acquaint you with the Circumstances here, for which he is ready to contribute towards the expence of fixing a constant Express or Post between this and your place, the most safest I believe is by Way of Fort Pitt down the Ohio. referring you to the Bearer I am &c –

This Letter was about twenty Leagues down the River, but being Stopped by a Sloop of War some Time he returned back here for fresh

Orders, and now he is to make the second Attempt to morrow Morning, which I hope will be more successful. There is hardly any Thing new expired since, only the Captain of the Sloop of War seems very much enraged against my Person and Property, by orders he says he has from Government at Pensacola, which has arose from some villainous Informations of the Tories here. And how far my Property stands safe only depends on your Success (which out of the Question I hope will be crowned with everlasting Glory) and as to my Person I look upon myself at present very safe, as the Governor of this Place has and does now protect me. But in Case of an Accident which may happen of being taken Prisoner, I would be happy to have Something to shew from you either in the Character of civil or military, as you may think proper, so that it would only entitle me to be treated as a Gentleman, for at present I am threatened with only Death, which in the Service once legally appointed I should not dread.

I have now to observe that the Governor of this place has seized several English Vessels here on Account of contraband Trade amongst which was a Sloop of mine, which upon claiming as an A[merica]n Property he immediately gave her up, and farther he is determined to suppress the Trade of Great Britain as much as lies in his Power, and support yours. I have this Day forwarded his Orders to the River's Mouth to remain there, which is to make spanish Property of any [of] your trading Vessels that may arrive there, to cover them from the Sloop of War while she remains here. The executing of this will make some Noise and no Doubt create a Jealousy between Great Britain and this Government, but, as the saying is, the more Mischief the better Sport on the present Occasion.

I come now to acquaint you that the two Friends mentioned in my last that joined me in this Expedition are unfortunately Sufferers in the Seizures made here by the Governor, being under English Colours he could not save them, or indeed any other Colours in a contraband Trade, notwithstanding he says if you apply to the Court of Spain, he makes no Doubt but what they will have the Amount of their Vessels &c rendered them back; one is Captain [William] Pickles in the brig *Norton* Vessel and Cargo, value about twenty six Thousand Dollars, and the other Capt [Joseph] Calvert in the Brigantine *steady Friends,* Value 3000 Dollars, in all about 29,000 Dollars which is the Sum they esteem them at now, but all they can expect to be allow'd them by the Court of Spain is the Nett proceeds of what their Vessels and Cargoes will bring at Vendue. What Steps you chuse to take in this Affair I shall be glad you would advise me of immediately, otherwise forward Copy of what you write to the Court of Spain to this Governor. There is also two Slaves belonging to Captain [Patrick] Barry and one to J:W:[3] which is seized and will be sold with the rest; the Proceeds of them I hope you will also claim as your Property, this being the needful.

I have only to observe as I am upon the Spot here, and that the Governor of this Place is pleased to put the greatest Confidence in me with respect to the Correspondence betwixt you and this Governor, I should be happy in having the Honor of the same Confidence from you with the necessary

Utensils, say a Credit, first on the Court of Spain, or any other Part of Europe for certain Sum or Sums, which I might have Occasion for the Benefit of the Cause, that is in Case you have any Intentions of making an Expedition this Way, or if this mode is not so convenient Supplies of Flour and Slaves may answer the Purpose equally well, as the Port will be now free for your Prizes &c. I have often been obliged to advance Money for the Benefit of the Cause, which I have made no Account of now; but in future I shall furnish you with the Particulars. At present all the Reward I want is to be in the Service in the Rank or Station of Life you may think I merit, so that I may have Something to shew if called upon. Wishing you Success I have the Honor to be, Sirs. –

7th April [*sic* May] 1777.

Sirs,

Since I finished the above I have had the Honor of conversing with the Governor, and he desires me to assure you that if you make an Expedition against this River and Pensacola he will furnish your Troops with Cash or in short any Thing in his Power they may Stand in Want of. I have the Honor to be, Sirs &c –

1. Papers CC (Letters and Papers of Oliver Pollock), 50, 53–56, NA.
2. On May 5 Pollock again wrote to Allen and Morris noting: "I wrote you fully Yesterday," Papers CC (Letters and Papers of Oliver Pollock), 50, 57, NA. On June 12 the Secret Committee of the Continental Congress acknowledged receipt of the May 4 and 5 letters to Allen and Morris, Papers CC (Letters and Papers of Oliver Pollock), 50, 29–36, NA.
3. James Willing.

5 May

PETITION FOR COMMISSION FOR MASSACHUSETTS PRIVATEER SCHOONER *Freedom* [1]

To the Honble The Council of Massachusts Bay –

The Petition of Phillip Moore & Archibald Blair

Humbly Sheweth – That your Petitioners have at great Expence fixed out & equiped the Schooner *Freedom,* Burthen Seventy Tons, Mounting, Ten Carriage Guns & fourteen Swivels, Navigated by Seventy Men Commanded by James Colven, the Officers On Board are Joseph Aikens 1st Lieutenant Thos Wood – 2d Lieutenant & Willm Welch Master, with Forty Bbls Beef, Thirty Bbls Pork & One Thousand wt Bread, as Provisions – Two Ton Powder & a Sufficient Quantity of Other Military Stores, Said Schooner is designed to Cruise Against the Enemies of the United States of America – Would therefore Pray your Honors to Commission Said Schooner & Officers, (they giving Bond) in Order that She may Join the Fleet under the Command of Commodore Manly, and as in duty bound Will ever pray –

Boston May 5th 1777 – Ph: Moore Arch[d] Blair

[Endorsed] In Council May 5th 1777 Read & Ordered that the Prayer thereof be granted and that a Commission be issued out to the Above men-

tioned James Colven as Commander of the Schooner *Freedom* – he complying with the Resolves of Congress –

Jn° Avery Dpy Secy

1. Mass. Arch., vol. 166, 387.

JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Boston] Monday May 5th 1777

On Motion Ordered that the Board of War be and they hereby are directed to deliver Capt Hinman Seven hundred & twelve six Pound Shott, & Five hundred Sheets of Tin for the use of Ship *Alfred* to be charged to the Continental Account –

Whereas tis represented to this Board that there are on Board the Armed Vessels now in this Harbour several Persons who have enlisted into Colonel Cranes Regiment in Capt Winthrop Sargents Company who have received the Bounty granted by Congress & this State. – The Commanding Officer of all such Vessels are hereby ordered to permit Capt Winthrop Sargent to go on board their respective Vessels & to take from thence any men that shall evidently appear to have enlisted into his said Company –

1. Mass. Arch., vol. 20, 457, 458.

PENNSYLVANIA NAVY BOARD TO COMMODORE JOHN HAZELWOOD [1]

State Navy Board

Sir: – [Philadelphia] May 5th 1777

The board this Day took into their consideration what they purpose to do with the Ship *Montgomery* Hugh [*sic* Henry] Dougherty Esqr Commander have come to the following determination.

That she shall be immediately fitted out as a Guard Ship, to Mount sixteen nine pounders which are already proved and lye in the State House Yard, the Carriages lay on Huddles wharfe which we desire you to inspect.

You will on receipt of this, issue your Orders to Cap. Dougherty to take in what Ballast will be necessary, and to equip the Ship with every necessary Article, as also to procure his hands with all possible Expedition.[2]

1. Navy Board Minute Book, vol. 1, Pa. Arch.
2. On May 6 Captain Dougherty resigned his commission, and on May 15 Captain William Allen, "being well known," was appointed to command the *Montgomery*, Navy Board Minute Book, Pa. Arch.

CAPTAIN JAMES NICHOLSON TO GOVERNOR THOMAS JOHNSON [1]

Sir, Baltimore May 5th 1777 –

I was yesterday served with a resolve of Congress in consequence of a complaint by your Excellency with regard to my empressing men onboard the Frigate, and the Letter I wrote your Excellency on that occasion by which I find the Congress disapproved of my conduct, and order me to make such Satisfaction as shall be approved of by the Executive power of the State of Maryland It has never been my desire Sir, or Inclination to violate the Laws of my Country, or treat any of its Magistrates with Contempt, and am

sorry to find the Letter I wrote you is viewed by your Excellency, by Congress, and many of my friends, to carry much more contempt and disrespect than I ever intended, 'tho I willingly confess, that when I came [ear]ly to review the Copy of the Letter, I disapproved of it myself, and would willingly recalled several sentences of it, and was very sorry I sent it. When I received your Letter, I imediately apprehended that some persons who wish not my wellfare, had been endeavoring by misrepresentation to prejudice me in your oppinion, and it gave me sensable pain to find they had so far succeeded as to induce your Excellency to charge me with Crimes which my conscience told me, I was not Guilty. I have never viewed it derogatory to the character of any Gentleman to make concessions for any rudeness he may have been guilty of to any private Gentleman, much less to the Executive powers of a state. And will therefore make your Excellency such acknowledgements, for such expressions which my Letter may have contained, as is consistant with my honor as a Gentleman and an Officer, And would therefore beg to know what satisfaction will be demanded or esteemed sufficient. I freely own it is not my desire at this time to be dismissed the service, and I hope you will believe me when I add, that my private Interest has not the least Weight in producing that desire, and that amongst the other motives the chief is a desire to profit my Country by Service, which I fondly think will be more effectually done by my continuing in the Ship then the appointment of a Stranger, as I am afraid my being dismissed, at this time and manner would produce the resignation of most of the Officers, and consequently delay her Sailing a long time, I am Sir [&c.]

Ja^s Nicholson

1. Red Book, XIV, 48, Md. Arch.

Journal of the Virginia Navy Board [1]

[Williamsburg] Monday, May 5th 1777.

William Saunders, is recommended to his Excellency the Governor, and the Honorable the Council as a proper person to be appointed Captain of the *Manley* Galley, in the room of Joel Sturdivant deces'd.

1. Navy Board Journal, 216, VSL.

Governor Patrick Tonyn to Lord George Germain [1]

[Extract]

No 38. Duplicate

. . . I had the honour to mention my Lord, Captain Brown being sent to Georgia on a Flag of Truce, for exchange of Prisoners. I had in this my Lord another view. Frequent intelligence my Lord, had been brought me, that an invasion of this Province was intended by the Carolinas some Virginia Troops and Georgia, that preparations were making at Savannah and Sunbury, and the Philadelphia Congress had sent a fund to Georgia to defray the expenses of the Armament. I Judged it proper my Lord to send an experienced Officer to form a Judgement if possible of what was doing, and

procure intelligence on which I could certainly depend. Such friends of Government as Captain Brown had an opportunity to see, confirmed my Lord, the intelligence I had received, and their previous measures he observed, exceeded any notions he had before entertained of their Capacities. Sunbury was crowded with Rebel Soldiers. They had a considerable number of Cannon of large Caliber, sixteen Vessels were in the Harbour for Military Stores and Provisions. Three Row Gallies mounting from eight to ten Guns ready for Sea, and they expected My Lord shortly from Savannah two armed Sloops of fourteen Guns each, which the Georgians had purchased at Santa Cruz or Curasao. It is Captain Browns opinion, my Lord, the enterprise is seriously intended against this Province.

I had the honour to inform your Lordship, that the King's Ships were removed from the Province, that the *Rebecca* Captain Mowbray, who I had commissioned was the only Naval force, a few small Schooners armed for the Rivers excepted.

In this criterion my Lord, I determined to take into the Government Service the Ship *Meredith* of ten Guns lately arrived with Provisions from England, and have sent her into Saint John's River to act under Captain Mowbray in the *Rebecca.* A Provision ship of the same force from New York the *Triumvirate,* I have also ordered for the same service, she was sheathing, and then to return to England, she is now getting ready with all dispatch. A Transport carrying ten Guns just arrived my Lord, with Recruits for the 14th and 16th Regiments, I intend to detain for this service, until we are assisted by some of His Majesty's Ships of War. . . .

. . . I have my Lord, informed Lord Howe and the General of these circumstances, by an advice Boat, and wrote in general to the Commanders of any of His Majesty's Cruisers that the Boat may chance to fall in with in her passage to New York. I have put the Provincial Militia on the best footing according to our situation, and have ordered the Rangers with several bodies of Indians to the frontiers of this Province . . . We should be fortunate, if in the meantime, an Ordnance vessel appeared from England, with the Stores returned wanting last year, particularly the very long expected Gun Carriages. . . .

St Augustine 5th May 1777

1. PRO, Colonial Office, 5/557, 203–05.

"EXTRACT OF A LETTER FROM ST. VINCENT'S TO A MERCHANT IN LIVERPOOL, DATED MAY 5." [1]

The American frigate *Oliver Cromwell* [2] took three prizes last week, one a Guineaman with 300 slaves, one a ship from London. The ship *Champion,* belonging to Bristol, is taken at Tobago; she was going from one bay to another, and had 150 hogsheads of sugar and 22 bales of cotton on board. They are now discharging her at St. Lucia. We do not find that the Americans are so much protected any where as at Martinque and St. Lucia, which is under the same government. Were their trade and communication

cut off there, which two frigates would in a great measure do, no step the Ministry could take would distress them more; it is from thence they are supplied with every thing they stand in need of, not only arms and ammunition, but men. A great many experienced Officers are gone to the Continent; and we have numbers of privateers that are manned with French; some have only one American, and that perhaps a landsman, just to cloak their piratical proceedings. There are now about 20 sail of English ships in Martinique. Negroes are cheaper there than in Africa, and provisions than in Ireland.

1. *London Chronicle,* June 21 to June 24, 1777.
2. Pennsylvania privateer ship, Captain Harmon Courter.

Richard Harrison to Captain John Harris [1]

[Extract]
Sir St Pierre Mtque May 5. 1777

The Bearer Monsieur Lafine has been here to procure a Commission in behalf of my friends Messrs Angeron & Rolland of Basseterre. As there is no Continental or State Vessell at present in this port, I am not able to accomodate him, but have recommended him to you as a person that can. – If you can consistently with your Duty grant him a Copy of your Commission you will oblige me much by doing it, and at the same time serve the Cause, as you know such a measure will tend to foment the Quarrel which will probably take place between the Kingdom of France & England ere long. –
If you give Mr Lafine a Commission it will be proper to certifie that it is a true Copy of your own, & that the Vessell is to serve as a tender to your Brige – her Name, that of the Capt, number of Guns &ca should also be inserted.[2]
[Endorsed] 5th May 1777. (No 3) In V. Ad: Youngs letter No 7. dated 12 June 1777.

1. PRO, Admiralty 1/310.
2. Harris commanded the Virginia Navy brig *Musquitto*. The object of this scheme was to have copies of his letter of marque commission made to be used by French owned and manned privateers operating under Continental colors.

6 May

Journal of the Massachusetts Council [1]

[Boston] Tuesday May 6th 1777 –

On Motion Ordered that the Board of War be & they hereby are directed to deliver Thomas Harris Agent for the Schooner *America* Twelve Small Arms Twelve Pistols, One Bolt Duck & one bolt Ravens Duck for the use of the said Schooner agreeable to a late Resolve of the General Court relative to the Armed Vessels engaged to proceed on a Cruize with Commodore Manley –

On Motion Ordered that the Naval Officer be directed to grant a Permit to the Brig *Nancy & Hannah* belonging to Mr Joseph Barrel & others to proceed on her Voyage to Virginia in Ballast Nevertheless said Vessel not to

be permitted to Sail 'till Capt Manley & the Ships and Vessels under his Command have Sailed three days on a Cruize and said Naval Officer is not to clear said Vessel within that Time –

On Motion Ordered that the Board of War be and they hereby are directed to deliver Mr John Cushing for the use of the Sloop *Satisfaction* John Wheelwright Commander eighty four three & four pound Barr Shott agreeable to a late Resolve of the General Court relative to Armed Vessels engaged to proceed on a Cruize with Commodore Manley –

1. Mass. Arch., vol. 20, 459, 460–61, 462, 463.

Hitchins Boden to Nathaniel Shaw, Jr.[1]

Boston May 6th 1777

Sir please to pay my Master Alexr Hopkins my Shares of the prize Money that becomes due to me in the *American Revenue* [2] and his receipt will be your Discharge –

from Sr Yrs &c –
Hitchins Boden

1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS.
2. Connecticut privateer sloop, owned by Shaw. See Volume 7. Four prizes were involved and net proceeds from vessels and cargoes totaled £4863..1..1, Nathaniel Shaw Collection, Book 37, YUL.

Journal of the Continental Congress [1]

[Philadelphia] Tuesday, May 6, 1777

The Marine Committee brought in a report, which was taken into consideration; Whereupon,

Resolved, That an order for 30,000 dollars be drawn on Joseph Clarke, Esqr the commissioner of the loan office for the State of Rhode Island, in favour of Daniel Tillinghast, Esq. for the use of the ships of war in that State:

That an order for 20,000 dollars be drawn on John Lawrence, Esqr commissioner of the loan office of the State of Connecticut, in favour of Barnabas Deane, for the use of the ships of war in that State:

That an order for 60,000 dollars be drawn on Nathaniel Appleton, Esqr commissioner of the loan office for the State of Massachusetts bay, in favour of Thomas Cushing, Esqr for the use of the navy in that State:

That an order for 40,000 dollars be drawn on Nicholas Gilman, Esqr commissioner of the loan office for the state of New Hampshire, in favour of John Langdon, Esqr for the use of the ships of war in that State.

Congress proceeded to the election of the board of assistants to the Marine Committee agreeable to the resolution of the 19 of April, in the eastern department; and, the ballots being taken, the following persons were chosen:

William Vernon, James Warren, and John Deshon, Esqs.

Resolved, That the said board be empowered to employ a clerk, with a salary of five hundred dollars per annum.

1. Ford, ed., *JCC,* VII, 329, 330, 331.

JOHN ADAMS TO JAMES WARREN [1]

Dear Sir, – Philadelphia, May 6, 1777

About Ten Days ago I had the Boldness to make a Motion that a Navy Board should be established at Boston. Certain Gentlemen looked struck and surprised; however, it passed. I have moved I believe fifteen Times, that a Nomination should take Place; certain Gentlemen looked cold.

Two or three Days ago, the Nomination came on. Langdon, Vernon, Deshon, Dalton, Orne, Henley, Smith, Cushing and Warren, were nominated.

This Day the Choice came on. At last Vernon, Warren, and Deshon were chosen. The Board are to appoint their own Clerk who is to have 500 Dollars a year. I hope you will engage in this Business and conduct it with Spirit. You cannot be Speaker and do this Duty too I believe.

I think the Town of Boston will be offended. But I could not help it. This you will not mention. The Salary for the Commissioners is 1500 Dollars a Year. You will have the Building and fitting of all Ships, the appointment of Officers, the Establishment of Arsenals and Magazines, etc., which will take up your whole Time. But it will be honourable to be so capitally concerned in laying a Foundation of a great Navy. The profit to you will be nothing, But the Honour and the Virtue the greater. I almost envy you this Employment. I am weary of my own and almost with my Life. But I ought not to be weary in endeavouring to do well.

1. Warren-Adams Letters, I, 324–25.

PENNSYLVANIA NAVY BOARD TO COMMODORE JOHN HAZELWOOD [1]

State Navy Board

Sir – [Philadelphia] May 6th, 1777

Last evening we received A Letter by Express from Henry Fisher Esqr at Lewistown, Advising of the Ship *Roebuck* making her way up the Bay, as also two other Ships being up the Bay, and from this Manuvre of his Majesties Pirates, we are apprehensive that they intend up to procure water. As soon as you receive this, you will order all the Officers under your Command immediately to repair to their Stations to hold themselves in readiness in case of Emergency.

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

PENNSYLVANIA NAVY BOARD TO CAPTAIN JOHN RICE [1]

State Navy Board

Captain Rice – [Philadelphia] May 6th 1777

It is with great surprize the board rece'd your Letter this day dated

Yesterday, informing that your Shot would not fit Your Twelve pounders, and you were hurried away that you had not time to examine.

We think you have been two months fitting out, had repeated orders from the Commodore to be ready to sail at a Minutes warning. You had orders to sail afterwards on a Certain day, still your Vessel was detain'd, You had orders to have every thing compleat, and now after being down near A month, you say the shot will not fit.

Your Conduct is unpardonable, and if any misfortune happens for want of Stores, you shall Answer for it.

If you are not Compleatly fit for Action, you are immediately to return to Chester and wait on this Board.

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

JOHN MCKINLEY TO CAESAR RODNEY [1]

[Extract]

Wilmington the 6th of May 1777

I have heard a report that some officers from the enemies' ships of War were lately seen on shore near Muspilion [Mispillion] Creek & seemingly made welcome by some persons there. This I hope you will make a proper enquiry concerning & if found true that you will have such enemies to their country properly dealt with, the safety & credit of the State requires it. A report likewise prevails, that some parties of men from the said ships have landed near Jones' Creek in your Co. & have Killed several cattle & done other damage to the inhabitants. If this likewise be true, I think you should order a sufficient number of the Militia under your command to keep guard where it may be probable that they will land again, to give them a proper reception as I am persuaded a few spirited & successful attacks made upon them would have a happy effect & secure the inhabitants from their future depredations. . . .

1. George Herbert Ryden, ed., *Letters to and from Caesar Rodney 1756–1784* (Philadelphia, 1933), 188–89. McKinley was president of the Delaware Assembly.

Maryland Journal, TUESDAY, MAY 6, 1777

Baltimore [May 6].

The Captures of so many Jamaica Ships by American armed Vessels, have caused the Stoppage of several capital Jamaica Houses in the City of London where it was expected, some Months since, that the Price of Sugar would rise to near Three Pounds Sterling per Hundred Weight. Many more Failures are also expected.

SOUTH CAROLINA NAVY BOARD TO LIEUTENANT WILLIAM HALL [1]

Navy Board [Charleston] 6th May 1777.

Lieut Hall Sir/

The Commissioners of the Navy direct that *you do as* soon as possible Hawl the Brigantine *Notre Dame* upon the Hard, and have her Bottom well

scrub'd and Clean'd and a Light coat of Tallow pay'd over the present Coat now on the Bottom, and that you do have the Vessell put in the best Order to proceed to sea as soon as possible after Capt Seymour [2] arrives at Charles Town – and that you do Endeavour all in your power to Inlist Fifty men to serve on board the *Brigt.*

By Order of the Board
Edward Blake, first Commissr –

1. Salley, ed., *South Carolina Navy Board,* 60–61.
2. Stephen Seymour commanding South Carolina Navy schooner *Rattle Snake.*

SOUTH CAROLINA NAVY BOARD TO JAMES DOHARTIE [1]

Navy Board, [Charleston] 6th May 1777 –

Capt James Dohartie Sir/

The Commissioners of the Navy Desire that you will forward the Compleating the *Beaufort* Galley as soon as possible, so as to have her Compleatly finish'd before she is Launched, and that you do Inlist at Least Twenty men to serve on board said Galley as seamen, and that you provide said men with such provissions as is allowed on Board the Navy of this State, and that you send your Accounts properly Attested to this Board the Last day of Every Month, which Accounts after being Examined will be duly paid – the Cordage and Other Articles for fitting said Galley the Clerk of this Board will be directed to forward by the first Opertunity to Beaufort, after they are provided here, the Officers allowed on board will be first and Second Lieutenants purser Boatswain and Gunner whose pay will be Equal to Officers of same Rank on board the Other Vessells in the service of this State, the pay Bill to be made out, Attested and forwarded to this Board Every three Months for payment

By order of the Board
Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board,* 61.

"EXTRACT OF A LETTER FROM ST. KITTS, MAY 6." [1]

Yesterday was brought into this island a large American vessel, loaded with 500 barrels of rice and 70 barrels of indigo, from South Carolina to Martinico, which was brought in by ten of the crew: the vessel is sold, and the cargo for about 700 l. sterling.

1. *London Chronicle,* June 26 to June 28, 1777.

7 May

JOHN BRADFORD TO THE CONTINENTAL MARINE COMMITTEE [1]

[Extract]

Boston 7th May 1777

. . . the fair prospect I had of providing Cannon for the *Raleigh* is frustrated by reason of a disappointment in a quantity of Pigg Iron belonging to

this State, which I had Borrow'd to compleat the set of Guns, But they being alarm'd by advice receiv'd from France, via Bilboa that General Burgoine is coming out to make a desc[e]nt on this Town, they are converting the piggs into Twenty four pounds Cannon for its defence –

Our Two Frigates are Compleat & have been waiting several days for a number of Arm'd vessells which have engaged to Cruise with them and be under their directions twenty five days after Sailing this measure was adopted in Consequence of two Frigates being on our Coast, and constantly cruising together, the Orders I receiv'd some time back from the Honourable Board to send two vessells to Baltimore for Iron & flour, was executed, but neither of them reach'd their port, the Schooner I've never heard off, the Brig [2] was taken and afterwards Ran on shore at South Kingston near point Judith, and at present remains a matter of uncertainty w[he]ther she will be got off, so that we are without Iron to Carry on the Building the Ships, We have not yet been able to procure vessells for Capts Waters and Tucker the former is going a volantier with Capt Manly for this Cruise . . .

1. John Bradford Letter Book, vol. 1, LC.
2. *Betsey*.

JOHN BRADFORD TO ROBERT MORRIS [1]

Dear Sir Boston 7th May 1777

I am without any of your late favors and at present have nothing very material to Offer. As I have wrote the honble Marine Board Beg leave to refer you to that letter for perticulars, I inclose a letter this day receiv'd from Mr [Leonard] Jarvis as it highly gratifies me to have his opinion of the *Active* (now the *Delaware*) knowing him to be a good Judge I hope she will be a luckey vessell to you,[2] I shall write the honble Secret Committee by next post, by which time I hope the *Lively* (now the *Robert*) will be gone we've been waiting a whole week for hands, have got as many pr[i]soners as I dare send, No further newes of [Stephen] Cleaveland begin to fear he is pick'd up, the *Tryton* still lays for want of Cargo, No mention made by Congress what is to be done with the *Peggy* A fine ship goin to Ruin – I have not yet Recd any power to act for your friend M[essrs.] Hews & Smith, hope it will be here in time, its lucky the Court was put off to some time in this month.[3] I am Dear Sir [&c.]

John Bradford

1. John Bradford Letter Book, vol. 1, LC.
2. *Active*, taken by John Paul Jones in the *Alfred*, had been purchased by Bradford for Morris.
3. Relating to the illegal capture of Hewes & Smith's brig *Joseph*, by an American privateer. See Volume 7.

JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Boston] Wednesday May 7th 1777 –

To the Sheriff of the County of Suffolk – You are hereby Ordered & directed to confine all Prisoners of every Rank in close Custody in the Goal in said County until the Guard Ships are ready for their reception whereof

fail not and this shall be your sufficient Warrant – Similar to the above was sent to the Sheriffs of the several Counties in this State –

Ordered that Capt [Ezra] Weston Commander of the Guard Vessel now in this Harbour for the reception of Prisoners be & he is hereby directed to procure Six Men to take care of the said Vessel & prisoners now on board & that may be sent on board upon the best Terms he can and that he keep a Constant Watch Night & day by one or more mens walking the quarter Deck with a Loaded Firelock to prevent all Persons coming on board said Vessel without a special order from the Commissary of Prisoners and that no prisoner be suffered to go on shore but by order of this Board – And it is further Ordered that Captain Weston remove the said Vessel from where she now lays to the Harbour at the West End of this Town & that he apply from time to time to the Commissary General of this State for such provisions as he may want for the prisoners on board and the Commissary General is hereby ordered and directed to furnish the said Captain Weston with such Provisions who is to be accountable for the distribution of the same –

1. Mass. Arch., vol. 20, 464–65.

Jeremiah Powell, President of the Massachusetts Council, to John Hancock [1]

[Copy]
Sir.

Information having been received by this Court that two of the Enemy's Ships the *Diamond* of 32 Guns and the *Greyhound* of 28 Guns were cruising in this Bay where they have taken several Vessels bound into this State, some of them coming from France, from which place many Vessels loaded with necessary Articles of Supply which must be of great use not only to this & the neighbouring States but in it's Consequences to the whole of the united States. Two of the continental Ships the *Hancock* and the *Boston* and several large Privateers being in this Harbour and all nearly ready to put to Sea and a strong disposisition generally prevailing that this Bay should be cleared of the Enemy's Cruisers, this Court have exerted themselves to have as large a naval Force as possible immediately at Sea, copies of the Contracts we have entered into with the Owners, Officers &c of the Privateers – to effect that purpose are inclosed herein [2] The Terms on which these Vessels are engaged may appear expensive; but as the Men on board them were engaged for other services, cruising against Ships of War may be thought to deserve the encouragement offered. The Monies we have agreed to advance to the Commanders of the Continental Ships was a necessary Step as without it the intended expedition must have been laid aside & therefore we hope this And the whole Plan will be approved of by the Hon Congress.

In the house of Represents May 7. 1777

Read and accepted and ordered that the same be Signed by the President of the Council in the name of this Court and directed to the President of the Congress

Sent up for Concurrence

J Warren Spkr

In Council May 8 1777

Read & Concurred Jn° Avery Dpy Secy

[Endorsed] Letter to the Hon'ble Congress relative to sending out the Ships *Boston* and *Hancock* With other Armed Vessels to cruise against the Enemies of the united States – May 8. 1777

1. Mass. Arch., vol. 197, 23.
2. See "Agreement with Owners of Massachusetts Privateer *Satisfaction* to Cruise with Captain John Manley," May 3, 1777.

Captain Hector McNeill to Captain John Paul Jones [1]

Sir

You are hererby Order'd and directed to attend at a Court Martial to morrow Morning at Nine o'Clock on board the *Hancock* in Congress Road, There to try the following Persons, Vizt –

Leblun Baker Pilott	Robert Stoutly
Phillip Bass Junr	David Ensigne
Nathl Winchester	Joseph Petters &
Peter Jennis	Thomas Carren

all of whom Stand Charged by Captain John Manley Commander of the said Ship for Mutiny.

Fail not

Given on board the Ship *Boston* in
Nantasket Road this 7th day of May 1777.
Hector McNeill

1. Papers of John Paul Jones, 6571b, LC.

"Extract of a Letter from Captain Maximilian Jacobs to the Viscount Howe, dated *Amazon* off Prudence Island May 7th 1777 – " [1]

With regard to the Complaint made against me by the Spanish Ambassador, for having caused certain Pacquets to be opened onboard (as it said) of a Spanish Ship named the *Virgin-Del-Carmen* in her Passage from the Havannah to Cadiz. I beg leave to state the identical Fact, as follows.

Being in Latitude 43 and Longitude 38 from the Lizard, I brought to a small Schooner of the above-name; On sending an Officer to examine her, the Master, Supercargo and six Hands were found to be Subjects of Great Britain, the Mate and Cook being the only Spaniards onboard. This, together with the appearance of her being Plantation Built, and confessed to be so, by the Irish Captain, at first created suspicions that she was American Property. And these were greatly confirmed on the Masters positively refusing to shew any of his Papers, alledging in excuse that he was under a Bond of Two thousand Dollars not to open the Seals until his arrival at Cadiz. In consequence of which very uncommon procedure, I

thought it my indispensable duty to give the Order which has produced the Complaint in question. But, as no one onboard His Majesty's Ship under my Command, understood the Language in which the Papers were wrote, The Master was at full Liberty to translate them as best suited the purpose of concealing the real fact; And in consequence the Vessel was permitted to proceed on her Voyage. As to any other Acts of improper behaviour, hinted at in Lord Weymouth's Letter, as they are not pointed I shall not trouble your Lordship with a further vindication. From what I have since learnt, the Circumstance of her diminutive size, the nature of her Cargo, and her having a quantity of Species onboard (so contrary to the well known regulation of the Spanish West-India Trade) there was no manner of doubt, but that b[oth] the Vessel and her Contents was the property of some American Rebel, employed to Smuggle from the Havannah, wherewith to Purchase at Cadiz Arms and Ammunition: Which makes me even at this hour sincerely regret, I did not carry her with me to Quebec, where the Matter could have been sifted to the Bottom.

A Copy

Howe

1. PRO, Admiralty 1/487.

Colonel Joseph Ward to William Whipple [1]

[Extract]

Morristown May 7th 1777

. . . You know, Sir, my inclination is to serve my Country in the Naval Department; from the experience I have had in that line and from many circumstances, I am perswaded I might be more useful in that than in any other Department of public business in the present times. But of this, my Superiors will judge. I might have brought testimonies of the services which I rendered to the Continental Vessels whilst General Ward had the care of them, by supplying them with warlike Stores, with men &c and expediting their going to Sea. Some mention of which Capt Bradford made to Mr Morris, member of the Marine Board, in his Letter to him by me; which you might see if you should think proper.

As the Naval Department is, of all others, the [illegible] the worst situation, and as it is of vast importance and affords a fine field for exertion in the service of the United States, I wish to be employed in it. I conceive there are many things which ought to be attended to and provided immediately for the Navy, or many of the Continental Ships will (as in time past) lose much time in the Harbours for want of ammunition, or other necessaries to go to sea: Unless large quantities of Shot of all sizes, from grape, to twelve pounders, are cast soon, the water at the several Works may fail, as it did the last Summer, and difficulties arise in obtaining a supply. It will take time to form a Laboratory, and prepare every thing requisite for furnishing Ships of War with fighting materials, and unless these matters are attended to very soon and pursued with spirit, many times ten thousands Sterling may slip through our slack fingers this Campaign. Many small Vessels are at sea,

and going, that will want frequent supplies of various kinds which the Agents cannot furnish, in the military way, and therefore will require large quantities, beside what the Frigates may want. You will excuse these observations, as you cannot be every where to see with your own eyes.

When I was at Philadelphia you mentioned some Gentlemen who might be thought of to be employed in the Naval Department, there is a Capt Augustus Fellows in Boston who has been employed in building Ships, and sailing in them, I take him to be [a] capable man in such business and a man of activity and spirit, and apprehend he would do great service in such a Department. . .

1. John Langdon Papers, Captain J. G. M. Stone Private Collection, Annapolis. Despite his desire, Joseph Ward never served in the "Naval Department."

JOHN ADAMS TO ABIGAIL ADAMS [1]

Philadelphia May 7, 1777

We have no News here except what We get from your Country. The Privateers act with great Spirit, and are blessed with remarkable Success. Some Merchant ships are arrived this Week from Maryland. They were first chased by Men of War, in attempting to get into Cheasapeak Bay – they run from them and attempted Delaware Bay – there they were chased again. Whereupon they again shifted their Course for Cheasapeak and got in safe in spight of all the Men of War could do.

Thus you see We can and will have Trade, in spight of them. . . . And this Trade will probably increase fast. It requires Time for The Stream of Commerce to alter its Channell. Time is necessary, for our Merchants and foreign Merchants to think, plan, and correspond with each other. Time is also necessary for our Masters of Vessells and Mariners to become familiar with the Coasts, Ports and Harbours of foreign Countries – and a longer Time still is needfull for French, Spanish, and Dutch Masters and Mariners to learn our Coasts, and Harbours.

Yours, ever, ever yours.

1. Butterfield, ed., *Adams Family Correspondence,* II, 234–35.

CAPTAIN THOMAS COURSEY TO GOVERNOR THOMAS JOHNSON [1]

Sir./

I send my Leiutennant to you to inform your Excellency of the state of the galley she is Launched & we are watting for riging I have sent twice to baltimore & Can geet none. Mr Thomas smith informs me that there is rigging to be had in Wilmington at six or eight pounds P ct, if you think proper to send him orders to geet it he will geet as much as will rigg the galley. I am tired Lying heare and most of my people is afraid to Come to the yard on acct of the small pox. being so near. if you Chuse that Mr smith should geet the rigging please to send him an order by the Leiutenant,

or if you Chuse that I should geet it my self please to send me the money & I will go up & by it my self. I am Sir [&c.]

Thos Coursey

Kent County 7th May 1777 –

NBy it will take 12 or 14 Thousand weight of Cordage with Cables included –

1. Executive Papers, Box 8, Md. Arch. Coursey commanded the Maryland Navy galley *Chester*.

South Carolina Navy Board to Captain Edward Allen [1]

Navy Board South Carolina May 7th 1777 –

Capt. Edward Allen – Sir/

The Brigantine of warr *Comet* of which you are Captain being now ready to proceed to sea on a Cruze having on board nearly a full Complement of Men and provissions and Stores for Three Months, we desire that you will Embrace the first faviourable Opertunity to proceed to Sea, and you have our Liberty to Cruze not Exceeding Three Months from the day you leave Charles Town Barr, in such station as shall appear to you most promising of Success During which time you are to Take, Sink, Burn, or Destroy, any Ships Vessels or goods belonging to the King of Great Britain or to any of his Subjects Excepting the Vessels or goods belonging to the Islands of Bermuda, or New Providence, and should you be so fortunate as to take any Prize, be Carefull to put on board a proper Officer as prize Master, and a Sufficient Number of men to Navigate her, with Orders to proceed to Charles Town, or som Convenient Inlett in the State of South Carolina, and we particularly Recomend that you take the Capt and two Thirds of the Crew belonging to any Prize (you may take) on board the *Comet* and that you give Directions for treating your prisoners with the greatest Humanity and Tenderness, and that you do use your best Endeavours to Inlist as many Seamen for the *Comet* As will keep the Complement to Eighty, you *are to advise* the Commissioners by Letter Directed to the first *Commissioner* of every Transaction worth Communicating during *your Cruize.* And that you do frequently cause to be read to the *Vessels Company,* the Rules of the Navy of this State, and the third Article *of* the Rules of Decepline and good Government, and *that you* Endeavour all in your power, to Cultivate Harmony *and* good Order among the Officers and Seamen, and that you do every Month Examine the Accounts of the Different Warrant Officers, and when found right, that you do sign their Accounts agreable to the General Instructions given you by the Board – And to prevent any Inconveniencies that may arrise for want of Credit Should you be Obliged to put into any French, Dutch or Other port, there is put on board the *Comet* Two Casks of Indico Containing Seven Hundred & forty one pounds neat, which you are to dispose of or Lodge in such hands as shall appear most Capable of Rendering you the services that may be Required, the neat proceeds Invest in such Articles as Your Vessel may stand most in need off or may be

most usefull for the Navy of this state, Otherwise it is to be redelivered on your return to Charles Town – By Order of the Board

Edward Blake first Commissr

P.S. Should you be Obliged to put into Cape Francois and not have accasion to make use of the Indico, You'l please deliver it to Mr. D'Oraisore Merchant there on part of what he is in advance for the *Defence*,[2] And should you put into Cape Nichola Mole, then Deliver the Indico to Mr. John Dupuy Merchant there, on the same Account and take two Receipts for the same One of which you are to forward by the first Opertunity to the Commissioners, and the Other to bring with you

E Blake –

1. Salley, ed., *South Carolina Navy Board*, 62–63.
2. South Carolina Navy brig *Defence*.

8 May

TRIAL AND CONDEMNATION IN NOVA SCOTIA VICE ADMIRALTY COURT OF THE CONTINENTAL NAVY BRIG *Cabot*[1]

Cause.

Andrew Barkley Esqr Commander of his Majesty's Ship of War the *Milford*, vs. the Brigantine *Cabot* a Privateer. –

18 April 1777. } Libel filed & Entered, Order made thereon as on file. –

Registers Office 21st April 1777.

Thomas Stone Master of his Majesty's Ship of War the *Milford* Commanded by Andrew Barkley Esqr being duly Sworne – Deposeth, that on Sunday the 23 March about 5 oClock in the Evening, Cape Anne then bearing West about 5 Leagues distant they fell in with a Privateer Brigantine called the *Cabot* who was in Company with two others which they took to be Privateers also. that they gave Chace to all three till Monday afternoon, the *Cabot* being nearest & the others far to Windward the[y] gave Chace to the *Cabot* only till Tuesday Evening when the said Brig *Cabot* run ashore near Jabogue, & there the Crew of the Brig Quitted her immediately & took all the Small Arms with them, that the *Milford* took Possession of her, & that by Papers found on Board they understood the Brig belonged to the Continental Congress.

Thos Stone.

Sworne before me the Day & Year first above written. } Charles Morris Junr Regr

8th May 1777. Court opened by making Proclamation as usual.

Proclamation made for all Claimers to appear & Assert their Claims, none Appeared.

The Advocate General then moved for a decree in this Cause, which the Judge Ordered to be Pronounced as on file, where-

by the Brigantine *Cabot* & her Appurtenances were Condemned as lawful Prize to the Captors.

Court Adjourned without Day.

1. N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769–1777.

JACOB TREADWELL TO MAJOR GEORGE GAINS [1]

Dear Sir – Portsmo, May 8, 1777.

The Proprietors of the Schoonr *McClary* [2] some time since agreed to present his Excellency Genl Washington with a Hogshead of Cane Spirit that was Shipt at Jamaica and directed to Genl Charlton [Guy Carleton]; for want of proper conveyance it remains here; as have advice from Messrs Samuel Barret & Co of Boston, that Colo Trumbull, Commissary Genl had desired them to receive the same, and engaged to transport it to General Washington, I am to request the favour of your obtaining a permit of the Honbl Committee of this State for its being shipt in some vessel for Boston; as it is probable one will go next Monday, should esteem it a favour if leave might be obtained for its going by that time. I am Sir [&c.]

Jacob Treadwell

1. Bouton, ed., *Documents and Records of New Hampshire*, VIII, 559–60.
2. New Hampshire privateer, Captain Robert Parker, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, IX, NA.

———— TO ROBERT TREAT PAINE [1]

Sr

We have just recd yr kind Letter & take the earliest Oppo to express our Gratitude for your generous & disinterested Conduct in our Affair, a regard to the inclinations of the Negroes as well as our own Interest induces us to request yr farther assistance in this matter they ship'd on board the Armed Brigantine *Freedom* [2] to fight agt the Enemies of America & in that respect have rendered themselves worthy the Notice of America they were volentieers in the business & ought to be considered in the same light as any other Sailors, & by no means liable to be sold meerly because they are black & their masters have a property in their Service An indented Apprentice is a Servant during the term of appre[nticeship] but no one would think of selling such men if they were taken because of that, however we rest it with you to use such Arguments as will be most likely to prevail for their liberation, we each of us send a Power, fully Authenticated & hope it will arrive in Season & prove successful, we are at a Loss to know [how] to Conduct the matter of Expence, we know not wt it will be neither can we make remittances suddenly by any means we at present know of, we must therefore beg the favr of you to Conduct this Matter with yr discretion & at as little Expence as may be – inform us of the Expence which we will pay either by answering yr Draught or making you remittance if practicable, if in the Course of the Affair their should be any difference of expence in the two Negroes you'l please state it, & to make yr draught of each of us Seperately as our Indent is seperate – if you Obtain Possession of them you will please to direct their

Course home in the way you think will be safest, furnishing them with such passports as may be necessary we rest [&c.]
May 8 1777

[Endorsed] May 8. 1777. To Negroes shipped on board Armed briga *Freedom.*

1. Robert Treat Paine Papers, MassHS.
2. Massachusetts Navy brigantine, Captain John Clouston.

JAMES WARREN TO JOHN ADAMS [1]

[Extract]

Boston, May 8th, 1777

. . . Our Fleet is still in the harbour. We have had easterly winds and thick weather almost constantly for a fortnight past. They were to sail this day, if possible, but there is no alteration in the weather. Three Cruisers chased a Vessel between the Capes yesterday. The intelligence from Halifax is that eight sail of their Ships and some small Vessels are between that place and this, that the topic of conversation among the officers is the attack on Boston, and the manner how . . .

1. *Warren-Adams Letters,* I, 325.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT [1]

[Boston] Thursday May 8th 1777 –

In the House of Representatives Whereas by various accounts received from abroad there is reason to fear that a strong Fleet & Armament of the Enemy will shortly be sent against this State & it being necessary we should have the earliest Notice of their approach, therefore,

Resolved that the Board of War be & they hereby are impowered & directed forthwith to equip & send out one or two small swift sailing Vessels as spy Boats to cruise as they shall direct for observing the motions of the Enemy and upon the Appearance of a Fleet to give them the said Board of War intelligence thereof as soon as possible said Vessels to cruise as long as the said Board of War shall think proper, or until the further Order of the General Court.

In Council read & Concurred

1. Mass. Arch., vol. 37, 286.

MASSACHUSETTS BOARD OF WAR TO JONATHAN GLOVER [1]

Colo Jona Glover War-Office,
Sir, Boston May 8th 1777

Agreeable to the order of Court have fix'd out a swift sailing Vessel to reconoitre down upon the Eastern Shore & desire you would immediately procure one your way. – We think ten Days at a time will be long enough and any important Intelligence let be sent the Board of War from the

nearest port by Land express if that will expedite the Intelligence.

We are, Sir [&c.] By order of the Board

Sam[1] Phps Savage, Prest

P.S. There is a Boat at Salem recommended for the purpose if you incline to take her or otherwise as you incline, be sure of a quick Sailor & good Men.

1. Mass. Arch., vol. 151, 71, Letters from the Board of War, 1776–1780.

Independent Chronicle, THURSDAY, MAY 8, 1777

Boston, May 2 [8], 1777.

By J. Grafton, Jun. On Thursday, Fifteenth Instant, At Ten o'Clock A.M. Will be sold by Public Auction, On the Long-Wharf, Salem, The good Ship *Royal Charlotte,* 300 Tons burthen, sails uncommonly Fast, exceedingly well found, and will be sold with her Tackle, Apparel and Furniture, as she now lays.

Also, on the same Day, at Eleven o'Clock, A. M. Will be sold, at the Wharf of Richard Derby, Esq; The *Revenge,* a Prime Sloop of War, about 100 Tons burthen, been two Cruizes privateering, sails excessively fast, compleatly found, and will be sold (as she now lays) with her Cannon, Swivels, Muskets, Shot, Ammunition, Provisions, Water Casks, and all her other Stores, just as she came from Sea. Inventory to be seen, and the Vessels viewed at any Time before Sale.

Salem, May 7, 1777.[1]

To be sold at Public Auction, Thursday, the 15th of May, on the Long-Wharf, – The Ship *Boston* with her Appurtenances, as she now lays.

The Prize Ship *Percey,* with all her Tackling – A Quantity of Sea Coal – a Quantity of Dutch and English Goods – A Quantity of Copper, Brass and old Iron – Some Elephant's Teeth – A Number of Nines, Sixes, Fours and Three Pound Cannon, with a Quantity of Powder and Shot, suitable for the same – Also three Negro Boys. The Sale will begin at 11 oClock.

1. The May 2 issue of the newspaper advertised the *Revenge* and her prize *Royal Charlotte* for sale on May 6 at the "Sign of the Commodore Manley," Salem. It is unknown why the earlier sale date was set aside.

LIBELS FILED AGAINST THREE PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT FOR THE MIDDLE DISTICT[1]

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

Notice is hereby given, That Libels are filed before me, in behalf of Samuel Smedley, commander of the armed brigantine *Defence,* owned by the State of Connecticut, and of his company on board her, against the schooner *Anna,* of about 70 tons burthen, John Shillstone late master; and against the snow or brigantine called the *Swift,* of about 70 tons burthen, James Edwards late master – and in behalf of John Skimmer and his company, in the Continental armed schooner *Lee,* against the schooner *Hawk,* of about 70

tons burthen, Daniel Collins, late master – 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 Thursday the 29th day of May, 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 either of them, should not be condemned.

T. Pickering, Judge of said Court.[2]

1. *Independent Chronicle,* Boston, May 8, 1777.
2. This is apparently a printer's error. Nathan Cushing had replaced Timothy Pickering on January 1, 1777. See Volume 7, 845.

Journal of the New York Convention [1]

[Fishkill] Die Jovis, P.M. May 8, 1777.

A letter from Colonel John Broome, dated the 5th instant, relative to the vessel of war, the *Montgomery,* was received and read, as follows, to wit:

Hartford, May 5, 1777.

Sir – Capt. William Rogers, in the privateer sloop *Montgomery,* belonging to our State, arrived at New-Haven last week, and as I esteem that harbour at present a very unsafe one, I have ordered her round into Connecticut river, as high as Middletown.

Capt. Rogers, on his passage from Baltimore, took a prize schooner laden with tobacco, bound to New-York, but was unluckily retaken by a man of war near Fisher's Island.

The officer and four men of wars men which navigated the schooner, are brought in prisoners. I think it will be best to fit out the *Montgomery* immediately, if provisions and other necessaries can be obtained; but the captain and men decline going until the former cruizes are settled. Capt. Rogers tells me he engaged in our service on the terms allowed by Congress, which at present I think is half the prizes, besides wages. Should be glad to know if the Convention understand the agreement in that light. I have not as yet had an opportunity of procuring Capt. Rogers' accounts, therefore don't know how much is due to him and the men. The privateer, I am informed, is considerably in debt for moneys advanced by order of her former agent, Mr. Hallet, towards fitting her out the last cruise at New-Haven. If Mr. Francis Lewis is returned to Convention, it will be necessary to send me a sufficiency of her prize money to settle the accounts and refit her; but in case he is not with you, I desire Convention will, without loss of time, order him to remit me a sufficiency for that purpose. I am the more urgent because there will be no chance of getting her out before the accounts are closed. Capt. Rogers tells me his prize sold at Baltimore rising £11,000 that currency, which is at the rate of 7s. 6d. per dollar. I imagine £7,000 is not more than will be necessary

for the purposes above mentioned, should you direct me to allow half the prize money exclusive of wages. . .

1. *New York Provincial Congress,* I, 915.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Thursday, May 8, 1777

The Committee for Foreign Affairs reported the draught of a new commission for commanders of private ships of war, and a bond to be given by them, which were read and agreed to.

The form of the commission is as follows:

In Congress

The delegates of the United States of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia, to all unto whom these presents shall come, send greeting. Know Ye, That we have granted, and, by these presents, do grant, licence and authority to , mariner, commander of the , called the , of the burthen of tons or thereabouts, belonging to , mounting carriage guns, and navigated by men, to fit out and set forth the said , in a warlike manner, and by and with the said , and the crew thereof, by force of arms, to attack, subdue, and take all ships and other vessels whatsoever, carrying soldiers, arms, gun-powder, ammunition, provisions of any other contraband goods to any of the British armies or ships of war employed against these United States: And also to attack, seize, and take all ships or other vessels belonging to the inhabitants of Great Britain, or to any subject or subjects thereof, with their tackle, apparel, furniture and ladings, on the high seas, or between high and low water marks, (the ships or vessels, together with their cargoes, belonging to any inhabitant or inhabitants of Bermuda, Providence, and the Bahama Islands, and such other ships and vessels bringing persons with intent to settle and reside within any of the United States, or bringing arms, ammunition, or warlike stores to the said states, for the use thereof; which said ships or vessels you shall suffer to pass unmolested, the commanders thereof permitting a peaceable search, and giving satisfactory information of the contents of the ladings, and destination of the voyages, only excepted,) and the said ships or vessels so apprehended as aforesaid, and as prize taken, to carry into any port or harbour within the dominions of any neutral state willing to admit the same, or into any port within the said United States, in order that the courts there instituted to hear and determine causes civil and maritime, may proceed in due form to condemn the said captures, if they be adjudged lawful prize; or otherwise according to the usage in such cases at the port or in the state where the same shall be carried. The said having given bond with sufficient sureties, that nothing be done by the said or any of his officers, marines, or company thereof, contrary to, or inconsistent with the usage and customs of nations; and that he shall not

exceed or transgress the powers and authorities contained in this commission. And we will and require all our officers whatsoever in the service of the United States, to give succour and assistance to the said in the premises. This commission shall continue in force until the Congress shall issue orders to the contrary. Dated at

By order of the Congress,

Attest, President.

1. Ford, ed., *JCC*, VII, 335, 339–40.

Pennsylvania Evening Post, THURSDAY, MAY 8, 1777

The subscriber, belonging to the *Washington* frigate, was last Thursday, between four and five o'clock, A. M. insulted and abused, about half way between the Rainbow and the barracks, by Regulars dressed in blue, who knocked him down and took his firelock and black leather pocket book from him; in the latter there was some money, and a bond for one hundred and one pounds from John Williams, payable upon demand. Whoever informs him where he may see the men that insulted him, shall have Ten Dollars reward, or Five for the gun, and Forty Shillings for the bond.

John Faries.

Deserted between the 13th and 20th of April last, from the *Delaware* armed schooner belonging to this state, the two following men, both born in England, and followed the sea, viz.

William Carter, about thirty-six years of age, five feet six or seven inches high, sandy complexion, commonly wore an old blue great coat, red waistcoat, dirty coarse trousers, his hair generally loose, an old flapped hat, and walks very slovenly, but he may change his clothes.

Edward Carter, about thirty years of age, pock marked, red face, about five feet six inches high, pretty well set, dark complexion, his hair sometimes tied, clothes uncertain, as he wears sometimes long and at other times short, but often a brown great coat pretty long. Whoever secures said deserters, so that they may be returned on board the schooner, shall have Thirty Dollars, or Sixteen for each, and reasonable charges.

Richard Eyres.

MARYLAND COUNCIL TO CAPTAIN JAMES NICHOLSON [1]

Sir In Council Annapolis 8th May 1777. –

We received your Letter of the fifth Instant by the Post, directed to the Governor. We feel no Inclination to impose Terms of Concession inconsistent with the Honor of a Gentleman or Officer. Your Letter of the 25th of April conveyed an Affront to the Governor and Council; Your explicit Disapprobation of your Conduct in Writing that letter, is but a necessary Attonement and will, as to us, be satisfactory, the Terms are left to yourself. The more Attention the Affair of impressing Men without the previous Allowance of the Legislature of this State, is viewed with, the stronger will it be seen to be our Duty to prevent it, and if any on Board the Frigate

have, through Force or Fear, been induced to sign the Articles or receive the Bounty, we insist such be discharged, for Freedom of Will is essential to the Validity of every Inlistment. The Apprehension that the other Officers would decline the Service, if you should not go in the Ship, has no Influence on us. We should be sorry to see such a Spirit take Place in any Body of Officers, and should assuredly rather meet than give Way to such a Humour.

We are Sir &ca

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

"EXTRACT OF A LETTER FROM ST. EUSTATIA, MAY 8." [1]

The *Rattle Snake* and *Oliver Cromwell* have been very successful of late in taking prizes; think the *Oliver Cromwell* had taken seven or eight in all, the last was a brig with a cargo of dry goods, valued about 6000 l. sterling. – The *Rattle Snake* on her last cruize took a vessel with lumber from Florida, a ship with sugars, &c, from Grenada, and a ship with slaves from the coast of Guinea, all valuable prizes; the vessel from Guinea had 511 slaves.

1. *Pennsylvania Journal,* June 18, 1777.

9 May

JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Boston] Friday May 9 1777

On Motion Ordered that the Board of War be & they hereby are directed to deliver Capt Job Prince One hundred double headed Shott, One hundred Star Shott for Six pound Cannon Six hundred Weight Grape Shott, Three hundred Weight Sheet Lead Six Sheep Skins, Six Dozen hand Grenado Shells for the use of the Ship *General Mifflin* John Day Commanders who is engaged to proceed on a Cruize with Commodore Manley agreeable to a late Resolution of the General Court –

1. Mass. Arch., vol. 20, 468, 469.

Connecticut Gazette, FRIDAY, MAY 9, 1777

New-London, May 9.

We learn from the West-Indies, that great Numbers of Salt Vessels fall into the Enemy's Hands: No less than 45 Sail were taken by one armed Vessel at Turk's-Island in the Space of two or three Weeks.

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.

Secret Committee of the Continental Congress to Captain John Paul Jones [1]

Sir Philadelphia May. 9. 1777

On receipt of this letter you are to proceed to Portsmouth in New Hampshire where you will find the *Amphitrite* a French Ship of 20 Guns commanded by Monsr N: Fautrel a Gentleman that has acquitted himself honorably of the charge he undertook, and we doubt not he will continue the Same good conduct for the remainder of the Voyage.

This Ship is to proceed from Portsmouth to Charles Town, South Carolina, to load with Rice &c from thence She goes to France, and we have proposed that you Should go in her this Voyage taking your Commission and Appearing or Acting on Suitable Occasions as the Commander. We know not the number of men on board this Ship, but if Captain Fautrel Accepts our propositions, you will examine the Ships force, both as to Guns and men and if the latter are insufficient you may recruit as many more to go with you as Shall be deemed Sufficient to enable you to take and man Such Prizes as may come in your way. In this respect you will consult Mr Langdon to whom we Send Some Warrants to be filled up if you want Petty Officers. We think the Number of men Should be Sufficient to defend the Ship Against any Armed Merchantmen, at the Same time it must be remembered that she is to carry A Cargo from Carolina; therefore too much room must not be taken up with Water Provisions &c. Mr Langdon is directed to put on board sufficient for you and your people, Capt Fautrel will do the same for his – this to prevent hesitation on that subject and we desire you will give all the aid & Assistance in your power to get this Ship away as expeditiously as possible. We have told Monsr Fautrel that one Third of all Prizes taken by his Ship under Authority of your Commission Shall be appropriated to the use of his Owners, himself, Officers and men, the other two Thirds to be divided between the United States you and your Men agreeable to the Resolves of Congress, and this engagement must be strictly complied with, therefore if you Send any Prizes into any Ports of this Continent, Monsr Fautrel and you must write the Agent to reserve One third for his use and to follow his Orders respecting it. If you carry or Send Prizes into France he will receive A Third, you and your people a third, and the other third you must Order to be remitted to the Honorable Benjamin Franklin & others American Commissioners at the Court of Versailles, Paris, for the use of the United States. You will readily see the propriety and Necessity of preserving A Strict harmony and friendship with Monsr Fautrel, this we recommend you to do at All events, give him every advice and Assistance in your power, and particularly endeavour to procure him good dispatch from Portsmouth & Charles Town. The Continental Agents Livinus Clarkson & John Dorsius will load the Ship at the latter place, they will also render you any Service you may Stand in need of.

You will naturally suppose we do not remove you from the Ship you were so lately appointed to for the Sole purpose of Making this voyage in

the *Amphitrite,* we have other views and this only adopted as part of our plan which we expect will afford you an Opportunity of doing some Mischief to our Enemies and some good for yourself and the Country you have engaged to Serve, We hope you may make Many Prizes and thereby lodge Funds in Europe that will assist in executing the other part of our views. We are advised by our Commissioners at the Court of France that they can procure us some fine Frigates and as we have a desire to gratify you with the command of a fine Ship in firm dependence that you will make good use of her to serve and promote the Interest of America, we send you to France in the *Amphitrite* for these two purposes first, to avail of her Guns & men to make a Cruizing Voyage to France; and then to Obtain One of the Frigates mentioned. When *Amphitrite* arrives in France you will dispose of your Officers & Men so that they may remain in Safety at the Port whilst you proceed for Paris with the inclosed letter which you must deliver yourself. The Commissioners will procure you A fine Ship and the Officers and Men you take with you will Assist towards Manning her. The Commissioners will inform you what Port to repair to for this Ship, and whom you are to apply to for Supplies of every kind. We expect you will exert yourself to the Utmost to get the Ship they may Appoint for you equipped manned and fit for Service with the utmost expedition. We desire the Commissioners if they have any particular service for you to perform in Europe to give you the needfull instructions, and if any Such you receive it is your business to execute their orders to the best of your power. Such Services as they may point out being performed, or if they order None – you will then enquire of them and of our Comercial Agents Wm Lee & Thomas Morris Esqrs at Nantes or Bourdeaux if it be Necessary for you to receive on board any Stores or supplies for this Continent, and take in Such as may be ready. We hope you may obtain a fine Ship well equipped in every particular and that you'll be able to get her Officered & Manned. These things done you will steer for America making it your constant Study to take or destroy as many of the enemies Ships as possible during the Voyage. If you receive any dispatches from the Commissioners at Paris or the Commercial Agents for this or any Committee of Congress you must be very carefull of them and always have them ready to be Sunk if too heavy a Ship Should attack you. –

You will get into the first Safe Port in these States that you can, and give us Notice immediately of your Arrival and Send an Officer with the dispatches if any you have. All Prizes are to be addressed to the Continental Agents here, and to such persons in Europe as the Commissioners or Commercial Agents may recommend for that purpose.

You remember that we ardently wish to have Strict discipline with good usage Maintained in our Navy, that Prisoners are to be treated with humanity, that dilligence in making dispatch both in Port and at Sea, frugality in Expences and care of the Ship, her Stores & materials are absolutely neces-

sary and if duely practised cannot fail to recommend you to our Friendship and favour.

Robt Morris — Wm Whipple
Richard Henry Lee — Phil. Livingston

To Captain John Paul Jones – Boston
[Endorsed] Orders from the Secret Committee
dated Philadelphia May 9th 1777.
recd 22d at Boston. No 3

1. Papers CC (Letters and Papers of John Paul Jones, 1771–91), 168, I, 53–59, NA.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO JOHN LANGDON [1]

Sir — Philadelphia May 9, 1777

We had the pleasure to receive your favour of the 22d April some days Since but could not reply sooner as it took some time to have the several french letters and papers rendered into English that they might be laid before Congress to obtain their orders for the disposition of the several Articles that compose the *Amphitrites* Cargo, and We are now authorized to direct that you comply with such Orders as the Board of War may think proper to give respecting the Military Stores intrenching Tools &c, and with the Orders of the Cloathier General respecting the Article of Cloathing &c appertaining to that department. Thus the entire Cargo will be disposed off between those two Branches It only remains that we direct what is to be done with the Ship. We observe by your letter of the 21 Ultimo that you had determined to load the Ship *Mercury* with Masts, Spars &c which is well, as we had not at that time Sufficient documents to know what was best to be done with her. Whatever Cargo you Send by that Ship Address the Same to Messrs Roderique Hortalez & Co by Bill of loading and Invoice, freight as Per Contract inclose the Invoice and bill of Loading in A letter directed to that House, and Send duplicates thereof inclosed to the Honorable Commissioners at the Court of France. Other Copies you will Send to us. The letter for Monsr Hortalez & Co must be indorsed to be delivered to the following houses at which ever of the Ports the Ship happens first to Arrive

Messrs Eyries & Le Coureur Merchts at Havre de Grace	
Le Pellettier & Du Doyer	Nantes
David Gradis & Son	Bourdeaux
Heber de St Clement	Rochford
Le Conte Ancient Counsellor to the Sovereign Council of Lisle de France	Rochelle
Le Baron	Brest
Dujat Ancient Secy of the Marine	L'Orient
Cassnove	Bayonne

The more valuable you make the Cargo with Suitable Articles the more Agreeable to us and the more Acceptable will it be on the other Side.

With respect to the *Amphitrite* we want A More valuable remittance to be made by her, and therefore have wrote Captain Fautrell, that he must

proceed from Portsmouth to Charles Town in South Carolina to load with Rice and Indico and we request your Assistance to procure him dispatch from Portsmouth, for this purpose youl please to advance him such money and procure him such Stores, provisions and necessarys, as he may need to get the Ship away, you will take his receipts for the amount of all you Supply him with expressing it to be for the Ships use. let him Sign Several Copies and it may not be amiss to mention therein the Sterling amount at the Current Rate of Exchange to prevent disputes hereafter One of the Receipts you will transmit to Messrs Hortalez & Co by the Ship, and another by the *Mercury* if she remains after the *Amphitrite,* and the rest to us.

We have formed A plan for making this Ships guns of Some Service to us by opposing them to our enemies for this purpose John Paul Jones Esqr a Captain in our Navy is directed to proceed to Portsmouth where he will call on you. We have proposed to Monsr Fautrel that Captain Jones shall embark with him on board the *Amphitrite* taking his Commission in order that the Ship [may thereby] be Authorized to make prizes of British Ships during the remainder of her Voyage. We have proposed this to Mr Fautrel and expect he will gladly embrace the offer. His number of men we do not know, but suppose they will not be sufficient therefore we have wrote Captain Jones to examine the ship, her Guns &c and enlist or Ship as many Petty Officers & Men as he May think necessary to compleat this Ship for defence or to enable her to take any British Armed Trader. –

In this bussiness we beg you will Assist All in your power – herein you have twelve Blank Warrants for Petty Officers and you May fill them up with the names of Such Suitable persons as agree to go with Jones in the Several Stations wanted taking care that none but Suitable Men are engaged Any Blanks that remain transmit them to the Honorable Benjamin Franklin, Silas Deane & Arthur Lee Esqrs American Commissioners at the Court of Versailles, committing the packet to Captain Jones Care, with A Charge to Sink it if accident renders that precaution necessary.

It is possible Mr Fautrel may object to this Plan,[2] for we dont see by the Agreement that he is bound to comply with it, and in that case you'l send us back the Warrants and tell Captain Jones he must return to the command of the Ship he left, but this we don't expect will happen, On the Contrary we think Monsr Fautrel will gladly fall in with our view & that Jones will go the Voyage, in this case You will supply him with Provisions for himself and Officers and Men during the Voyage, advance what money may be needfull Agreeable to resolve of Congress and transmit Account thereof to the Marine Committee with Captain Jones Receipts You must charge that Committee with the Advances made Captain Jones and his men on this Occasion. The advances made Monsr Fautrel and the Captain of the *Mercury* must be charged to the Secret Committee. –

We doubt not your exertions to concur with our views and if any dificulties arise to remove them, and remain Sir [&c.]

Robt Morris Wm Whipple
Richard Henry Lee Phil Livingston

PS Shou'd Capt Fautrell think the third of Prizes which we have offered him too small a share for the use of his Ship, You may agree to allow him half & let him & Capt Jones Sign in Writing to fix the bargain, but if he will accept a third, You'l say nothing of the half.

1. Captain J. G. M. Stone Private Collection, Annapolis.
2. Captain Fautrel did object, and the plan for Jones to go on board was not carried out.

Secret Committee of the Continental Congress to the American Commissioners in France [1]

Honorable Gentlemen Philadelphia 9th May 1777.

This letter is intended to be delivered you by John Paul Jones Esquire, an Active and brave Commander in our Navy, who has already performed Signal Services in Vessels of little force, and, in reward for his Zeal, we have directed him to go on board the *Amphitrite,* a French Ship of Twenty Guns, that brought in a Valuable Cargo of Stores from Monsr Hortalez & Co, and with her repair to France. He takes with him his Commision, some Officers and Men, so that we hope he will under that Sanction make some good prizes with the *Amphitrite;* – but our design of sending him is (with the Approbation of Congress) that you may purchase one of those Fine Frigates that Mr Deane writes us you can get, and invest him with the Command thereof as soon as possible.

We hope you may not delay this business one Moment, but purchase in such port or place in Europe as it can be done with most convenience and despatch a fine fast Sailing Frigate or larger Ship – direct Captain Jones where he must repair to, and he will take with him his Officers and Men towards Manning her. – You will Assign him Some good House or Agent to supply him with every thing necessary to get the Ship Speedily and well Equipped and Manned – Somebody that will bestir themselves Vigorously in the business and never quit until it is Accomplished.

If you have any plan or service to be performed in Europe by such a Ship that you think will be more for the intrest and Honor of these States than sending her out directly, Captain Jones is instructed to Obey Your Orders – and to save repetition let him lay before you the Instructions we have given him and furnish you with a Copy thereof: You can then judge what will be necessary for you to direct him in; and Whatever you do will be Approved as it will Undoubtedly tend to promote the publick service of this Country.

You see by this step how much dependence Congress places in Your Advices, And you must make it a point not to disappoint Captn. Jones's wishes and our expectations on this Occasion. We are Honorable Gentlemen

Robt Morris Wm Whipple
Richard Henry Lee Phil. Livingston

(Copy)

1. Papers CC (Letters and Papers of John Paul Jones, 1771–91), 168, NA.

Continental Marine Committee to Captain John Paul Jones [1]

Sir [Philadelphia] May 9th 1777

The Congress have thought proper to authorize the Secret Committee to employ you a voyage in the *Amphitrite* from Portsmouth to Carolina and France where it is expected you will be provided with a fine frigate and as your present Commission is for the Command of a particular Ship we now Send you a new one whereby you are appointed a Captain in our Navy and of course may command any Ship in the service. You are to obey the orders of the Secret Committee. We are Sir Your hble servants

1. Marine Committee Letter Book, 90, NA.

William Ellery to William Vernon [1]

[Extract]

Dear Sir, Phila May 9th 1777

Inclosed are Two Resolves of Congress by which you will see that a Navy-Board is established in Massachusetts Bay, and that you are appointed One of the Commissioners. You will please to let me know as soon as possible whether you accept the Appointment or not. If you should decline the Office you will write to the President & inform him of it. It is expected that you do no other Business while you are a Commissioner. I suppose you are in no great if any Business at present, and I presume the Duties of your Office will take up your whole Attention.

1. William Vernon Papers, Box 62, Folder 3, NHS.

Purdie's *Virginia Gazette*, Friday, May 9, 1777

Williamsburg, May 9.

The *Raleigh* armed brig, Edward Travis, esq; commander, had the misfortune last Saturday night, it being exceedingly dark, to run foul of the *Thames* frigate, mounting 32 guns, outside of the capes, when she was taken. Capt. Travis had that day convoyed out a number of merchantmen, who all got safely to sea.

Pennsylvania Journal, Wednesday, June 4, 1777

New Bern, (North-Carolina,) May 9.

The *Brune*, a frigate of 36 guns, and the *Merlin*, of 20 guns, two of his tyrannic Majesty's ships of war, are now cruising on this coast, having lately taken nine vessels between Ocracock and Cape-Fear, which they immediately burnt. They landed some of their prisoners at Cape Fear, where they put in to water, having on board a renegado American pilot, who served his time in Cape Fear river. The prisoners say the ships are not half manned, and that they met with great insults and savage usage from the *humane* and *polite* English officers and seamen, and were stripped of their money and cloaths.

"EXTRACT OF A LETTER FROM ST. KITT'S, MAY 9." [1]

Never were such infamous proceedings as we every day hear and see in the Dutch and French governors. Dargent, Governor of Martinique, is a professed open pirate: He is in partnership with one Bingham, who stiles himself Agent for the American Congress, and with a Mons. Pregent, in no less than eight piratical vessels; three of which are now fitting out in the King's yard at Port Royal.

The seas among these islands swarm with those vermin of American and French privateers, who, to the mortification of every true Englishman, are daily carrying into Martinique, Guadaloupe, and St. Lucie, some of your most valuable ships and cargoes, which are sold in these friendly islands without any ceremony or process.

1. *London Chronicle,* July 8 to July 10, 1777.

10 May

DECLARATION OF WILLIAM GELLY [1]

The Declaration of William Gelly of Crambery Island in the Massachusetts State Fisherman, That sometime in the Month of April past, The ship of War Called the *Scarbourough* Belonging to the British King Command By Captain Mouat Came into the Harbour of said Island and Anchored there, That the said William was on board the said ship and had Considerable Conversation with said Mouat, some particulars He Remembers as follows – The said Mouat Asked if the Inhabitants on said Island had taken up Arms, It was answered No – The said Mouat then said that he was not Come to Molest; but to Protect them, and if they woud not disturb His Boats in Procuring Wood & Water that he woud not hurt them, but if otherwise That He was determined to Level Every House on the Island – Mouat then Asked if the Inhabitants up Frenchmans Bay had not Chiefly taken up Arms, said William Answered that he know'd nothing Certain about it – Mouat then said that he know'd several that had, and Asked said William if he was not a Pilot up Frenchmans Bay, & wether he woud Not undertake to Carry up the ship, said William Answered that He was not a Pilot, nor Coud he undertake it – said Mouat then Asked if said William was acquanted with Colonel Jones who Lived up there, It was Answerd in the Affirmitive Mouat said that he wanted to see him very much, as he had Recd an Invitation from Colo Jones when at Halifax to pay a Visit, and that the said Colonel Jones had promised to Procure for him seventy Head of Cattle, which were to be drove down to some Certain point, (which the Declarant forgets the Name of) where Boats were to be sent By the man of War to receive them –

That the said Mouat through out many Threats against many of the settlements perticularly Mechias, Asking if those Rebels, did not think hanging was to good for them, that if he went there he woud utterly destroy them – said Mouat appeared to be very well Acquanted with the situation & Circumstances of the difft settlements, mentiong the Difft Quantys of

Lumber which was in several Harbours & told of many matters which happened in difft parts – He further said that Certain Accos Came of Philidelphia Being in Possession of the Britains, that the Inhabitants to the southward were Laying down their Arms – That Boston woud soon be in Possession of the Kings Troops – And that the Frigates which were there he wanted to see, woud rejoice of having an Oppo of attaking them both togather – He further said that the *Greyhound* & *Diamond* which were seen sometime ago before Newbury were Cruizing for Captains Manley & McNiel – several other matters were spoke of which the subscriber Does not Remember –

Crambery Island – May 10th 1777

Witnesses – his
Jn° Long – Wm X Gelly
William Maxwell Mark
J Allan

1. Mass. Arch., vol. 182, 391. Enclosed in Machias Committee of Safety to the Massachusetts General Court, May 18, 1777.

Captain John Paul Jones to Leonard Jarvis [1]

Sir Boston 10th May 1777 –

It having been insinuated to the Honble the Marine Board of Congress by the late Commodore [Esek] Hopkins and his Adherents that there was a Capital Sum of Money on board the *Melish* Transport at the time When she was taken by the Ship *Alfred* and Sloop *Providence* under my Command – And that I was privy thereto Altho' the Money did not Appear at the time of her discharge nor hath since been Accounted for With other Aspersions equally false and narrow Minded now Sir As you know that any circumstance to my disadvantage would soon have been Made known to you as Continental Agent – I must call upon you to Answer whether you have found cause for any illiberal reflections on my character as a Man of honor and honesty in the direct line of my duty and if You have found cause for such reflections be pleased to communicate the circumstances with the names of your informants. I am with due respect Sir [&c.]

Leonard Jarvis Esqr J.P.J.
Agent at Bedford.

1. Papers of John Paul Jones, 6574, LC. See Jarvis's reply, May 21, 1777.

Joseph Greenleaf to Robert Treat Paine [1]

Dear Sr Boston May 10th 1777

You will excuse me if I trouble you with a matter that don't immediately concern you.

It is more than a year since a number of honest tars entered in to the service of the American States on board the ships of War (many of them Foreigners) In full confidence that the continent wd deal honourably by them. – Many prizes have been taken & they are greatly disappointed that there has been no division of the prize money & are now grumbling that the

Continent have broke their engagements with them. – If some method cannot be taken to compell the Commanders of the ships of War to make up their pay rolls, we shall Lose the service of many Valueable foreign seamen.

I am Agent for about sixty seamen & have the money ready to pay their several shares when it shall be known how much they are intitled to – If you, as a member of the Congress, will advise Capt John Paul Jones Commander of the *Alfred* to make up the pay roll for the Ship *Alfred* immediately, You will prevent a number of brave foreigners from deserting The American cause.

I am Sr [&c.]
Jo^s Greenleaf –

1. Robert Treat Paine Papers, MassHS.

Providence Gazette, SATURDAY, MAY 10, 1777

Providence, May 10.

On Monday last General [Hugh] Percy, the Hero of Lexington (weary of the American War, *though covered with laurels*) sailed from Newport for England, in a ship mounting *fourteen Guns only*. The command has devolved on General Prescot.

We learn that two Sloops were taken a few Days since in the Eastern Sound, and carried into a safe Harbour in Connecticut; they were bound from New-York to Newport, laden with Flour, dry Goods, &c. A certain John Freebody, of the respectable Order of Newport Tories, was taken in one of the above Sloops; also (which will be judged rather more valuable) a large Sum of Money, said to be about 20,000 Dollars.

Last Week arrived at an eastern Port, from a successful Cruize, the Privateer Brig *Fanny*, of Connecticut. She has taken six valuable Prizes, one of them a Ship from England, bound to Jamaica, with a large Quantity of dry Goods. The Prizes have all arrived in safe Ports; four of them, beside many more taken by other American Cruizers, were carried into Martinico, and there publicly exposed to Sale. – *Does the boasted British Lion slumber? Or, rather, are not his Teeth decayed and broken, when he thus tamely submits to the Insults and Injuries of a natural Enemy?*

A Card To Sir Peter Parker.

A Person, belonging to the *"Nest of Pirates at Providence,"* presents his Compliments to Sir Peter Parker. Should Sir Peter attempt an Expedition up the Bay, he might possibly find, that a *"Nest of Pirates"* would prove as fatal to his *Breeches,* as the *"Nest of Hornets"* on Sullivan's Island, which Sir Peter so very imprudently disturbed.

WILLIAM WHIPPLE TO JOHN LANGDON [1]

[Extract]

My Dear Sir, Philadelphia 10th May 1777.

Your two favors, of 21st and 22d were handed me the 3d inst by Mr Champney. The arrival of the *Amphitrite* gives me double pleasure as

she has been long expected and I had in my own mind given her over for lost – This ship has been so long from France that no intelligence can be expected from her – a packet is daily expected with dispatches from that country – a ship with a Similar cargo to the *Amphitrite* is arrived at Martinico after unsuccessfully attempting to get into Some of our ports – however we are now well furnished with materials to carry on the war, men only are wanting to use those materials . . .

I have urged the appointment of the officers for [John] Roche's ship [2] and was in hopes of having it done so as to send the Commissions by this conveyance, but now despair of getting it done so soon; Roche's character is to be inquired into. I was not here when the orders were given for building that Vessel but am told the orders were to rig her a brig and that she was to mount no more than 18 guns, but have lately been informed she is built for a ship and pierced for 20 guns. I do not imagine that rigging her a ship will be very exceptionable but mounting 20 guns on her certainly will – as that alters her rate.

A Navy Board is to be established at Boston – the gentlemen who compose it are elected. You were in nomination, but as I thought you had rather continue in the business you are then to remove to Boston for a salary of 1500 dollars I did not urge your appointment – the gentlemen are Mr Warren of Massachusetts, Mr Varnum [*sic* Vernon] of Rhode Island and Mr Deshon of Connecticut – to them I expect the case of Capt Roche will be referred.

You will receive directions from the Committee respecting the *Amphitrite* – she is to go to South Carolina. Inter nos I have not a very high opinion of the plan of sending Capt Jones in her, however if it succeeds I shall be very agreeably disappointed. You no doubt will do your endeavor to assist in procuring men &c.

Our army is daily increasing and I hope will soon be in a condition to attack the enemy and either destroy or drive them from their ports. Their Ships are Still very troublesome on this coast, though some vessels do escape them . . .

1. William Whipple Papers (1774–1789), Force Transcripts, LC.
2. Continental Navy sloop-of-war *Ranger*.

Charles Carroll of Carrollton to Charles Carroll, Sr. [1]

[Extract]

[Philadelphia] Saturday 10th May 1777.

A resolve has passed giving the enemy's vessels & cargoes to the crews who shall bring them into our ports – we perceive the enemy by a similar practice encourage our Sailors to be guilty of highest perfidy & breach of trust, we must counter act them with their own arts. – Several of our vessels from the perfidiousness of the crews, consisting chiefly of English sailors, have been carried into the enemys ports the *Aurora* a valuable Tobo ship, was by this means carried into Liverpool.

1. Carroll Papers, vol. 5, MdHS.

News from St. Kitts, May 10, 1777 [1]

The pink *Tamer,* of fourteen guns, commanded by Lieutenant Cuthry, of the navy, has brought into this place a small American schooner privateer, of four guns, and nine swivels, called the *Goodwill,* and a snow, laden with powder, a large quantity of shells, and other warlike articles, which they took on board at Monti-Christi. There was a sloop in company with them which was chased on shore about fourteen leagues to the leeward of the harbour, which the crew set on fire, soon after which the flames reaching the combustibles the vessel was principally laden with, she blew in pieces.

1. *London Chronicle,* June 19 to June 21, 1777.

11 May (Sunday)

Journal of H.M.S. *Greyhound,* Captain Archibald Dickson [1]

May 1777
Sundy 11th

Do [Cape Ann] N 81° Wt 23 Leags
at 5 AM Saw a Sail to the NE wore, made Sail & gave Chace at ½ past 8 AM fir'd 3 Nine Pounders & brought too the Chace, a Sloop from Guadalup for Salem sent a Mid: and 2 Men on board her, the *Diamond* in Company –
at 4 PM the Prize parted Compy [2]

1. PRO, Admiralty 51/420.
2. *Hannah,* with molasses, salt, linen and cordage, taken May 11 by *Diamond* and *Greyhound,* Howe's Prize List, May 22, 1777, *London Gazette,* July 8 to July 12, 1777.

Captain Jared Tracy to William Aylett [1]

[Extract]
Sir, Boston May 11th 1777.

Captn Taylor being wind bound gives me opportunity to acquaint you of the arrival of three more of the flour Vessles on the Continental Acct. from Virginia Viz. Schooner *Leopard,* Capt Gross, Sloop *Britannia* Capt John Perkins & Schooner *Unity* Capt Bennet, which makes up five in the whole that have arrived. . . . The Vessles that are Sent on the business are all except one Chartered at 8/ – Pr Ton Pr Month & Victualed & Manned at the expense of the Continent. The Master & Crew are Generaly allow'd priviledge as follows Viz. Master 10 Barls, Mate 6 Barrls, & Men 5 Barrls Each. the remainder of the Vessls to be fully Loaded on acct. of the Continent, the Vessles to be Kept in repair at the expense of the Owners, whatever necessary Stores they are in Want of Should be Glad they may be furnish'd within the Cheapest & best Manner taking their Recpts, & Charging them to the American States & forwarding an acct. of what they have had to me. I find some of them are rather extravagant in taking up Stores. Some Care must be had to that. They are also to be furnish'd with Pilots at the expense of the American States & Insured by the States. . . . . Find the Casks to come in very bad order, the heads not lin'd, many of them the Hoops not nailed, which not only makes it very Troublesom to handle, but occasions a

considerable loss. It is very necessary to have the Cask in good order as they are Carried from place to place Some more convenient as they pass through many hands, if the weight is mark'd on each cask . . .

1. Miscellaneous Letters, Force Transcripts, LC. Aylett was Deputy Commissary General for Virginia.

CAPTAIN GEORGE COOK TO GOVERNOR THOMAS JOHNSON [1]

Sir Ship *Defence* Patuxent River May 11th 1777

Wee got to Anchor in the Mouth of this River the third Instant, since which we have got four recruits, and Sundry Others have promis'd, which I expect will enter, – I purpose Sailing from here tomorrow Morning, and intend to St Mary's River, where I think to stay two or three days, and then proceed to Yeocomoco, in these places have expectation's of Men to enter.

Since I left Annapolis we have had Thirteen taken sick and all have recov'd except Seven, who are not able for duty but recover fast.

Inclos'd you have a List of those on board, and those at Sick Quarters and amongst them Wee have not above Three or four Seamen on board except the Officers, – I make not the least doubt of having my Compliment in Number soon, but am doubtfull their will be very few Seamen Among them, – I have understood there are more Seamen then is Absolutely Needfull in the Galley, Capn [John] David, and that Capn Walker has some at Baltimore, at Lodgings those cannot be employ'd, till Cordage can be gott. – Sir I hope you'l be pleas'd to allow me exchange Some of my Landsmen for some of those Seamen in the Galley, Or if those of Capn Walker should not immediately be wanted to spare them who are willing to come to me for some of my Landsmen, who would be willing to go to the Galley.

I have sent the *Dolphin,* Captn Coward over to Wycomoco to receive what recruits Capns Brumfield & Handy may have got for the Ship, and expects her Over in Six or Eight days; – Its uncertain for me to inform you what time the Ship will return to Annapolis, but as soon as in my power, – when my Compliment of Men are Compleated which I hope will be Soon. – I shall do myself the Honour of writing you by every opportunity, and give you a Full state of the Affairs relative to the Ship. – I have the Honor to be Sir [&c.]

George Cook

1. Red Book, XIV, 101, Md. Arch.

GOVERNOR BERNARDO DE GÁLVEZ TO CAPTAIN THOMAS LLOYD, R.N. [1]

(Copy)

Sir New Orleans. 11th May 1777 –

I received your Letter of date the 27 April under date of the 1st May, and without entering particularly into all the several Articles, I was willing to wait your arrival to talk upon the Subject agreeable to your wishes as mentioned in Your Letters.

I agree with you that as Commanding one of His Britannic Majesty's

Ships, it behooves you to make yourself acquainted with every occurrence which concerns the Subjects of your Sovereign, and altho I do not consider myself obliged to answer you, yet out of respect to you, and as a proof of the perfect harmony which the Subjects of His Catholic Majesty now observe towards those of [His] Britannic Majesty, I shall an[swer] you Article by Article.

It is certain I have ordered sev[eral] Vessels to be confiscated and h[ave] entered a prosecution against [their] Captains &c. for having carried on a Contraband Trade and converted their Vessels into Warehouses on the banks of t[he] River, some having a Stage a[nd] others whole Cargoes on Shore, without infringing by this S[illegible] any Article of the Treaty of Peace you mention.

The Literal meaning as well as the Spirit of the said Treaty is that the Navigation is free, agreeable to which neither my[self] or any of my Predecessors have [on] any occasion whatever molested the English Vessels either going or coming from their Settlements on the contrary we have rendered them all the Service we could consistantly with the Rights of our King, even much beyond the hospitality observed by other Nations – But in this said Treaty there is not a word of permitting a Commerce – prejudicial to Ours – There can be no doubt that the prohibition was taken for granted when, by former resolutions and Laws of our Kings, every Power knows that we did not admit Strangers into our America, and that all such as were found carrying on a Contraband Trade were liable to confiscation.

You are of opinion that the British Vessels ought to be exempt from Seizure and confiscation, not only on Suspicion but even on the most Evident Proofs; I think differently, and my Opinion appears to me agreeable to the Law, as it is certain that the Vessels of either Prince, which comply's with the Laws ought not to be molested or Stopped in the free Navigation of the River Mississippi, it is likewise just that such as deveate from the Treaty and abuse the priviliges granted in it, to the prejudice of either of the Sovereigns or their Subjects are liable to confiscation or the Laws they break, nor can I conceive how one who has violated the Rights of others, can in justice demand the conservation of his own. From what I have now said you will easily conceive that I ought not to give up the Vessels which you have requested nor their Crews; as the former are justly confiscated, and the Latter seized as Criminals under the jurisdiction of Spain.

If amongst the said Vessels, any one shall be cleared of the charges brought against them, or if any of the Masters can plead their Innocence, you may depend of their being immediately discharged, but such as be found guilty and convicted shall be condemned agreeable to our Laws, after which it will remain in the Breast of the King only to Pardon them from the Punishment incurred.

I have given Orders that the Captains and Officers of the Vessels seized shall be kept in the Guard House, in the same Room with the Officer of the Guard (notwithstanding there is a publick Prison) and they are treated with the same respect as our own Gentlemen. And if during the time, that

their examinations are taking, they are deprived of any intercourse with their Friends, it is a particular circumstance in our Laws, which extends to every person accused. – I cannot tell you what number of the Vessels confiscated belong to the Americans since the Colours and passports of the whole are English; Besides I have paid no other attention to them than as Violators of our Laws.

It is certain I have received every British Subject in this City with good treatment, and they have always met with the greatest hospitality and assistance in every thing they stood in need of, and you may [be] assured Sir, that I shall contin[u]e as I have hitherto done, in favouring and assisting them in whatever they require, I am Sir [&c.]

Bern^do^ De Galvez

1. PRO, State Papers, 42/51, 197–200.

JOURNAL OF H.M.S. *Portland,* CAPTAIN THOMAS DUMARESQ [1]

May 1777	Englh Harbr Bore NBN[E] 6 or 7 Miles
Friday 9th	AMd under Guardalupe Variable Winds inclinable to Calms Opened 3 Barrells of Pork short 52 pieces, fir'd a Gun & made Signal for a Pilot. –
	Do [Fresh breezes and clear] Weather
	at 1 PMd got a Pilot on Board & sailed into English Harbour got aground on the North & afterwards on the South Side, but hove off & warp'd up and took in the Pitch Kettle Moorings, hoisted the Flag, found in the Harbour the *Seaford, Otter* Sloop, *Pelican* brig 2 Store Ships, our two Tenders a Ship prize to the *Seaford* going to be purchas'd for a Sloop of War to be called the *Snake,*[2] & the *Sandwich* Brig. –
Saturday 10th	Do [Fresh breezes and clear] Wr
	at 1 PMd His Excellency Mathew Burt Esqre Governor of this Island &ca, Came to visit the Forts at this Harbour Saluted him with 17 Guns.
Sunday 11th	AM came in His Majestys Sloop *favourite* from a Cruize, Sail'd the *Sandwich* the Ship *Snake* above mention'd was Commission'd & the Command given to Mr William Young Our 1st Lieut & Mr Hardy of our Ship was appointed Lieut of her.

1. PRO, Admiralty 51/711.
2. French ship *la Seine.*

12 May

CAPTAIN SKEFFINGTON LUTWIDGE, R.N., TO
CAPTAIN PHILEMON POWNOLL, R.N. [1]

My dear friend *Inflexible* at St John's 12th May 1777

I wrote to you Yesterday from Montreal but our communication with

that Place from bad roads is so difficult, I shall omit no opportunity to send you a Line – I mean to move up in the *Inflexible* to Point au fer the first wind, & to be there or at St John's, as the service may require, till the Army is ready to move – when that will be I am at a loss to guess, and there is no probability of the Fleet being employed in the way one wou'd wish – Ticonderago from its situation is too high to be attack'd by Water, and it is their own fault if they don't prevent any Vessel geting up above them before that place is taken – I begin to fear this mighty Lake preparition looks like a defensive war, and that our Operations by Land will not be very rapid – we hear of no Troops coming out, and unless their Motions are expeditious, Provisions also will be wanted – God knows how this business will end – a French & Spanish war is the only way to conclude it happily – a frenchman came down the Lake in a Canoe yesterday as a friend – he tells a very lame Story, and having much the appearance of a Spy, is detain'd on float – he talks of 900 Batteaux at Ti, and that the Rebels say they are to bring over as many thousands of French into Canada – The State of the Naval Armament you will know from Capt [Richard] Pearson with whom I left an exact account of their Dimensions &c

The New Ship is really a fine Vessel, & will be ready to launch in a day or two – she might be rig'd & ready in a very few days if there was any kind of Service for her – in addition to the Arm'd Vessels, there are 6 large Long boats or Tenders, 28 Gun Boats & Guns Batteaux (two more to be built) two Victuallers of 30 & 50 Tons launched & ready, with another on the Stocks, more intended to be built, 10 Flat bottom'd Boats, Batteaux in all parts of the River above Quebec, Boats for Genl Officers &c – you will be amazed at the work going on at St John's which really almost equals the Dock Yards at home – I shall give you a very accurate List when the whole is compleated – you will have no difficulty in geting down the Transpts from Sorel, as the Water is remarkably high at this place –

I forgot to mention to you that the *Triton* has no Order to bear Supernumeraries, which I thought rather hard, as she is I imagine the only Ship on the American station without it, except the *Garland* – it is of little consequence, provided my Men return to the *Triton* with me, & I hope she will not be long unemployed – I am attack'd by every body for News, and am able to give them little satisfaction – my trust is in you, depending upon the hopes of seeing you soon – with Compts to all friends I am ever my dear friend [&c.]

S L –

Capt Pownoll

1. Sir Henry Clinton Papers, CL. Lutwidge commanded the vessels on Lake Champlain; Pownoll was senior officer in the St. Lawrence.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL [1]

Boston 12th May 1777 –

Captain Hinman of the *Alfred* having Occasion for a parcell of Cannister

Grape Shot, some false fires some match Stuff, & a few hand Granades, has Applied to me to be furnished therewith, which cant be done, but from the Labratory. I beg the honble Board wou'd favour me with an Order for the Above Articles I am Respectfully [&c.]

J. Bradford Agent

350 of 9 lb Cannister Shot
50 4 lb
50 6 lb
49 False fires
30 lb Match Stuff, to be had at Continental Store
50 hand Granades –

To the Honble Board

[Endorsed] In Council May 13. 1777 Read & Ordered that the Board of War be and they hereby are directed to deliver Capt Hinman the Articles mentioned Above for the Use of Ship *Alfred* said Articles to be charged to the Continental Accot –

Jn° Avery Secy

1. Mass. Arch., vol. 173, 189.

Journal of the Massachusetts Council [1]

[Boston] Monday May 12d 1777

Petition of John Flag Mariner in behalf of himself Thomas Simpson Richard Salter & Thomas Lewis all of Portsmouth in State of New Hampshire Mariners setting forth That they are Masters of Merchant Vessels sailed from said Portsmouth before the tenth day of September AD 1775 for the West Indies & London & finished their Voyages at London in August 1776 When they though very Solicitous to return to their families in said Portsmouth found it impracticable in any other way than by going first to the British West Indies – That therefore imbraced the very first Opportunity to proceed there, where they arrived sometime in the month of February last At Antigua they with Mr John Marsh late of said Portsmouth Merchant deceased purchased a Sloop called the *Friends Adventure,* burthen about Seventy Tons & there procured a Load of fifteen hundred & fifty bushels of Salt & one hogshead of Rum with a design to return to Portsmouth to accomplish which the Owners of said Sloop were obliged to be called both in the Bill of Sale & Register of said Sloop Inhabitants of Great Britain & to have the Sloop & Cargo denominated British Property & to clear out to proceed to Nevis to take in their Baggage & from thence for Nova Scotia – That about the 27th day of March last they Sailed from Nevis & arrived at Mount Desert 21st of April last & proceeded from thence for Portsmouth but a sudden Storm arising obliged them to put into Booth bay in the County of Lincoln for a Harbour. Where William M'Cobb, Andrew McFarland & Andrew Reed of said Booth Bay came onboard, took possession of the said Sloop, Cargo & all the papers thereto belonging & the next day turned the

Owners on Shore & tho' the said Owners informed the pretended Captors of the peculiar circumstances of the Owners & of their honest Design (notwithstanding the Appearance of the papers) yet the said McCobb McFarland & Reed refused to restore the said Sloop & Cargo & still detain them & as your Petitioner is informed have caused said Sloop & Cargo to be libelled as belonging to some Inhabitants of Great Britain tho' both by the said Bill of Sale & Register the same clearly appear to belong to Your Petitioner said Simpson, Salter, Lewis & the Heirs of said Marsh The truth of which Libel your Petitioner understands is to be tried in the County of Lincoln the tenth day of June next – As the said Sloop & Cargo from their exposed situation must necessarily receive much Damage before then as the detention thereof will be very injurious to the Owners Your Petitioner in their behalf humbly pray the Speedy interposition of your Honors & that you would order the same Sloop & Cargo to be restored to them absolutely or under such Restrictions as in your great Wisdom you may think fit to enjoin, & your Petitioner as in duty bound will ever pray &c

John Flagg

It is hereby recommended to the Persons at Boothbay who lately made a seizure of a Sloop called the *Friends Adventure,* with her Cargo, & tis said have libelled the same in the Maritime Court for the Eastern District of this State Claimed by John Flagg of Portsmouth in the County of Rockingham Mariner in behalf of himself Thomas Simpson Richard Salter & Thomas Lewis all of Portsmouth in the State aforesaid to surrender up the Vessel & Cargo to the owners aforesaid without Waste or Embezzlement that she may proceed to Portsmouth provided they give Bond to the Judge of the Maritime Court in the Sum of Two Thousand Pounds that they will answer to the Captors or libellants to the Value of the Vessel & Cargo in Case the same shall be Condemned as lawful Prize by the Laws of this State –

1. Mass. Arch., vol. 20, 473, 475–76.

Boston Gazette, MONDAY, MAY 12, 1777

Boston, May 12.

We have advice from Dartmouth, That a privateer belonging to one of the United States, has lately captured six prizes bound from Europe for the rebel army under Howe, or the Howes at New York, laden with provisions and dry goods; three of which are safe arrived in port, and the others hourly looked for – We hear they were part of a provision fleet consisting of about 40 sail, without convoy; and we doubt not of giving a farther account of some of the remainder. [1]

1. These captures were made by Captain Azariah Whittlesey in the Connecticut privateer brig *Fanny.* Five of the six prizes arrived in Dartmouth and were libeled against in the Massachusetts Admiralty Court for the Southern District, *Independent Chronicle,* Boston, June 26, 1777.

"Lieut Nathan Cooper of the *NYork* Gundalo, now of the Gally *Gates* to the Public Store at Ticondaroga"[1]

1777		To whom delivered as P order & Rect					
Febry	15th	To himself	1 Pr Breeches 48/: 1 pr Shoes	10/	2	18	–
March	4th	Ditto do now of the Gally *Gates*	2 Shirts	24/	2	8	–
	17th	Ditto do	1 Coat 63/: 1 Waistcoat	18/	4	1	–
May	12	Ditto do	1 pr Shoes 17/ 1 pr Hose	8/6	1	5	6
			N. York Currency		£10	12	6

Carried to the acct of the Vessel Gally *Gates*

Errors Excepted
Geo. Measam
Com. Genl Clog N.A.

1. Ford Collection, NYPL.

New-York Gazette, May 12, 1777

New-York, May 12.

We hear, that the *Emerald* Frigate, in her last Cruize took and destroyed 19 Ships and Vessels belonging to the Rebels.[1]

The *Albany* Sloop of War and the *Elephant* Store Ship, from England, but last from Halifax, arrived here Yesterday Morning.

Nineteen Rebel Vessels have been lately taken and carried into Tortola, and several into St. Kitts and Antigua, by his Majesty's Ships, and some small Vessels fitted out in the Islands.

1. The figure is accurate according to Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

Acquittal of Captain John Baldwin in the Loss of the Continental Navy Schooner *Wasp*[1]

Philadelphia, May 12, 1777

At a Court Martial, held on board the *Andrew Doria*, in the port of Philadelphia, on the 20th of April, 1777, for the trial of John Baldwin, Esq; commander of the Continental schooner *Wasp*, for the loss of said schooner: The Court, after hearing the evidence respecting the matter under consideration, were *unanimously* of opinion, That the loss of the said schooner was not owing to any neglect or mismanagement of Captain Baldwin, but was altogether occasioned by stress of weather and unavoidable necessity; and Captain Baldwin was accordingly honorably acquitted.

John Barry, President of the Court-Martial.[2]

1. *Pennsylvania Gazette*, May 14, 1777.
2. When and where the *Wasp* was lost is unknown. The brief statement in the court-martial proceedings indicates that she may have been driven ashore in a storm. She had been patrolling outside the Delaware capes warning incoming merchantmen of the British blockade.

CHARLES CARROLL OF CARROLLTON TO CHARLES CARROLL, SR.[1]

[Extract]

Dr Papa/ [Philadelphia] P.M. 12th May 1777.

The ship *Seine* wh arrived at Martinico with military stores for the united States, in sailing from Martinico for Boston was taken by a english frigate the morning after she left Martinico: a considerable part of her cargo was landed at Martinico, part of wh is just arrived in a sloop [2] wh has got in to Sinapuxent inlet consists principally of muskets. –

The Govr of Martinico Count D'Argou in concert with the continental agent at that place had concerted a wise scheme to prevent the *Seine*'s falling into the enemy's hands – he wrote a letter to the Govr of Miquelon artfully calculated to conceal the real destination of the vessel pretending she was destined to the Isle of Miquelon with military stores – the Capt thro' his letters overboard, but the Pilot kept some papers wh discovered the real voyage vizt to Boston – However Count de Argou has sent a spirited memorial to the Governor of Dominica demanding the restitution of the vessel as the french King's property – this matter may possibly afford a pretence to the French of declaring war agt England, if they should be thus inclined, tho' I think it there Interest and ours too to remain quiet some time longer: they can, & have afforded us material assistance, and I have no doubt of the intention of that court to give us still further assistance. . . .

1. Carroll Papers, vol. 5, MdHS.
2. Continental Navy sloop *Independence,* Captain John Young.

MINUTES OF THE PENNSYLVANIA NAVY BOARD[1]

State Navy Board

[Philadelphia] May 12th, 1777

Captain John Rice of the Schooner *Delaware* [*sic* Brigantine *Convention*], having requested of the Honorable the President of the Supreme Executive Council to resign his Commission, The Board Coincided and granted it accordingly.

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

MARYLAND COUNCIL TO COLONEL JOHN STULL, JOSEPH SPRIGG AND DR. HENRY SCHENEBELEY[1]

Sir In Council Annapolis 12th May 1777. –

We received a Letter Yesterday from Mr [Francis] Lewis a Member of the Congress and of the Navy Board, advising us that the Frigate built in Baltimore, is now waiting for some of her Guns that lie at Hughes's Works, and inclosing us a Letter from Lieut [Aquila] Johns now at the Works, to Capt Nicholson, informing him that his utmost Industry cannot procure waggons without impressing, which Colo Stull is disinclined to do though he intended to ride with Johns to see if he could not procure Waggons by exerting his personal Influence in a private Way. We are very sorry that

any Intimation of Compulsion should be necessary in a Business so easy and so essential to be performed, and would by all Means have it avoided, if possible. If Colo Stull's Exertions, for which we thank him, have not proved effectual, we request you will use your Endeavours severally to procure Waggons for the few Guns only immediately wanted by the Frigate, offering a full Value for the Carriage and giving a Certificate of the sum to Mr Samuel Purviance of Baltimore, who will pay, on the Service being done, on Sight; if you find Waggons cannot be got on these Terms, we request you'll press Waggons sufficient for the Purpose, giving them Certificates on Mr Purviance for the Money, but we repeat that we wish Compulsion to be avoided if it can, and used only to prevent the Frigate's lying to the Injury of the Cause and Reproach of our State We are &ca
John Stull, Josh Sprigg &
Doctr Schenebeley

1. Council Letter Book (1777–1779), Md. Arch. Continental frigate *Virginia*.

Gazette of the State of South-Carolina, MONDAY, MAY 12, 1777

Charles-Town, May 12.

The brig *Polly* of this State, Paul Preston, Master, writes, that he was taken on the 9th of March last, at Turk's Island, by a Tender to the King's armed Brigantine *Badger*, of 6 Four-Pounders, 3 Swivels and 25 Men, commanded by Lieut. Philip Trott, and carried into Port-Royal, Jamaica; – While Capt. Preston lay at Turks-Island, the *Badger*, or Tenders, of which one or other is always lying there, took two Sloops and an armed Scooner belonging to St. Croix, a Scooner from Boston, a Scooner from Jamaica, and a Sloop from St. Eustatius, belonging to Bermuda: In short, they paid no Regard to Colours, but indiscriminately took Danes, Dutch, French, Americans, and even West Indians, all that came for Salt, and sent them to Jamaica as Prizes.

Three Foreign armed Ships, and a Snow are arrived in this State, with military Stores and valuable Cargoes of European Goods.

The *Richmond* British Frigate has retaken, and on the 22d of March carried into Antigua, the Ship *Mercury*, William Seaton, Master, of and from Bristol for that Port, which had been taken on the 27th of December by the Privateer Sloop *Rover*, of Salem, Abijah Boden Commander.

The *Brune* Frigate of 32 Guns, and the *Merlin* Sloop of 14 (both British Men of War,) about ten Days ago, put 42 American Prisoners ashore at Cape Fear, staid two Days there to take in Water, and then put to Sea again.

The Sloop *Delight*, Jasper Griffin, Master, from this Port, bound for St. Croix, is taken and carried into Tortola.

A Scooner from New-England belonging to this State, arrived about ten Days ago, we hear, had been taken on her Passage by a Tender to the *Lively* Man of War, and restored as not worth keeping.

On Monday last put into this Port to refit, having sprung a Leak, hurt her Rudder, and received some other Damage, in a Storm she met with after coming out from Hispaniola, the Frigate *Le Marquis de la Chalotais*, of

Nantes, commanded by Mons. de Foligné Deschalonge. – This Frigate, on her Passage from France to Hispaniola, on the 11th of April last, meeting with the *Sturdy Begger* Privateer, Capt. Mc'Keel, of Baltimore, in Maryland, with a Prize Ship, called the *St. George,* late of London, Moore late Master, having 400 Slaves on board, Mons. de Foligné took the Prize under his Convoy, and conducted her to a safe Port in the Quarter of Fort Dauphin, whereby she was prevented from being retaken by three Jamaica Cruizers, which they fell in with off Cape Isabella.

Governor Bernardo de Gálvez to Captain Thomas Lloyd, R.N.[1]

(Copy)

Sir New Orleans 12th May 1777

I have just received your letter of this days date, in which you inform me, that you are under the necessity of weighing Anchor to go in pursuit of a Frigate mounting 36 guns belonging to the Americans, called the *Columbus* commanded by Mr [Patrick] Barry now in the Mississippi; I take this opportunity to remind you of the rights of my Sovereign, and beg you will recollect the Priviledge which the whole River enjoys with regard to every Vessel being under Our Guns in its utmost extent & consequently prohibited by the Treaties of Peace & Law of Nations to commit any Act of hostilities at so short a distance.

I shall give the same precaution to Capt Barry that he may know as well as yourself that whatever engagement shall happen within this River, will be highly displeasing to my Sovereign and I think it my duty to oppose it as much as possible. I am &c

Bern^do^ D Galvez

1. PRO, State Papers, 42/51, 201–02.

Van Bibber & Harrison's Account Against the Maryland Navy Sloop *Molly*[1]

Disbursments of the Sloop *Molly* Capt Robert Conway to Vanbibber & Harrison Dr

1777			Mtque	Cry
March 18	To Cash pd for a Drum om[itte]d		2	8 . 0
April 4	" Cash paid for			
	6 Coffe Cups	0 . 4 . 6		
	3 Bowles 3/ 1 Do 3/4½	0 . 6 . 4½		
	6 Glasses 4/6 Water Pot 1/6	0 . 6 . 0		
	2 Cannisters of Tea	0 . 12 . 0		
	1 Barrel Beef	3 . 15 . 0		
	1 Botle Vinager	0 . 3 . 0		
	1 Dame Jeane Wine	1 . 4 . 0		

		1 Botle Mustard	0..2..0¾	
		1 Loaf Sugar	1..3..3	
		2 Candle sticks	0..3..0	
		1 Frying Pan	0..7..0	
		Chalk	0..1..6	
		1 sett Knives & Forks	3.13..6	
		1 Firkin Butter	3.13..3	12.14..5¼
	25	To Cash Damage done a Cable		23..2..0
May	6	To 110½ Galls Rum a 3/	16.11..6	
		Cask for it	2.15..0	19..6..6
	9	To 4 Swivels a 100/	20..0..0	
		1 Barrel flower	2.10..0	22.10..0
		Carried over		£80..–.11¼
1977			Brought over	80..0.11¼
May	9	To Sundries Vzt		
		2 Compasses a 14/	1..8..0	
		2 pcs B: Sheeting for Light Sails	14..0..0	
		1 fine large spy Glass	9.18..0	
		5 Blls Beef a 115/	28.15..0	
		193 lb Powder 1/9s	16.17..9	70.18..9
		To Cash paid for		
		1 Loaf Sugar	1..6..0	
		1 Kegg Brandy	1.13..0	
		2 Galls Vinagar	0.10..9	
		4 Botles Mustard	0..8..3	
		1 lb Brimstone	0..1..6	
		4 Cannisters of Tea	0.19..0	
		1 Bowl 3/ 6 Cups & Sausers 4/6	0..7..6	
		6 Tumblers 3/ 2 Table Cloths 12	0.15..0	
		1 Case Claret 36/ 1 Case Sirup 20/	3.16..0	
		1 Terene	0..5..3	10..2..3
		To Cash paid the Admiralty		2..–..3
		To Do paid the Linguister		3..6..–
		To Do pd the Smiths Bill	22.11..3	
		To Do pd for 4 Carreages	26..8..–	
		for Water Casks	12..2..6	
		for fresh Provisions	6..2..8½	67..4..5½
		Carrd forwd		233.12..7¾
		Amot brot up		233.12..7¾
May	9	To Cash advd Capt Conway for his People		92.10..1

To Do paid for a Case of Instruments	9.18..–
To Monsr Laroque for sundry Medicines	10..6..3
To Tiffen, Sail Maker P Bill	12.16..6
To Boutin Son & Co Ship Chandelery P Do	33.15..3
To 1 Months Wages of a Negro omd last Voyage	4.13..9
To James Daltons Bill for Rum, Sugar & Plank	7..2..7½
To Coopers Acct for Trimming Casks &c	1.11..6
To S Parsons for a Cask of rice	3..6..–
	409.12..7¼
Commission 5 P Ct	20..9..7½
	£430..2..3

St Pierre Mtque May 12. 1777.

(Copy) E E Van bebber & Harrison

1. Executive Papers, Box 6, Md. Arch.

13 May

LITTLEFIELD SILSBY TO THE MASSACHUSETTS BOARD OF WAR [1]

Gantalmen of the Board Piscataway May the 13 1777

It Is With Plasher I Now Inform your Honars of My aryval In this Port after a Long & Blustron Pashage of 31 Days In a Prise Bark from White Haven of 12 Carage guns & 8. Swivels Takeing By Capt Jonathan Haredun In the good Brig *Tyrannicide* Bound to Quebak [2]

Gantal'm I Came to An ankar In this Port Last Night at 10 a Clok In Wach I Have Sent My Mate this Morning. –

Gantalmen Pleast to Sand Ordurs By the Mate & youl a Blige yours to Sarvue Littlefield Silsby Prisemaster this Prise Being taking In the Latt of 45:44. North & In Longt of 33:16 W

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777.
2. *Lonsdale*. See Jonathan Haraden to Massachusetts Board of War, April 8, 1777 and journal of Massachusetts Navy brig *Massachusetts* for same date.

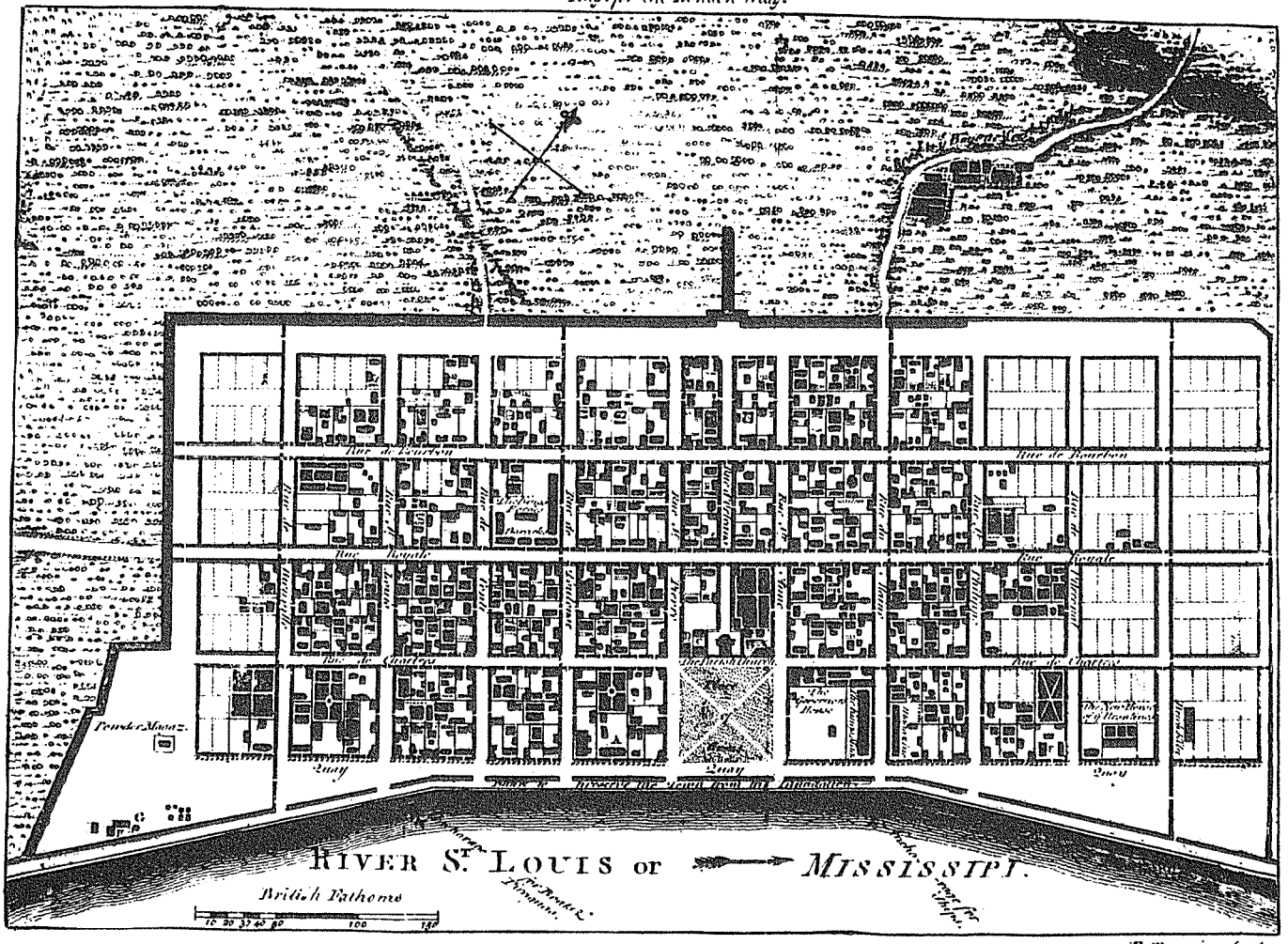
JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Boston] Tuesday May 13th, 1777

Application from John Bradford Esqr Continental Agent for Three hundred & fifty nine pound Cannister Shott, Fifty four pound Cannister Shott, Fifty Six pound Cannister Shott, Forty nine false Fires, Thirty pound Match Stuff to be had at Continental Store Fifty Hand Granados for the use of Ship *Alfred* – Ordered that the Board of War be & they hereby are directed to deliver Capt Hinman the Articles mentioned above for the use of Ship *Alfred* said Articles to be charged to the Continental Account. –

1. Mass. Arch., vol. 20, 480.

Eng. for the London Mag.



B. Benning Sculp.

PLAN OF NEW ORLEANS THE CAPITAL OF *LOUISIANA*.

"REPORT OF MARINES ON BD THE [CONTINENTAL FRIGATE] *Boston*, MAY 13TH 1777."[1]

Starboard Watch	Larboard Watch	Middle Watch
William Jennison Serjt	Barthow Moulton Serjt	James Sims Serjt
Richard Nowlan Corpl	Jacob Perry Corpl	Thomas Lovering Serjt
No 3 Williams Waters	No 1 John Potter	No 7 Elkanah Elmes
9 John Hall	2 Cornelius Woodbury	8 Cuff Freeman
10 John Boldarey	4 John Chaddock	11 Joel Philbrook
13 Thomas Parker	6 Laban Sprague	12 Lewis Leblanch
16 Joseph Smith	14 William Newman	15 John Silliwey
17 Zachariah Dodge	18 James Knock	19 John Colderwood
22 Northg Bradstreet	20 Benjamin Johnson	24 Thomas Perkins
23 Benjamin Crane	21 Increase Leadbetter	26 Abraham Buzzell
30 John Wood	27 Benjamin Williams	34 Gideon Washburn
32 Thomas Sherburne	31 Abraham Plumkit	35 Abijah Phelps
33 James Gouge	36 Joseph Downs	38 Daniel Horn
No 5 James Thornton	37 Nathaniel Sampson	39 Abel Bartrick
&	No 28 Thomas Balch Asst Stewd.	
25 Israel Balch at Long Island		
29 Anthony Poole Absent	John Fullerton Drumr prest.	
James Dodge Do	Cato Wood Fifer	
Saunders Witham Run		

William Jennison Sejt

1. BPL.

Master's Log of H.M.S. *Diamond* [1]

May 1777		Cape Cod WNW 3 or 4 Lgs
Tuesday 13th	10 [A.M.]	Saw a Sail in the SW Qr gave Chase
	12	fired a Shott to Bring her to
	1 [P.M.]	at ½ past Shortned Sail Brough to our Chase Proved to be a Sloop from Baltimore Bound to Salem [2] Saw a Schooner in shore standing to the Soward Saw 2 Sail to the Sord Sent 3 Men on Bd Prize and Stood for Rhoad Island

1. PRO, Admiralty 52/1699.
2. "May 13. *Tryal*, H. Archer, master, with flour," Howe's Prize List, May 22, 1777, *London Gazette*, July 8 to July 12, 1777.

Captain Seth Harding to Governor Jonathan Trumbull [1]

Sir Norwich 13th May 1777

this Serves to Inform your honour I am In want of Sum small Cordig twine and So forth for Ship *ollever Crumwell* Can not Even Set a Studensel with out Mr Shaw has got the Need full if your honour will Replace the Cordig or flax or west Indegs goods In order to purches the flax as it is to be had at Norwich twelve lb flax for a gallon Rum if your Honour thinks proper give the order for the wet Inge goods to Mr Tilley and he will Repl[ac]e the Cordig Intend to Sale to the Eastward in 4 or 5 days at farthest I am Sir [&c.]

Seth Harding.

1. Conn. Arch., 1st Series, IX, 171, ConnSL.

Gouverneur Morris to the Continental Congress [1]

Gentlemen Kingston 13th May 1777.

By the Direction of the honle the Convention of this State I am to apply for your Assistance in procuring Men for two Gallies in Hudson's River which altho fitted for Use cannot be employed for the Want of Hands. Genl McDougall hath applied to the Convention for this Purpose urging by many Arguments not only the Expediency but Necessity of putting some floating Defence above the Forts in the Highlands. For altho Ships may not be able to force small Boats may certainly steal a Passage thro. If the Enemy should penetrate beyond the Mountains by Land they must be absolutely ruined without the Command of the Waters But if they can get some heavy Cannon along which cannot be by Land while any Force whatever remains to oppose either within or below the Mountains then they will soon enjoy not only a free Communication but the absolute Command of Hudson's River. Captn Cook the Bearer hereof will I suppose communicate the Generals Ideas upon this Subject I am Gentlemen with great Respect [&c.]

Gouv^r Morris

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, XV, 197–200, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN YOUNG [1]

Sir [Philadelphia] May 13th 1777 –

You are to return to Senepuxent [2] and after sending up the Stores you brought thither in the *Independence,* you are immediately to proceed out to Sea on a Cruize off the Capes of Delaware, keeping out side of the British men of war and so distant from them as may be necessary for your own security. You are to Cruize in such places as may be most likely for you to meet or fall in with American Ships or Vessels bound into this Port, taking care when you chase any such as you take for Americans to shew them Continental Colours, & when you speak them inform them of the British Cruizers in the Mouth of Delaware and Chesapeake Bay, advising them to get into the Inlets or if large ships to seek safety either in the Eastern or Southern States, you are to continue this Cruize for about three weeks some times to the Northward and some times to the Southward of Cape Henlopen and render every assistance and service in your power to such American Vessels as you fall in with during that time. We hope also that you may shew some good Prizes the way into some of the Inlets along the Coast, when this Cruize is finished you may put into any one of the said Inlets where you can with most convenience heave down the Sloop and send an Officer or an Express to inform us where you are, when you can be ready to Sail again, and what Stores and Provisions you will want for A three months Cruize when we shall send fresh orders and take measures for your being supplied. We are sir

Your hble servants

1. Marine Committee Letter Book, 90, NA.
2. Sinepuxent Bay, Maryland.

RICHARD HENRY LEE TO PATRICK HENRY [1]

[Extract]

Philadelphia 13th May 1777

. . . the provisions we have taken at Sea more than compensates for the Danbury loss, since the latter was only 1700 barrels of Meat with some flour & grain, and we have brought in 5000 barrels of Meat bound to N. York . . .

1. Richard Henry Lee Papers, VHS.

JENIFER & HOOE TO GOVERNOR THOMAS JOHNSON [1]

[Extract]

Sir Alexandria May 13th 1777 –

A Vessell of ours from Martinico arrived here this day, and brought the Letters that we now do ourselves the Honor to enclose and forward to your Excellency P express.

The Master of this Vessall informs us he was chased off our Capes on Wednesday last by 3 large Ships an Armed Brigt & 5 Sloops and Schooners, that the Weather thickening, he alter'd his Course & escaped by coming thro' the North Channell, or he must have fallen into their hands. He further gives

it as his opinion that no Vessell can posibly pass them either inward or outward bound, unless they draw little enough Water for Cape Charles, and get thro' it in the Night. This intelligence we use the freedom to Communicate, hopeing it may be of Service in case any Vessells belonging to the state of Maryland are under Sailing orders.

1. Red Book, XIV, 66, Md. Arch.

14 May

MAJOR GENERAL WILLIAM HEATH TO CAPTAIN JOHN MANLEY [1]

Dear Sir Head Quarters Boston May 14 1777

Several officers belonging to different marching Regiments in the Service of the United States of America have represented to me that numbers of soldiers, Inlisted into their respective Regiments, have deserted & from Intelligence, received some of them have enterd on Board the Continental Ships, and have changed their names to avoid being detected, by which the service is not only injured, but the public defrauded. I therefore request that you would make enquiry into this matter, and am confident that if any such are found on Board your own ship, or any of the others under your Command, that you will immediately send them up under guard, or give notice of them, that they may be sent for. I am dear Sir [&c.]

W. Heath.

Commodore Manley

1. Heath Papers, Force Transcripts, LC.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN SETH HARDING [1]

Sr Hartford May 14th 1777

Yours of the 13th Came to hand as to the Reggin you are in want of Nathl Shaw Jnr Esqr has agreed to Supply you, and given orders to Mr Tilly at N London accordingly I have Sent you the Coms that were wanted for the Officers on Bord the Ship *O Cromwell* and your Sailing Orders hope Soon to have the pleasure to hear you are Sailed on a Cruize wishing you Success and prosperity remain your [&c.]

Jonth Trumbull

1. Seth Harding Papers, 1776–1785, MHA.

PAY ROLL OF CONNECTICUT NAVY SCHOONER *Spy* [1]

[Extract]

Schooner *Spy* to Robert Niles. – Dr

1777 For Sundy persons wages by him paid Viz

Robert Niles Capt	fm Jany 8th	to May 8. 1777	£57.12..–
Nathll Barns Mate	March 25	to ditto 14	9.12..–
Thos Rice 2d Mate	do 12	to Apl 12	5..–..–
Willm Higgins	Feby 28	to do 28	9..–..–

Ezekial Sayers	March	5	to do 21	6..2..8
Stephen Squire	do	5	to do 18	5.14..8
John Tucker	Jany	8	to Feby 22	3.10..5
John Tucker	Feby	22	to May 14	10.18..8
David Bowers	March	5	to do 14	9..4..0
John Anthony	do	5	to do 14	9..4..0
Richard Stewart	do	12	to do 14	8..5..4
William Swan	Jany	8	to Feby 21	2.17..4
William Swan	Feby	21	to May 14	8..5..–
James Ford	do	1	to do 14	10..6..–
Josiah Cary				3..3..–
Jaquin Fernandes	Jany	8	to Feby 8	2..8
Jaquin Fernandes	Feby	8	to May 14	12.16..–
William Skinner	March	15	to April 20	10.10..–
				184.09..1
Commissions at 1½ Pr Cent				2.15..4½
				£187..8..5½

1. Conn. Arch., 1st Series, IX, 40c, ConnSL.

Journal of the Continental Congress [1]

[Philadelphia] Wednesday, May 14, 1777

Resolved, That a copy of the complaint lodged with the Marine Committee, against Commodore Hopkins, be delivered to Mr. [William] Ellery, for the said Commodore Hopkins.

1. Ford, ed., *JCC,* VII, 352.

Minutes of the Pennsylvania Navy Board [1]

State Navy Board

[Philadelphia] May 14th, 1777

An Order on Captain McLain to deliver Captain John Rice of the Brigantine *Convention* four swivel Guns.

Captain John Rice having solicited to be reinstated to the Command of the Brigantine *Convention* and upon promising for the future, to be Assiduous and well behaved, the Board returned him his Commission.

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

Pennsylvania Journal, Wednesday, May 14, 1777

Philadelphia [May 14].

Sunday last arrived here, Capt. Young, of the Continental sloop *Independence,* who is arrived at a safe port, with 500 tents, 2000 stand of arms, medicines, &c. by him we learn, that the Continental ship *Reprisal* has taken, after an engagement of two hours, an English Packet of 16 guns, from Falmouth for Lisbon, with three vessels under her convoy, and carried them

to France: that the *Sturdy Beggar,* of Baltimore, has sent into Martinico, two valuable prizes, one of them, besides Negroes, and the Governor of Senegal, has 27 tons of ivory and gold dust to the amount of 7000 l. sterling: That the *Rattle-Snake* has taken, since she left this port, eight prizes, five of which are arrived in safe ports: and that the *Oliver Cromwell,* of this port, has taken several prizes; four of which, viz. the brig *Lark,* from Cork, with beef, herrings and potatoes; the brig *St. George,* from Africa, with 190 slaves; the ship *Mercury,* from Glasgow and Cork, with beef, butter, dry goods, nails, copper and tin ware; and the schooner *Apollo,* from White-Haven, with cordage, &c. to the amount of 800 l. sterling, have got safe into Martinico

By Capt. Young we further learn, that an English frigate has taken a French 20 gun ship called *Le Sane* [*la Seine,*] from France and Martinico for St. Peters in Newfoundland, with military stores, and carried her into Dominica: That the Governor of Martinico has sent a frigate and a Guarda Coasta to demand her, and has declared that if she is not delivered up, he will immediately make reprisals; and, we are told the French have a formidable fleet in France ready to support their just claims, to cross the Atlantic unmolested by those British pirates who call themselves lords of the seas. We are farther told, that Lord Stormont, in his master's name, has demanded to know what the above fleet were fitting out for, when he received for answer, that Lewis XVIth was King of France, and had a right to fit out his fleet when he pleased, without being accountable to any one.

Governor Thomas Johnson to Robert Morris [1]

[Extract]

Annapolis 14 May 1777.

. . . I should have been glad too to have told you that Capt Nicholson had acted the part of an open generous spirited Man who was ready to make Amends frankly for a Rudeness he had unadvisadly committed he has avoided saying one Word about discharging the Men nor has he as I have heard, though I have inquired, discharged them agreeable to the Order sent to him – two Men indeed who had been taken in one of our trading Vessels and had just got away from a Man of War after a pretty long and severe Confinemt and who were impressed by the Capt after working their passages in to their Friends came here and told me on the Importunity of their Friends they were on the Tuesday Wednesday or Thursday, I forget which, after the Capts. being served with the Order discharged, on the Terms of giving Security each in 40 Dollars for their returning again or finding such a Man within ten days the Suretys confirmed the Story hence I suspect the Capt has no real Design to comply with the Order even in the very cautious Terms it is drawn – I am sorry the Congress did not at once say what Capt Nicholson should do by way of Concession and appoint some Body to discharge the Men there's an indelicacy in saying what any shall do by a Man to himself but you may be assured, with myself and the Council, discharging the Men and unequivocal Signs of a real Concern for what had passed

would have been the most satisfactory Concession. It is an unlucky Business Capt Nicholson might have applied to the Legislature they were sitting and could best judge how far Necessity was a proper Ground but I dare say they would not have taken the Execution of the Measures they might have thought proper to adopt out of the Hands of the civil Magist[rat]e

I judge myself a good many Men might have been got in Virginia I have been well informed Seamans Wages there are abt 20 Dollars in Balt from 15 to 18 £ a month. I think Industry might have therefore procured some Men from Virginia – I have been so prolix that I am afraid I tire you yet I cannot omit maintaining that I am under the strongest Impression, that I ought not to have waited for a formal or regular Complaint who were to make it? the Men who were injured were kept on board some of them as I have heard in Irons, almost every Body I saw told me there was a press in Balt. Some of the people in our own Service had been carried by violence and detained on board the Frigate and one of them had actually been before the Council I could not but believe the Report to be true it was not sufficient I agree to pass any Judgment on Capt Nicholson but it surely justified the Council & my conditional Requisition that if he had impressed Men he should discharge them, it was easy thing to say he had not pressed any Body if he really had not or if he had & discharged them to say so. . . .

1. FDRL.

Stephen Steward to Governor Thomas Johnson and the Maryland Council [1]

Gentel Men May the 14 1777

As the Carpenters Work is now Near Dun of two vessells I have on the Stocks a Schoner of ten guns a zeback of 20 Guns I Shuld be glad to no In What Maner you Intend to have the zeback Riged that I may Provoid Mastes for hir I Was tou'ld you Intended hir for a Ship. I shuld think She would answer best a brigg how Ever I will Rigg hir any way you Desier I Can venter to let you [know] there is no Such vesell In this State of hir Size I now shall be Sun Dun all that I had orders to Do for the State I shuld be Glad to no If you will have any ferther Business for me I am Gentel Men [&c.]

Stephen Steward

Plesto Let Me hear from you as sun as itis Convenent

1. Executive Papers, Box 7, Folder 110, Md. Arch Xebec *Johnson* and schooner *Annapolis*.

South Carolina Navy Board to John Rutledge [1]

Sir/ Navy Board 14th May 1777 –

The Commissioners of the Navy having received Certain Information of the Capture of the Brigg *Defence* and Judging it Necessary, as soon as possible, to purchase or build; One or more fit Vessels to Cruize for the protection of the Trade of this State; beg leave to recommend to your

Excellency that as George Abbot Hall Esqr. on[e] of the Commissioners of this Board is now going to the Northward for the Benefit of his Health, he may be Directed to purchase a————will mount not *less than Eighteen* six pounders————sailing, and in Every respect fit for the service intended, and have her Compleatly fitted, Armed, and maned, and that he may be furnished, with a Sufficient Credit on the Conti*nental* Treasury, to Enable him to make such purchase, *and* that your Excellency will furnish him with Blank Commissions for a Captain, and Two Lieutenants.

By Order of the Board
Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board,* 65.

LIEUTENANT GEORGE BURDON, R.N., TO VICE ADMIRAL CLARK GAYTON [1]

West Florida Pensacola Harbor
May the 14th 1777.

Sir,

I arrived from the Lakes the 3d Instant after taking three Prizes, two laden with Tobacco Wine &ca the other with 87 Cask of Tarr, two arrived here safe, & one was lost on Rose Island, but no lives lost; Found lying here the *Florida* Surveying Sloop who had met with a heavy gale of Wind, in which she lost the Schooner Boat, and stove the other Boat, which they have repaired, & sailed from hence the 13th Instant.

Captain Lloyd in His Majestys Sloop *Atalanta* is up the River Mississippi, off the Town of New Orleans; the Governor of which place, has made Seizure of every English Vessel, that had a Brow made [out] from the Vessel to the shore, the number amounts to about fourteen. I am Sir [&c.]

George Burdon

A Copy Clark Gayton

1. PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Winchelsea,* CAPTAIN NATHANIEL BATEMAN [1]

May 1777	The West Caicos NE 4 or 5 Miles
Tuesday 13th	at 6 [P. M.] made Sail, 4 Sail in sight to the Eastward, at ½ past eight saw a Sloop, board two Brigs, and a Schooner Mode & clear several Sail in sight, gave chace to the Southward
Wednesday 14th	at 4 AM came up with the Chace, found her to be a French Brig taken by our Boats, hoisted out the Yawl and brought the Master on board, at 7 came up with an American Brig [2] taken by our Boats, loaded with Powder and Arms, Tkd: & Shortened sail at 2 PM Tkd, at six the west Caicos SWBS, stood on to meet the Boats, ½ past 6 the Boats came onboard with a French Schooner taken on Suspicion, Lay too and examined the Captain, at 10 hoisted in the Longboat,

& discharged the two French Vessels; sent an Officer and six men onboard the American Brig, and sent her down to Jamaica, brought the Master; & people, onboard.

1. PRO, Admiralty 51/1067.
2. *Ann*, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

15 May

SALE OF THE PRIZE SHIP *Royal Charlotte* [1]

Sales by Auction of the Ship *Royal Charlotte* Salem 15th May 1777 Sold by Order of Captn Jo Lambert Agent for the Privateer Sloop *Revenge* Commanded by Benjn Dean.

The Ship *Royal Charlotte* with her Appurtinances &c agreeably to Inventory.	Henry Mitchel	£1300..0..0
1 Bundle Iron Hoops	Ezra Jones	1.16..0
2 large Blocks	Henry White	9
		1302..5..–
1 Course sail	George Dodge	15..0..0
1 Mizen Sail	George Dodge	16.10..–
1 Coarse Sail	George Dodge	13.10..–
1 Studensail	Josh Lambard [Lambert]	18..0..–
1 Studensail	Josh White	21..0..0
1 forestaysail	Henry Mitchel	12..0..0
1 Brass Compass	Henry White	2..2..0
1 Royalsail	Robt Leech	5..0..0
1 Old sail	Josh White	1..0..0
4 Water Casks	Josh White	1..4..0
		1407.11..–
1 Ps Junk	Peter Lander	10..–..–
		1417.11..–

Settled the above with Captn Lambert

1. Revolutionary War Auctioneers' Sales Book, Oct. 1776 to June 1778, EI.

SALE OF THE MASSACHUSETTS PRIVATEER SLOOP *Revenge* [1]

Sale by Auction of the Privateer Sloop *Revenge* Sold by Order of Captn Jo White agent for the owners of sd Sloop – Salem 15th May 1777 –

The Privateer Sloop *Revenge* with her Appurtinances &c Agreeably to Inventory	Andrew Cabot 1510£	£1510..0..0
1 Hogd Pork	Jo Lambert	13..–..–
1 BBl do	Peter Lander	7.10..–

1	BBl	do	Peter Lander		8..–..–
					1530..10..–
½	do	do	Jona Ingelsol		4..–..–
1	do	Beef	Peter Lander		6..–..–
1	do	do	Peter Lander		6..–..–
pt	do	do	Hy White	6/	6..–
pt	Hogd	Bread	Jo White		1..–..–
1	Sail		Jo White		3.15..–
					1559.11..–

Settled The above with the Owners of the Privateer *Revenge*

1. Revolutionary War Auctioneers' Sales Book, Oct. 1776 to June 1778, EI.

John Bradford to the Continental Marine Committee [1]

[Extract]

Boston 15th May 1777

. . . Capt [Thomas] Thompson got to town from Phila the evening before last and this morning goes to Bridgwater to se his Cannon prov'd a second time,[2] we have cast Nineteen twelve pounders, and scarse as pigg Iron is we shall get enough to cast another and he proposes to purchase Six nine pound Cannon which are to be sold this day at Vendue, to make the number –

Capt [John Paul] Jones & the Shipwright who went with him to Bedford to look at the *Mellish* Return'd last evening, they together with Capt Thompson and Mr Jarvis, are of opinion that it wont answer to make a war like ship of her, tho' Capt Jones was sanguine in his Opinion before she would not, she is a fine Merchant ship & sold extreemly low, she will wait for Orders how to dispose of her, Capt Jones is going to York to look at a Ship Building their, the one I formerly mention'd she will make a fine ship for the purpose but how to come at Cordage I know not, we have not a ton of hemp in the State, I flatter'd myself before this that we shou'd have had a supply from france . . . Our frigates are still in port but they have been retarded by a long series of Wet Weather, & constantly Eastern Winds, I hope they will get away to day or to morrow the *Alfred* has haul'd off, her guns are on board, she is wooded & Water'd and to day takes her provissions in, hope she will be ready Soon . . .

I am sorry to say weve not been Yet able to purchase Vessells for Cruisers [3]

1. John Bradford Letter Book, vol. 1, LC.
2. For the Continental Navy frigate *Raleigh* at Portsmouth.
3. See Journal of the Continental Congress, March 15, 1777.

Independent Chronicle, Thursday, May 15, 1777

Boston, May 15.

We learn from New-York, that all American prisoners, taken on the

high seas, are confined on board a separate guard-ship in that harbour, in order to be sent to England, to be tried as pirates, agreeable to an act of parliament for that purpose, which passed the royal tyrant of Britain and his bloody ministry, the 17th of February last.

Deserted from the *Alfred* Ship of War, now in this Harbour, a French Negro, named Francois, by Trade a Barber, and plays well on the Violin: – had on when he went away, a blue French Great Coat, brown Waistcoat and Breeches, and his Hair queued. – Whoever takes up said Negro and returns him on board the above Ship shall receive Four Dollars Reward, and all necessary Charges, by Elisha Hinman.

Boston, May 15, 1777.

Wanted, a Good Coasting Pilot, for the Ship *Alfred* – Such a one may hear of Encouragement, by applying to

Elisha Hinman.

CAPTAIN CORNELIUS WHITE TO T. J. & W. COCHRAN, HALIFAX [1]

[Extract]
Copy
Gentlemen New York 15th May 1777.

I now set down to inform You of the whole of my proceedings Since I left Halifax – I have wrote you Several Times but presume you have not recd any of my Letters by your not mentioning of it in your Letter to Capt Beamish, Nothing material happened on my outward bound Passage, but a long time after I went out I had nothing but Southwardly Winds which made my Passage very long, I arrived at Barbadoes in 46 days went on Shore in a Passage Boat, I had not been on Shore more than One hour before it began to blow extremely hard in Such a Manner that frightened the People on Shore, however we recd no other damage but tareing our Sails very badly, I tried the Markets there found I could not do anything that would answer . . . I then saild for the Island of Dominica & arrived Safe, I found the Markets better there, but not quick Sales . . . after a long Time I got clear of the Cargo as you will See by the Accots of Sales sent you, After Some time I got 90 Casks of Rum & 12 of Sugar, Waited for Some time for a Ship which mounted 14 Guns which was bound to New York as it was almost impossible for me to have been out 24 hours alone without being taken, for them Seas are almost alive with privateers, taking every Vessell that passes without Convoy, they have even taken a number of the Passage Boats & Droggers, Capt Beamish & myself & two Liverpool Ships Saild the 27th of December under Convoy of that 14 Gun Ship arrived Safe at St Christophers, on the passage I found the head of my foremast to be very Rotten & weak So that it twisted one Side & the other as I shifted Tacks in a common breeze, I knew it was Weak on the passage out, took all the pains to Secure it at Dominica that could be contrived by Iron Withs & holdings & thought I had made it Secure, on the Passage to St Christophers I found it was not & that it was not possible to make it So, the main mast was rotten before I came into

her but not so bad but I believe it would have Stood the Winter Coast by nursing it, In this Condition I was at St Christophers with the 14 Gun Ship condemn'd to be unloaded & new Sheathed, I did not know how to proceed, Capt Beamish & I concluded to go down to St Eustatia [for] certain Intelligence about the privateers. when we got there we found that the whole sea was almost full to the number of 150 Sail cruizing about those Islands & in our Way as far as Bermudas, we need not to have gone there to have known that they were very plenty for they came in Sight of Basseterre every day almost, one came within 2½ Leagues & took a Guineaman all in sight of the Town & one Night on coming down from Dominica one Son of a bitch run amongst us, but was too Small to attack our Convoy So Sheared off, Beamish & I consulted together & got Some of the first peoples Opinion wether we had better proceed or not, their Opinions were that we had better Stay for a Convoy for it was impossible to get clear without, then we enquired when there would be a Convoy appointed for York we made it pretty certain there would no Convoy go till the middle of April, we were certain that it would never do to Wait So Long as that, We now had no other Alternative left but to Sell both Vessells & Cargos or to go to Sea where we were certain to be taken in a few Hours after Sailing, we not knowing whether the Vessells & Cargoes were insured or not, we put all those Circumstances together & consulted whether it was best to go out & be taken which Should have been the Case most certainly (for one of the Liverpool Ships was taken we have heard) & run the Risque of the Vessells not being insured, Or to Sell them, we concluded it would be most prudent to Sell both Vessells & Cargoes which I hope you Gentlemen will think we have done what you would have thought most prudent had you been in our Circumstances, the Rum Gentlemen I Sold for what it cost exactly, the Sugar I Sold something under the first Cost. The Brig I agreed to have 300 Johannes for but was Obliged to make 20 Johannes abatemt on her on Accot being So very Worm eaten & the Masts bad, finely I was afraid of her being turned on my hands . . .

1. White Collection, N.S. Arch.

NAVAL LIEUTENANTS' PETITION TO THE CONTINENTAL MARINE COMMITTEE [1]

[Philadelphia, May 15, 1777] [2]

The Petition of the Lieutenants of the Navy Humbly Sheweth

That they have for a Considerable time Labour'd under the Small Allowance of twenty Shillings p Week, That When Your honorable Board made that Resolve, Provisions of Every kind was nearly One half Cheaper than they now are & have Been for a Considerable time Past –

That a particular Resolve of Congress Ranks us with Captains in the Land Service, that their Pay is Superior, & their Rations (as the Markets are Now) are Preferable to Our Pay & Subsistance allowed us,

That the Congress have heretofore Laid in Such Stores as Were thought Necessary for Lieutenants, & as we Are Informed there is now Only Ships

Common Provision allowed, We would humbly Request Your Honorable Board would take the Premisses into Consideration, it Being Impossible for us to Support Ourselves & Families much More to Lay in the Smallest Stores for Sea —

That Several of us are Under Sailing Orders & Others will no Doubt Shortly follow. We Should Esteem it as a Particular favor in Your Answering This Our Petition as Soon as may Be Convenient to your Honorable Board —

Lieutenants in the Navy

Luke Matthewman	Joseph Greenway
Robt French	George Batson
William Gamble	Robert Hume
Rt Pomeroy	Robert Martin
John Angus	Joshua Barney

1. Papers CC (Petitions Addressed to Congress, 1775–89), 42, IV, 114–15, NA.
2. The petition is undated, but was read in Congress on May 15, Ford, ed., *JCC*, VII, 361.

Governor Thomas Johnson to the Continental Marine Committee [1]

Gentn In Council Annapolis 15 May 1777.

We inclose you Copies of two Letters from Capt Nicholson and of one from us to him — It would have given us pleasure, more on the Capts Account than our own, if we could have wrote you long ago, that he had frankly made us the Satisfaction we had a Right to expect: but we cannot but see, from his Letters, that he has no very good Will to make Concessions; and that though his Friends as well as the Congress, think his first Letter justly reprehensible, he shows little Sign of a real Concern, for having written it. – Whether Capt Nicholson apologizes for the Affront given or not, is of but little Consequence to us; and as some, and as we believe the Congress, have Expectations from him as an Officer, we waive the point of Satisfaction to us: But as to the Discharge of the people, on which he has avoided to give us the least Satisfaction, not having said one Word on it in his Letters, we hope and expect a peeremptory Order for the Discharge of such as have been impressed, and that it may be done in such Manner, as will give full Assurance to us that the Thing is done We are Gent with very great Respect [&c.]

Th Johnson

1. Papers CC (Maryland and Delaware State Papers, 1775–89), 70, 191, NA. While the letter names no addressee, a copy in the Council Letter Book (1777–1779), Md. Arch., notes "Honble Marine Committee Philada."

Maryland Council to Stephen Steward [1]

Sir. In Council Annapolis 15th May 1777.

The Governor received your Letter of Yesterday last Night and we that of to Day this Moment. Capt [James] Belt has been consulted and he thinks the Xebec had best be rigged in the Manner of a Ship, that too is Lieut Gordon's Opinion, and we are desirous of gratifying them, as they will risk their own Persons in her. Belt says he thinks the Boom and Sail in

the Brig Fashion will be too heavy. We do not know how we shall get Men for the State Vessels already built; they are all now useless for the Want of Men, therefore we cannot think of making a new Call for them, before the old is gratified.

We are every now and then called on for old Sails, for Uses we know very little of, and therefore are unwilling to part from the *Dolphin*'s.

We are &ca

1. Council Letter Book (1777–1779), Md. Arch. Belt had xebec *Johnson*.

Gazette of the State of South-Carolina, THURSDAY, MAY 25 [15], 1777

Charles-Town, May 15. Supplement.

The *Defence* Brigantine of War, belonging to this State, of 4 Six Pounders, and 10 Fours, commanded by Thomas Pickerin, Esq; which sailed on a Cruize from hence the 31st of March last, soon after fell in with and was taken by the Enemy's Frigates, *Roebuck* of 44 Guns, and *Perseus* of 20. The Intelligence comes in a Letter to Congress, from Capt. Pickerin himself, dated on board the *Perseus,* off Cape Henlopen, the 9th of April. – To prevent any of our Vessels being decoyed by the said Brig, should she be employed to cruize this Way, the following Description of her is given, viz. *The Length of her Keel is about 60 Feet; she has a Quarter Deck, no Head; her Sides were painted black, her bottom white; her Stern is remarkably narrow, Sheer very good, and Bow very round; She was full rigged and well fitted, with Crosstie Fittings and Waste-Cloths; she had 16 Ports, which lift up, and were painted a bright red; her Masts were very taunt, especially the Top-gallant Masts, and her Top-gallant Sails and Royals very square; the Tauntness of her Masts, and the Main-mast being stept far aft, makes her appear rather short; and the best of her Sailing is large — she sails but indifferently upon a Wind, and worst close-hawl.*

MARQUIS DE BOUILLÉ, GOVERNOR OF MARTINIQUE, TO VICE ADMIRAL JAMES YOUNG [1]

Sir, at St Pierre Martinique 15 May 1777.

I have the honor to inform Your Excellency of my arrival at Martinique to assume command and to present Mons. de Kersaint, commanding one of the King's Corvettes, who will deliver my letter to you. I also present Mons. de Collimes, captain in the corps of engineers and my aide-de-camp, who will present my compliments to you and bear witness of my desire to maintain my confidence and good will with you personally and also between the French nation and the English nation which have been disturbed by minor unfriendly acts on the part of your warships and privateers which take our ships daily under the pretext that they are loaded with American goods; this is contrary to the law of nations and in violation of treaties existing between our two courts, & must necessarily lead to a break in relations, if you do not give the necessary orders, and restrain the greed of your privateer owners.

I am aware that the English nation has lodged complaints about several

matters which seemed to involve a certain unfriendliness on the part of France; the first one concerns warlike preparations which are presumed to have been made in the ports of this colony, either to aid those whom you call "the Rebels", or to support them in their hostility toward their sovereign; the second is the permission or tolerance accorded to these same rebels to sell their prizes which they make every day; the third concerns the connections which French commerce maintains with them, & the recognition that it seems to give to their independence by receiving them similarly in our ports.

Knowing the intentions of my court on this subject, I gave orders as soon as I arrived in this colony, forbidding any Frenchman to embark on any foreign ship, under any pretext whatsoever, of any nation whatsoever, and that no ship be sent to any destination that might seem to be giving aid to the Americans. I gave orders, at the same time, that no prizes be sold, either those made by the so-called Royalists or by the so-called Rebels, and I repeated, just for this reason, the commerce regulations of France, which forbid the receipt of foreign goods in the ports of its colonies, admitting only those of the English nation; and not knowing your affairs and domestic troubles I have forbidden any flag to be recognized other than those recognized by all nations.

However, since smugglers of contraband goods, whether English, American or whatever nationality, are daily escaping our guard, I can only be responsible up to a certain point for merchandise and goods which are brought into this colony, whether by the English colonists of New England, by those from Europe, or by the inhabitants of your colonies; and since, as I have had the honor to tell you, I recognize neither Royalists nor Rebels nor Americans, I must permit entry, without distinction, to all those who take refuge here, & also allow them to buy all the merchandise and munitions which the laws of the Kingdom permit to be Exported from our colonies and which must be for the good of all nations.

These are the principles, very clearly, which govern my actions and which strictly conform to the Laws of nations and the laws of the Kingdom.

But I can see no valid reason you can give for your warships seizing our ships bound for the Islands of Miquelon & St. Pierre where we have French settlements, the Court of London having no Rights recognized by other nations, to make laws prohibiting commerce with other maritime powers. Nevertheless our ships are stopped daily and are confiscated by your Admiralty Courts & the Crews are treated with unspeakable cruelty.

I do not at all understand either what right you have to make seizures of our ships which are engaged in coastwise trade between our Islands; nevertheless the snow *le Nancy* of Bordeaux, loaded with lumber and Coffee, was stopped as she was leaving Trinité in Martinique, for Point à Pitre in Guadeloupe, and was taken to Dominica the 23rd of April last. Some Ships loaded with lumber and timber from Mississippi were seized by your privateers under the pretext that the cargo was American; others were taken coming from Cayenne bound for Martinique. I am sending to Your

Excellency the details of these illegal captures which I protest as contrary to treaties.

I know of no laws, which authorize warships of His Britanic Majesty, to come right into Ports of French colonies and take away French ships, a most marked hostile act. The English frigate the *Hind* seized on the 26th of last April, off the Grand Cul de Sac of St. Lucia, the vessel *l'Amitié,* loaded with cod, salmon, biscuit, staves and cocoa for that colony, and fired upon the King's territory. I ask your Excellency by what treaties such acts are authorized.

As for the principle which you seem to have adopted of confiscating ships loaded with goods from the colonies of North America, purchased from the Rebels by Frenchmen & loaded in our ships, it is important to Know whether the court of France is in agreement with the court of London on this point. I shall send to my government a report on the question and await a reply. I will also include an account of all the complaints and claims which I am making in this Letter, & I venture the hope that the court of London will give me complete satisfaction. In this way it will maintain the good relations which should exist between the two powers. I desire in all sincerity, and hope to have occasion to express it to your Excellency, the high esteem and great respect with which I have the honor to be, Sir [&c.]

Mis de Bouille

[Enclosure]

French Vessels taken by English Privateers

The ship *le Fier,* of about 350 tons, belonging to Mr Sargenton, Captain Larrieu, bound for Bordeaux, while passing by Miquelon, captured by the privateer *Ridde,* about 15 leagues from Martinique, and carried to St Christopher on April 16th 1777. –

The snow *le Nancy,* of about 45 tons, belonging to Mr Menoire Sr, of Bordeaux, Captain Montégut, bound from Trinité on the Island of Martinique for Bordeaux, while passing by Guadeloupe, stopped by the English frigate *Castor,* on April 23rd 1777, & was carried to Roseau on the Island of Dominica. –

The vessel *l'Amitié,* of about 40 tons, belonging to Mr Sollies of Martinique, Captain Michel Spau, having departed on April 24th on a voyage around the Island of St Lucia, seized by the English frigate the *Favorite,* on April 26th, 1777, off the Grand Cul de Sac of St Lucia where it was anchored, and carried to Antigua. –

The vessel *l'Oiseau,* belonging to the French Guiana Company of Paris, Captain Charpentier, bound from Cayenne for Martinique, stopped off Dominica on May 10th 1777. –

The vessel *le St Antoine,* belonging to Messrs Sargenton and Martin, Captain André LaSalle, bound for Louisiana, seized by an English privateer on April 11th 1777, and carried to the Island of Tortola. –

[Endorsed] No 1. In the Admirals Letter No 2. dated 12 June 1777

1: PRO, Admiralty 1/310.

16 May

Minutes of the Massachusetts Board of War [1]

Board of War

Boston 16 May 1777

Voted That Colo [Jonathan] Glover engage Colo Orne's Schooner or any other suitable for the Spy Boat & dispatch her immediately to Sea —

[P. M.]

Order'd That Mr [Ellis] Gray deliver Colo Glover Two Spy Glasses for the Spy Vessels —

Order'd The Comy deliver Colo Glover one small piece Oznabrigs two doz Jibb Racks six Water pails two Coils small Ratling & one Barrel Flour for the Spy Boats —

Resolv'd That the Ship *John* be call'd the *Adams* — [2]

1. Mass. Arch., vol. 148, 321, 323.
2. Prize of Massachusetts Navy brig *Tyrannicide*.

William Warner to his Parents [1]

Honoured Parents Dartmouth May 16. 1777

these may inform you I have this moment arived in the good Ship *Ceasar,* a Prize by us taken about three hundred tons loaded chiefly with dry goods immagind to be worth over a hundred thousand pounds Lawfull. we took her close in with Barbadoes. I have had thirty five Days passage & have met with violent gales of Wind, but receivd no Damage. I first got into Nantucket, which I left Yesterday, and last monday I came very near loosing the Ship, it blowing very heavy a large Sea & a wild roadstage [roadstead]. I parted my best bower Cable & lost my best Anchor. & rid it out by my small Cable thank god. it oblidge me to strike every Yard & top-mast on deck & ride a hull, I have not time to enlarge, so conclude acquainting you I am well but almost wore out. these come by Capt Phillips, who is likewise Just arived & has lost his mast in one of the gales I was in my love to all our family & friends. I shall come home as soon as I discharge the Ships Cargo. I am dear Sir your loving Son

Wm Warner

Please excuse my bad writing my hands being very stif & fingers sore —

Capt Oliver R. Warner

In Middletown Connecticut

1. Benjamin Page Papers, 1777–1809, ChHS. Warner was a prize master from the Connecticut privateer brig *Fanny*, Captain Azariah Whittlesey.

Major General Joseph Spencer to Governor Jonathan Trumbull [1]

Hond Sir Providence 16th May 1777 — 4 oClk P.M.

By a Deserter from the Enemy last Evening, and now arrived, it appears that the Troops arrived at New Port this Week in the Transports were only the Granadeers and Infantry belonging to two of the Regiments which are to remain on Rhode Island; and that tomorrow Morning two and an half

Regiments of Hessians, and one British Regiment (the 63d) are to Embark for New York (or some where else) – this he says was ordered (publickly) on Wednesday so far as to prepare, and be in Readiness to Embark.
By this, and other Intelligence recd Yesterday Morning, I am rather inclined to suppose that their Destination is to the Westward; and think it of Importance, that you be immediately advised of the Matter, that the necessary Cautions may be given to the People on the Shores of Connecticut. – I am Sir [&c.]

Jo^s Spencer

1. Jonathan Trumbull Papers, vol. 6, 109a, ConnSL.

GOVERNOR NICHOLAS COOKE TO MAJOR JAMES TEW [1]

Sir Providence, May 16. 1777.

You being intrusted with the Care of a Cartel, to go to Newport, are to proceed there assoon as possible. You will deliver to the Order of Sir Peter Parker the two Midshipmen and Seamen put on Board the Cartel, taking a Receipt for them.

You will receive such Prisoners as Sir Peter shall send on Board your Vessel, and such Women and Children as Lord Percy shall permit to come off.[2]

You are to take Care to preserve the Character of the Flag, by avoiding every Act inconsistent with the constant Usage in such Cases, and the strictest Honour. I am Sir [&c.]
Majr James Tew

1. Letters from the Governor, vol. 2, R. I. Arch.
2. By this cartel Governor Cooke had written the same day to Major General Richard Prescott stating: "Application having been made to me by many Persons for Leave for their Friends at Rhode Island to come off, I inclose you a List of their Names, and as I have given Permission to every Lady who hath applied to me for Leave to go to Rhode Island, I have no Doubt of your permitting them to come," Letters from the Governor, vol. 2, R. I. Arch.

GOVERNOR JONATHAN TRUMBULL TO CAPTAIN SETH HARDING [1]

Sir Hartford 16th May 1777

Inclosed is a Copy of a Letter recd after 9 O'clo – In this Evening – You'l Observe the Contents – and Communicate the Same – and The Commander of the Forces at New-London is hereby Ordered to Afford you every necessary Assistance and Aid in his Power – And you are Ordered to proceed up Sound, to intercept the Ship and Sloop mentioned, and Observe the Signals inclosed from Capt [David] Hawley – you are directed to Attempt This Enterprise – using your prudence therein; not doubting your Vigilance and Exertions On this Occasion; – You are best Acquainted with The Frigates which May lye Off, and near Eno' to afford protection to the Ship and Sloop – and Therefore it is left to You to Judge what is prudent in the Case –

If Capt [Robert] Niles is at New London, he is Ordered to go for your Assistance – And if Any other Armed Vessels are in the Harbour You

may give them an Invitation to the Service – And Capt Palmer at Stonington may be advised of this Opportunity – If the Old Brig *Defence* is in any Condition to do Service on this Occasion she also may be Employed – Let no Time be lost, And have only to Add my best Wishes for Your Success – and Am, with Esteem [&c.]

Jon^th^ Trumbull

Capt Seth Harding –
in His Absence To Capt Jno Deshon

1. Seth Harding Papers, 1776–1785, MHA.

Brigadier General Alexander McDougall to the Continental Marine Committee [1]

Gentlemen Head Quarters Pe[e]ks Kill May 16th 1777

I wrote his Excellency the General early in the Spring, on the Necessity of fitting and arming the two Gallies; and suggested to him the propriety of appointing a Person to superintend their Equipment as well as to forward a Sum of money to defray it.

His Answer was, that he could not think of splitting the Regiments to man them; and directed me to apply to the Convention of this State, to undertake that Matter under your Direction.

I imagine extreme Hurry of Business prevented the General from that Attention to the Points I mentioned, which otherwise he would have given them.

In Pursuance of his Orders I wrote repeatedly to the [New York] Convention, and press'd the immediate Arming of those Vessels; but their time was so ingrossed with forming a Constitution, and the Enemies of the Country, that they could spare no time to attend to it. In the mean time, I have ordered them to be hove down, which has been done. But we want the Terms on which the Officers and men are to be engaged; and some money to encourage the inlistment.

Capt Cook who is the Bearer of this Commanded one of them (the *Lady Washington*) last Campaign; and has return'd some week's ago, to continue in the Command. From my Knowledge of his Conduct, he behaved the best of any, who had the Charge of the Gallies in this State, for which he merits your Attention.

The other Galley called the *Shark,* has no master, I have had Captain Wynant Leaycraft in my Eye to command her. He is a man well qualifyed, commanded a large Privateer out of New York the last Warr, and is a very zealous friend to our common Cause. I wish therefore to have him appointed to command her. I have no doubt of his being able and willing to serve the Country

The Inhabitants bordering on the River are continually insulted by one Galley, which the Enemy took from us; and carry away many of them, and fresh Stock to the Enemy. Besides the Enemy I fear, will be able to pass the Chain laid across the River, at Fort Montgomery, in the Night, unless some

armed Vessels are anchored to the Northward of the Chain to prevent it. For these Reasons, I intreat you to give all the Assistance in your Power, to the Speedy Arming those Vessels; the Season is far advanced, the Campaign must soon open; and it's farr from being improbable, but the Enemy may direct their Movement up this River; if they do, the want of the use of those Gallies, may be extremely injurious to our bleeding Country. Time will only permit me to add, that I am with great Truth and Regard Gentlemen [&c.]

To the Continental Navy Board of War } Alex^r McDougall B General.

1. Papers CC (Letters from General Officers, 1775–89), 161, 83–85, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN HOYSTEED HACKER [1]

Sir [Philadelphia] May 16th 1777

As we have now appointed you commander of the Ship *Columbus,* you are to repair without delay to Providence Rhode Island and there put on board said Vessel Provisions for a four months Cruize, useing every endeavour to get fitted and manned with dispatch. When ready for the sea you are to proceed out against the enemies transport ships coming to reinforce or supply their Army at New York, and take burn sink or destroy as many of their Vessels of every kind as you possibly can. You will employ your Vessel in this manner until the 10th day of July next, when you are to breake open the sealed Instructions enclosed herein and follow the orders there laid down for you.

Those Instructions will direct your attention to an object of great importance the execution of which we have much at heart and on your part we expect that every thing in your power will be done to accomplish it. Should any misfortune happen to you be sure to destroy those Instructions keeping them ready slung with a weight to sink them should there be Occasion so to do.

We wish to see strict discipline supported in our navy & the seamen well treated – great care to be taken of the Ships their Materials and Stores, and Prisoners are to be treated with humanity therefore recommend that you attend carefully to these points, as well as to keep us constantly advised of your proceedings.

Your exertions for the Public benefit will always command our esteem and freindship and we doubt not you will be very dillegent in the service of your Country

We are sir Your very hble servants

1. Marine Committee Letter Book, 91, NA.

CONTINENTAL MARINE COMMITTEE TO DANIEL TILLINGHAST [1]

Daniel Tillinghast Esqr [Philadelphia] May 16th 1777.

Sir

Enclosed herein we send forward to you some blank warrants which are to be filled up with the names of suitable men for Petty officers on board the

Ship *Columbus,* therefore we request that you will join with Captain Hacker to have good men appointed and transmit us a list of their names.

We have ordered the *Columbus* out on A Cruize and request you will lend Captain Hacker every assistance in your power to get her to sea as soon as possible. –

We are sir Your very hble servants

1. Marine Committee Letter Book, 92, NA.

PENNSYLVANIA NAVY BOARD TO COMMODORE JOHN HAZELWOOD [1]

[Extract]

State Navy Board

Sir – [Philadelphia] May 16th 1777

We request that you will with all expedition proceed down the River with the fleet under your Command to such distance as you shall think prudent, and if the Enemy shou'd come up so high as you think they may be Attack'd we desire it may be done. Leaving the management to your prudence we heartily wish you success.

We sent off yesterday Michael Dawson to Derby Creek, and this Morning Matthew Strong and William Ross to take Charge of the fire Vessels at the Island. . . .

1. Navy Board Minute Book, Pa. Arch.

JOSEPH HEWES TO GOVERNOR RICHARD CASWELL [1]

Dr Sir Edenton 16th May 1777

There are several persons now here who wish to get Commissions for armed vessels that they are fitting out. They can get good security here, but, being strangers at New Bern might meet with some difficulty there. They also complain of it as a grievance that they should be obliged to go to New Bern at the expence of ten or fifteen pounds to get Commissions. If your Excellency could send half a dozen Commissions with the instructions to Mr [Michael] Payne, with orders to him to take the proper securities, and fill up the blanks, it would save much trouble and expence to those who want them. How far this may be consistent with the mode of issuing these Commissions, I know not; but, if it can be done, it will much oblige the mercantile interest here. I have not had any late accounts from the Northward; as I have been expected there for some time past, my friends do not write to me. I am with much respect & esteem Dr Sir [&c.]

Joseph Hewes

1. Governors Letter Books, 1.1, Richard Caswell, 81, NCDAH.

LYMAN HALL TO ROGER SHERMAN [1]

[Extract]

Savannah 16 May 1777

When I came here I found an Expedition going on Southwardly, whh

am afraid for want of a few Armd Vessells, will not Effect so much as could be wish'd, however hope it will at Least Answer this good purpose, vizt keep our Enemies of E Florida at Home, & prevent their Repeating their Depredations upon us – I believe already we have lost 3 or 4, perhaps 5 or 6000 Head of Cattle & had our Settlements broke up in all the southern Part of this State. –

1. Autograph Collection of Signers of Declaration of Independence, vol. 2, 325, PML.

17 May

CAPTAIN PHILEMON POWNOLL, R.N., TO VICE ADMIRAL RICHARD LORD HOWE [1]

Copy. *Apollo* off Quebec 17th of May 1777 –

My Lord,

I have the honor of enclosing to your Lordship a Copy of my Orders from my Lords Commissioners of the Admiralty, and of acquainting you, that I arrived here with His Majesty's Ship under my command the 6th Instant, at 5 o'Clock in the morning, having sailed from Plymouth Sound the 2d of April.

Being Senior Captain in the River Saint Lawrence, immediately on my Arrival, I gave orders to Lieutenant Scott of the *Gaspé* Armed Brig to get ready to Sail for Halifax, in order to inform your Lordship as soon as possible of the State & Condition of His Majesty's Ships & Vessels under my command, and to carry General Sir Guy Carleton's Dispatches to General Sir William Howe.

Finding no Orders or Instructions here from your Lordship, since those to Captain Douglas dated the 13th of June last; I began to consider what Steps I should take for carrying on the Service, so as best to answer your Lordships Intention, and I shall be happy, if those I have adopted, meet with your approbation.

On consulting General Carleton, and finding he did not mean to make any fresh requisition for any Men for the Lake Service, the first object that Struck me, was, the great Expence of the Transports remaining here since last year, (of which I have enclosed you a List) I thought I could not employ the *Apollo*'s people to more Advantage, than in getting those down from Sorel, in order to their being Caulked and put into a Condition to depart for England, as soon as their people can be spared from the Lakes, which by the time they are ready, the 200 Supernumeraries ordered out by the Lords of the Admiralty, will replace, and the Service carrying on there, not be interrupted, and by which means, I shall have my people ready, in case I should receive any pressing Orders to leave the River. – I am employing all the Carpenters I can collect, in getting those ready that Wintered at Quebec, some of them will sail with two large Treasury Armed Ships in a few days, by which I shall send General Carleton's and my Dispatches to England.

The General having no Officer to send with them, I thought it highly improper to entrust them to a Master of a Transport, I shall therefore send

Mr Burchell (appointed to Act as Lieutenant of the *Viper* by Sir Charles Douglas, last year) with them, and have given an order to Mr Harrison of the *Garland* (who has passed his Examination) to act in his stead, untill your Lordships pleasure is known. The *Garland, Triton,* and *Viper* have hauled out into the Stream, and do not find they have suffered in the least, by laying on Shore in the Winter.

Captain Lutwidge of the *Triton* (at the Request of General Carleton to Captain Pearson) is gone to carry on the Service of the Lakes; and I have also by the General's desire, sent Lieutenant William Brown of the *Apollo* to assist him.

If I receive no fresh orders or Instructions from your Lordship, as soon as I have got the Transports from Sorel down, and they are in some degree of Forwardness to return to England, (unless the General should make a Requisition of more Seamen for the Lakes, which I have no reason to apprehend, as the Ships here will answer every end of Carrying on the Service) my Intentions are to leave the River and proceed to Halifax for Orders for my future proceedings.

I enclose your Lordship a Report of a Survey on the *Magdalen* Schooner, whose Men I am at present employing in bringing the Ships from Sorel; as soon as that Service is over, I shall cause her to be put in a Condition for the River Service, where She will be very Useful during the Summer. As I found it was of great Benefit to have a Ship up the River last year, I have ordered Captain [Samuel] Graves in the *Viper,* as far up as Trois Rivieres on that Service.

The *Brunswic,* a Schooner taken into the Service last year by Sir Charles Douglas, I have ordered to be discharged, having no occasion for her, and have ordered Mr Longcraft (who was appointed by Captain Douglas to command her,) on the Lake Service, at the Generals request.

I have enclosed Copies of Letters from Captain Lutwidge and Lieutenant Turnbull of the *Triton,* desiring that Richard Kimber Boatswain, and John Hodgkins Serjeant of Marines might be tried by a Court-Martial, the former for Embezzlement, and the latter for Drunkenness, &ca but there not being a Sufficient number of Captains to Constitute a Court, their Request could not be granted.

Some doubt having arose about the nature of the Sea Officers commanding on the Lakes, and receiving Commissions from General Carleton; I am desired by Captain Pearson to transmit for your Lordships Information, authentic Copies of what has passed between him and the General on the Subject; and am to Observe, that the Orders given to Captain [Thomas] Pringle, and the other Officers serving on the Lakes last year by Captain Douglas of the *Isis,* were never known to the General.

I have the honor to be My Lord [&c.]

Phil Pownoll.

[Endorsed] Letter from Captain Pownoll Dated from Quebec 17 May 1777. 2 In Lord Howes Lre No 33.

1. PRO, Admiralty 1/487.

An Account of the State and Condition of His Majesty's Ships and Vessels

Ship or Vessels Name	Captains Name	Whole Complement	Of the Ships Company: Seamen: Complement	Borne	Mustered	Absent: Prisoners Men	Leave	Without Leave	Sick: Lent	Belonging	Barbadoes	Hospital Ships	Marines: Complement	Borne	Musters	Absent	Sick: Belonging	Barbadoes	Officers Names of Quarters	Negroes	Indians	Drums	Private	Short of Compt. Seamen	Marines	Boatswain last Return: Men	Ship	Return of the Squadron
Apollo	Phil. Pownoll	220	220	220	208	2	.	.	2	.	8	.	.	.	.	.	.	.	.	~	.	.	.	.	.	.	.	.	.
Garland	R. Pearson	160	126	126	80	2	.	.	40	.	4	.	34	33	30	.	.	3	Jos. Hagarzeh	.	2	.	30	.	1	.	.	.	.
Triton	Thos. Luttrell	200	161	161	74	2	.	.	83	.	2	.	39	38	33	3	.	2	W. Stennett	1	1	1	34	.	1	.	.	.	.
Viper	Sam. Graves	110	110	110	58	1	.	.	50	2	1	.	.	.	.	.	.	.	~	.	.	.	.	.	.	.	.	.	.
Magdalen Sch.	Lt. Jos. Nunn	30	30	25	24	.	.	.	1	.	.	.	.	.	.	.	.	.	~	.	.	.	.	5	.	.	.	.	.

...ne and on the River St. Lawrence this 17th day of May 1777.

...ommodations belonging to other Ships					Total of the Number of Seamen						Provisions onboard for the Complement at whole Allowance — Days					Weeks										Officers Stores wanting						
Beds	Hammocks	Mattresses	Sick	Invalids or Soldiers	Whole Number Victuals	Seamen	Marines	Officers and Servants	Petty Officers	Ordinary	Landsmen	Bread	Beer	Brandy	Rum	Wine	Beef without Wine	Pork	Peas	Oatmeal	Rice Wheat with Acid	Butter	Cheese	Oil	Vinegar	Water in Tons	Boatswains	Gunners	Carpenters	Absent	Seamen	Condition of the Ship	When last Cleaned
.	.	.	.	.	208	220	.	30	124	50	16	55	.	.	84	.	8	12	12	12	4	2	2	8	12	40	— Dect —			1 Lieut:	Lake Service	Fit for Sea	2 Mar: 1777
1	1	.	.	.	111	126	39	26	52	24	22	7	6	.	40	.	6	6	2	8	.	2	2	.	4	.	— Dect —			—	—	Fitly	4 Apr: 1776
.	.	.	.	1	107	161	38	29	102	30	.	14	6	.	10	.	5	9	7	7	3	3	.	.	3	.	— Dect —		Captain 1 Lieut:	Lake Service	Ditto	23 Sep: 1776
.	.	.	.	.	58	110	.	24	85	3	.	10	4	.	.	.	8	7	4	4	3	2	2	.	.	13	— Dect —			—	—	Ditto	2 May 1776
.	.	.	.	.	25	25	.	3	22	.	.	16	.	.	16	.	2	2	2	2	.	1	1	.	2	.	— Dect —			—	—	Hants Rep:	25 Aug: 1776

A Copy.

J. Pownall.

"A List of the Armed Vessels on Lake Champlain" [1]

Copy.

Vessels Names.	Quality.		Number of Guns mounted and their Size				
			Pd 24	Pd 12	Pd 9	Pd 6	Pd 3
Inflexible	Ship Rigg'd				18		4
Thunderer	Radeaux	Ketch Rigged.	18				
Maria	Schooner	Rigged				16	
Carleton	do	do				14	
Lee	Sloop	do				6	
Royal Convert	Gondola	Sloop Rigged.			8		
Jersey	Do	do			5		
Washington	Brig	do				16	4
New Vessell -	no Name	To be Ship Rigged		to mount 20			

Beside Twenty Eight Gun Boats Mounting (Two of them [a] 24 Pounder each) and the Remainder Twelve six Pounders and Howitzers. -

Phil Pownoll

Apollo off Quebec 17th May 1777 -

1. PRO, Admiralty 1/487.

Captain Seth Harding, Connecticut Navy Ship *Oliver Cromwell*, to Governor Jonathan Trumbull [1]

Sir New London 17th May 1777

Recd your Hon's Express this Day at 10 A Clock Dated 16th Inst, Informing me of a Ship and Sloop Desiering me to goe in pursute of them Likewise to get all the asistance I Can: their is not any armed Vessels hear Capt [Asa] Palmer I understand has gon up Sound [2] ther was a Ship and Sloop pased This morning as I am Informed by the Commander in Cheif hear Likewise their was sum fireing before they was sean at the fort Every Like i[f no]t the Same I am Determened To push to the westward this [nig]ht Coming at the same time Dont Dout if I Com a thot [athwart] them Shall be able to give Your Exclency a good acct of them I have not Let the publick noe of this mater as yet have Desiered the Comanding officer To Let no Bots pase nor Repase this afternoon nor at Night In the Evining Shall give a jenaral invatation for vollentears and Shall Due Every thing in my power according to your Exclencys orders given to me to Execute from Sir your Hons [&c.]

Seth Harding

1. Conn. Arch., 1st Series, IX, 172, ConnSL.
2. Palmer commanded the Connecticut privateer sloop *America*.

Continental Army Generals to General Washington [1]

May it Please Your Excellency Peekskill 17 May 1777

We have examined the Obstructions in the North River, and beg leave to observe that the object is too important to be trusted to its present security. If those obstructions in the River can be rendered effectual, and the Passes into the Highlands be properly guarded, which can be done with about four or five thousand troops, the rest of the Army will be at liberty to operate elsewhere.

To render the obstruction at Fort Montgomery compleat, it will be necessary to have a Boom across the River, and one or two cables, in front of the chain, to break the force of the shipping before they come up to it. The two Continental Ships should be immediately man'd and fixe'd; and the Two Row-Gallies,[2] be stationed just above the obstructions, which will form a front fire equal to what the Enemy can bring against them. The fire from the Ships and Gallies in front, and the Batteries upon the flank, will render it impossible for the Shipping to operate there, – if the obstructions in the River bring them up; which, with the additional strength proposed, we have great reason to expect.

The communication between the Eastern and Western States is so essential to the Continent; & the advantages we shall have over the Enemy by the communication, and the great expence that will be saved in transportation of Stores, by having the Command of the River, warrant every expence to secure an object of such great magnitude. – We are very confident, if the obstructions in the River can be rendered effectual, the Enemy will not attempt to opperate by Land, the passes through the Highlands are so exceeding difficult. We are with the greatest respect and esteem Your Excellency's [&c.]

Nath Greene MG – Ant^y Wayne, BG
Alex^r McDougall, BG Geo Clinton, BG
H Knox, B.G. Artillery

1. Washington Papers, LC.
2. Continental frigates *Montgomery* and *Congress*, and the galleys *Shark* and *Lady Washington*.

Petition of Ezekiel Forman to Governor Thomas Johnson [1]

To his Excellency Thomas Johnson Esqr Governor of the State of Maryland. –

The Petition & Remonstrance of Ezekiel Forman of Chester Town & State afd Humbly Sheweth. –

That a certain James Hawkins Master or Captain of a small Vessel called a Tender, and as your petitioner understands belonging to the Ship *Defence,* now in the Service of this State. – Did on the Night of the 27th. April last past (& as your petitioner verily believes knowingly & designedly) carry off in the afd small Vessel, a number of Indented Servant Men, the property of sundry of the Inhabitants of the County of Kent, from whence as your petitioner understands they were taken by the same Hawkins on

Board the afd Ship *Defence* commanded by Capt Cook & there detained, to the great Damage of your petitioner & others. – Your petitioner having by the Robery afd lost a very valuable Servant man named Robert Cockerton. – And your Petitioner can with confidence assure your Excellency, that others are in the same State with your petitioner – without the least repraration for the flagrant, daring & unprecedented Robery committed by the afd Hawkins on your Petitioners Property, and the Property of other Subjects of this State. –

Your Petitioner therefore Prays, that your Excellency, would interfere in the Premises, & oblige the same James Hawkins, to return your petitioners Servant Robert Cockerton (feloniously taken as afd) to this Town, from whence he was taken, & that he be obliged to deliver him into the possession of your petitioner and also to make good the loss of time, loss of Cloaths, or other losses your petitioner may sustain by the Robery afd – Your petitioners Servant having carried with him a Watch & valuable Cloathing, which the said Servant may loose or dispose of to the Damage of your petitioner. – Or otherwise grant your petitioner relief as your Excellency may think best. – And your petitioner as in duty bound will ever pray &c. –

Chester Town Kent County State of Maryland
May 17 1777

1. Red Book, XXVI, Md. Arch.

Maryland Council to George Wells [1]

Sir. In Council Annapolis 17th May 1777.

Capt Walker [2] requested our Directions to you, as to finishing the upper Works of the Vessel you are now building for the Public, whether we would have it done in the Ship or Galley Fashion; he says he thinks it would not be inconvent to you to delay the Finishing of her 'till the one Capt Walker is in is rigged, if so we should be glad you would delay it 'till an Experiment can be made, by which it may fairly be determined which is best. We cannot procure Men for those already in the Water, so that the Public will not suffer by the Delay. If you cannot, with Convenience delay the finishing, we are inclined to think it best to do it in the Manner of a Ship.

We are &ca

1. Council Letter Book (1777–1779), Md. Arch.
2. Thomas Walker, commander of galley *Baltimore*.

South Carolina Navy Board to Captain Stephen Seymour [1]

Capt Stephen Seymour Sir/ Navy Board 17th May 1777 –

The President and Privy Council having appointed you Capt. of the Brigg *Notre Dame* (in the room of Robert Cochran) the Commissioners of the Navy desire that you will repair on board the said Brigg, and Carry with you all the Officers and Seamen belonging the *Rattle Snake* as the Commissioners have determined that they should be all Turned over from the *Rattle Snake* to serve on board the *Notre Dame* – You'l please Order a return to be made out and Delivered to the Clerk of the Navy Board, by the Different

Officers of all the stores you had on board at the Time you Sailed from George Town for Hispaniola, and a List of all stores that have been Expended on board during the Voyage and what have been delivered to the Commissary, and the Clerk of the Navy Board – Also Indents of all the stores on board the *Notre Dame,* and proper Indents for the stores wanted by the different warrant Officers to fitt her for a Cruize

by Order of the Board
Edward Blake first Commissr –

1. Salley, ed., *South Carolina Navy Board,* 66–67.

Pennsylvania Evening Post, SATURDAY, JULY 19, 1777

Kingston, (Jamaica) May 17. On Friday evening, the ninth instant, came into Port Royal, the sloop *Hornet,* a prize taken by his Majesty's sloop *Porcupine,* commanded by the Honorable Captain [Thomas] Cadogan. She is the first vessel of war out of Philadelphia, under a commission from the Congress, which has been taken and brought into this island. – She is extremely well found and armed, mounts ten carriage guns, besides swivels, and had got on board a valuable cargo of indigo and rice, with which she was going from Carolina to Martinico.

18 May (Sunday)

JOURNAL OF H. M. S. *Scarborough,* CAPTAIN ANDREW BARKLEY [1]

May 1777	Moored in Annapolis [Royal] Harbour
Sunday 18th	Came on board Lt [Edmund] Dod Commander of the *Diligent* arm'd Brig – who informed [u]s that the Brig was beat to pieces upon the Gannet Rock Ledges. – at noon recd on board the Officers & men belonging to the *Diligent.*

1. PRO, Admiralty 51/867.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS [1]

Eagle Off New York
May the 18th 1777.

Sir,

I take the Opportunity by a Merchant Ship returning to Europe, to let You know that the *Augusta* arrived here the 11th Instant; And the *Elephant* Store-Ship (which had put into Halifax to repair the Damages sustained by bad Weather on the passage) two Days after.

I have the Satisfaction to be fully apprised by your Letters of the 4th of March, concerning the Arrangement the Lords Commissioners of the Admiralty have been pleased to make for supplying the Naval Force necessary in the proposed Operations of the ensuing Campaign; Whereon I deem it inexpedient to say more by this precarious Conveyance.

I informed you in my last of the 23d of April, that a Detachment of the Army had been embarked by the General's Appointment, to be landed on

the Coast of Connecticut, for destroying a very considerable Magazine formed by the Rebels at Danbury in that Province.

The Service being critical, and the Navigation intricate, I committed the Conduct of it to Captain [Henry] Duncan: The Captains [Anthony James Pye] Molloy and [Samuel Wittewronge] Clayton commanding the Flat-Boats under his Orders. And I have the pleasure of being able to report that the several parts of the Service were executed with much Skill and Judgment.

The Arrival of the Detachment being unexpected, no Opposition was made to the Landing near Norwalk. When the Troops were formed on their Return to the Shore, preparatory to their Re-embarkation, after the most complete Success in the intended purpose, the Rebels advanced with an apparent Design to charge them. But being thereupon attacked and dispersed the Detachment was taken off without further Interruption.

In the *Success,* Mr Iver McMillan Master, by whom this Letter is forwarded, the several French Officers and others supposed to be of that Rank and named in the enclosed List, are embarked to take their passage to England. They were stopped in different foreign Vessels attempting an Intercourse with the rebellious Colonists. And I have added hereto a Letter received from One of them, with those referred to in it, explanatory of their Motives for coming to this Country.

The Master of the *Success* will deliver these passengers to the Care of the Officer commanding in the first port at which he may arrive in England. But if he should have no such Opportunity to dispose of them before he reaches the port of his Destination, he will give You Notice thereof, and wait to receive their Lordships Directions concerning them. He has been induced also to give passage to twenty seven Invalid Seamen discharged from the Ships of War at this port.

I am, with great Consideration, Sr [&c.]
Howe

[Endorsed] 18 May 1777 Vice Adml Lord Visct Howe R 24 June, by the post (4 Inclosures)

1. PRO, Admiralty 1/487.

"A List of French Officers & others supposed to be of that Rank put on board the *Success,* Merchant Ship Mr Iver McMillan Master to be conveyed to England" [1]

Names	By what Ships taken	Quality
Antoine Roubeau	*Brune*	Has been an Officer in the Legion Corse & appears to be well acquainted with service
Joseph Malhebron	*Brune*	Owner of the Sloop he was taken in has been a Captain in the French

		service says he only came to America on a party of Pleasure
Foresain Salicie	*Brune*	Supposed to be an Officer from the Cloaths found in his Trunks –
Monsieur Brouard	*Brune*	By the drawings &ca found in his possession & by what he says himself, it appears as if he intended to serve the Rebels in the capacity of Engineer.
Monsieur Brousair	*Greyhound*	Captain of a Troop of french Cavalry
Monsieur La Blanche	*Greyhound*	Lieutenant of French Infantry
Monsieur Lauzeaux	*Brune*	A Merchant who has resided in Turkey some years.
Pascal Farbon	*Brune*	Captain of a Vessel
Clement Lazard	taken in the Jerseys	Supposed to be a Captain in the Rebel service

Pieres Cabarrous Blachon	*Brune*	Passengers	
Domonicas Batteaux Josh Magrall Francis Nabob Domonicas Bow Jean Bapts D'Negure	*Daphne*	Goldsmith Clerk Surgeon Servant Seaman	Say they were going to America to follow their Business

1. PRO, Colonial Office, 5/127, 123–24. Enclosed in Lord Howe's letter of May 18, 1777 to Philip Stephens.

JOURNAL OF H. M. S. *Perseus*, CAPTAIN CHARLES PHIPPS [1]

May 1777 Do [At an Anchor in the River Delaware]

Wednesy 14th Light Breezes and Variable

(AM) hove short on the Best Bower and at 10 Weighed and Came to sail in Company with the *Pearl* and *Camilla* at Noon Anchored as did the other Ships being Calm.

Moderate

at 1 (PM) the *Pearl* made the Signal to Weigh. Weighed and came to Sail running up the River

Thursdy 15 at 1 (AM) came to Anchor off Reddy [Reedy] Island in 4 fa water as did the other Ships

at 6 Weighed and Shifted our Births farther up

	employ'd filling Fresh Water, sent the Boats Manned and armed on shore in Company with the *Pearls* and *Camillas* to get Stock at Noon compleated Watering.
Friday 16	Fresh Gales with Showers of Rain AM the Boats returned with 5 Bullocks and one Calf saw on the shore a number of Armed Men at 9 AM Anchored here his Majesty's Ship *Roebuck* and *Hotham* Tender. Moderate and Clear Weather PM the Commodore made the Signal to Weigh, Weighed and came to Sail in Company with the *Roebuck* and Ships as before. at 11 Anchored
Saturday 17	at 5 AM came to Sail running down the River at 10 the Commodore made the Signal to Anchor, Anchored with the Best Br off the Brandy Wine in 6 fathom with the *Roebuck* and *Pearl.* The *Camilla* Sailed down the River. Light Breezes and Cloudy Wear with showers of Rain (PM) came to Anchor here a Brig Tender to the *Roebuck* from the West Indias
Sunday 18	at 9 AM the Commodore made the Signal to Weigh came to sail with the *Roebuck* at Noon Turning down the River between the Brandy Wine and Overfalls. Do Weather

1. PRO, Admiralty 51/688.

19 May

MINUTES OF THE NEW HAMPSHIRE COMMITTEE OF SAFETY [1]

[Exeter] Monday May 19 1777

Resolved that it is the opinnion of this Committee that no Soldier nor Seaman be permitted to Enter on board any Vessel of war belonging to any other State untill our own Quota of men in the Continental armey is compleated, and the *Raleigh* and other Vessels of war belonging to this State is fully mann'd; and the Selectmen & Committee of Safety of the Town of Portsmouth; and the Commander of the *Raleigh* and Captains of the forts are Desired to See this Resolve Carry'd into Execution.

1. New Hampshire Committee of Safety Minutes, N. H. Arch.

CARGOES OF PRIZES, BARK *Lydia* AND SCHOONER *Anna* [1]

Cargo of the Bark *Lydia*
as appear'd by the Cockets
a bale Oznabrigs
a Small do
100 Teirces pork
3 bbs pork –
50 Tons Bread –
81 Teirces Beef –
12 bbs Beef –
600 Ct butter
60 bbs Herrings
40 puncheons Oats
3 Firkins Tallow
13 m feet Deal and packing boards –
60 bbs Salt 400 bushells
7 Cask & 1 Cag wrote Iron
a Case 17 doz felt Hatts
a bale Kendall Cottons & Caps –
a bale Haberdashery
3 boxes mould Candles
3 boxes Soap –
2 Stone bottles Oatmeal
2 Jarrs Lamp Oyl
a box 10 Gross pipes
Loose 6000 bricks
30 Chaldrons Coals –
20 bbs flour
3 ps Sail cloth/loose –

*4 Cask 10d and 20d Nails
1 Cask Cart Tire Nails
1 Cask Hoes, bill hooks &c
1 Cask Axes, hammers and Malls –
1 Cag Gimbletts, all sorts very good – and
12 bundles 9t 72 peices, fine Substantial Waggon Tire Iron
20 bundles 9t 19 dz and 5 Caps
15 Ps Course blue Cloth
11 Ps White do
as pr Sample dld Capt [Robert] Niles
*a bale

[May 19]
Receiv'd out of her. –

a bale 11 Ps Oznabrigs
None other –
100 Teirces Pork
1 barrel Pork
381 bags 1 Teirce & 27 bbs
118 Teirces beef
11 bbs Beef –
42 firkins butter
60 bbs Herrings
40 puncheons Oats
3 firkins Tallow
a large number board
[illegible] in the bark –
none at all
as on the other side*
a Case hatts (small round[)]
as on the other Side*
a small haberdashery
5 boxes Candles –
3 boxes Soap –
None –
None –
a box 10 Gross Short pip[es]
None
only for Ships use
20 bbs flour damag'd
None –
a Large hhd Queens Ware

Cargo of the *Anna* Pr Invoice	Receiv'd from the *Anna*
400 bbs flour –	* 390 bbs flour. –
10 puncheons & 46 bbs bread –	10 puncheons & 45 bbs bread –
40 Cags White lead –	41 Cags White Lead –
40 Cags Spanish brown	40 Cags Spanish brown
40 Cags Yellow Oaker –	38 Cags Yellow Oaker
70 Jarrs Linseed Oyl –	68 Jarrs Linseed Oyl, 2 broke
20 Cags White Lead –	20 Cags White Lead
20 Cags Spanish brown	20 Cags Spanish brown
20 Cags Yellow Oaker –	20 Cags Yellow Oaker
10 puncheon beans –	10 puncheons beans
20 Cags tripe –	20 Cags tripe
10 Jugs Raisons –	9 Jugs Raisons, 1 broke
5 Jugs Gruts –	5 Jugs Gruts –
5 Jugs Splitpease –	5 Jugs Splitpease
20 Jugs Vinegar –	16 Jugs Vinegar, 4 broke
5 Cask beer –	3 Cask beer 2 on bd *Defence*
5 Cask Cyder –	3 Cask Cyder 2 on bd do
5 Cask Ale –	5 Cask Ale. –
20 half Teirces Lime –	20 half Teirces Lime
40 quarter Teirces ditto –	40 Quarter Teirces
2 Mahogony Bureaus –	2 Common Desks –
216 Deals for heading. } onboard	
40 half bundles hoops } onboard	

*The Captain and Mates Accounts did not agree – the Mates was only 390 bbs.

1. Conn. Arch., 1st Series, IX, 108–111, ConnSL. Cargo lists were enclosed in Samuel Elliot's letter to Governor Jonathan Trumbull, dated at Boston May 19, 1777, Conn. Arch., 1st Series, IX, 107a–107c, ConnSL.

Captain Hector McNeill to William Mackay and Jonas Clark Minott [1]

Gentlemen

You being unanimously appointed by the Ships Company of the *Boston* as joint Agents for them to receive any prize which shall be sent in to any of the Ports of the four eastern States of New England by the said Ship – This is to direct and order you in all cases which may hereafter happen how to Conduct yourselves in the Libeling, unloading, and sale of such Prize or Prizes, Namely, as soon as any prize arrives, in this, or the States above Mention'd, you do in our Names and for our behalf – instantly Libell the same, taking care to keep our prize Master with some faithfull Persons constantly on board to attend to the unloading &c of her Cargo. This you may do in concert with the Continental Agent, taking care that himself or some one by him appointed have Sufficient warning from you to attend also – and receive whatever Share of the Goods may be allotted by

Congress for the Continent their Share of the Prize. This division must be made immediately on unloading of all such Articles as can admitt of a division – the Hull of the prize, or any thing else which cannot be divided and Shared before the Sale, may be Sold at publick outcry, the Money as soon as received must be divided you taking care to Secure our parts in the most faithfull Manner – after the dividend made & you have taken our Share of the Prize into your Possession you are then to make the best of it for our advantage and keep proper Accounts of your Transactions – for which we shall allow you a Commission as in such cases is common, you will pay due attention to all such Instructions as we may hereafter send you – I am Gentlemen at the desire & in behalf of myself, the Officers & Men of the Ship *Boston* –

Dated on board the Ship *Boston* H. McN.
[Boston] 19th May 1777

1. Hector McNeill Letter Book, MassHS.

Journal of the Massachusetts Council [1]

[Boston] Monday May 19th 1777 –

Whereas 'tis represented to this Board that there are on Board the Armed Vessels now in the Harbour of Boston several Persons who have inlisted in Col. Shepards Regiment who have received the Bounty granted by Congress & this State Therefore the Commanding Officers of all such Vessels are hereby ordered to permit Capt George Webb to go on Board their respective Vessels & to take from thence any Man that shall evidently appear to have inlisted into his said Regiment as aforesaid –

1. Mass. Arch., vol. 21, 493.

Captain John Manley to Captain Hector McNeill [1]

Capn McNeill –
Sir

I am much oblidged to you for your Information, relative to Prisoners being convey'd on board the Trading Vessells in this Road & shall send an Officer on board to search them immediately, should be glad you would also; The Certificate that I gave Thos Knox the Pilote was to Certify, that he had Piloted the Ship *Hancock* into Nantasket Road & directed it to Honble Thos Cushing Esqr Agent for Ship *Hancock* my Shoulder is much better than it was, the reason you very well know, Mrs Manley with myself Joins in Compliments & hope for a fair Wind soon – Yours –

John Manley

[Nantasket Road] Monday morng
[May 19, 1777]

1. Simon Gratz Autograph Collection, Case 5, Box 28, HSP.

Petition of Samuel Sheffield to Fit Out a Privateer [1]

To the Honble the General Assembly Now setting at South Kingstown in the state of Rhodeisland &c this 19th day of may 1777

Samuel Sheffield of Westerly in the County of Kings County Humbly Sheweth – that he is Desireous (with such others as may Choose to Join him) to Fix Out a small priveteer of about Twenty five Tons Burthen, in Order to Cruize of[f] the narreganset shores and Elsewhere or the State of Connecticut to make Reprezals of all Vessels that belongeth to the Enemies of the United States, as shall be in her power to Controul and thereupon Humbly prays Your Honrs To Grant Your Petitioner a permit (with such others as may see fit To Join Him) To fit out sd Priveteer Under such Directions and Regulations as Your Honrs in Your wisdom Shall think propper – and as in Duty Bound will Ever Pray Your Petitioner –

Samuel Sheffield

[Endorsed] May 21. 1777 To the House of Maggts Gent Resolv'd that the Prayer of the Above Petition be Granted The sd Samuel complying with the Law Noted & passd

P ordr G Lyndon Cler

In the Upper House read the same day and concurred

P Order Daniel Rodman Secy P. Tem.

1. Petitions to the General Assembly, 1775–1777, vol. 16, R. I. Arch.

Advertisement for Deserters from the Continental Navy Ship *Alfred* [1]

Deserted from the Continental Ship *Alfred,* one Perins Chapman, dark complexion, 4 feet 5 & half inches high, suppose him to have gone to New-London or Norwich, as he has a wife at one of those places. He has received a considerable sum of me, and lately inlisted in the continental army in this town, and deserted from them. Whoever will apprehend said Chapman, and return him to the Ship, shall have ten Dollars reward, and all necessary charges paid by me, Elisha Hinman.
Boston, 19th May, 1777.

Deserted from the Continental Ship *Alfred,* Thomas Darby and James Little, and suppose them to have gone to New London, as they have married at that place, Whoever will secure and deliver them on board the ship *Alfred,* shall have a reward of five dollars each, and all necessary charges paid by me, Boston, May 19, 1777. Elisha Hinman.

1. *Connecticut Gazette,* May 30, 1777.

Master's Log of H. M. Brig *Halifax* [1]

May 1777 [At anchor] In Oyster Bay

Saturday 18th [P.M.] weighd & Came to Sail Tendr In Co Sloop for the No
[Sunday] Shore at 10 Came too off Long Neck Pont Sent the Bouts & Tendr Mannd & Arm'd in to Scotch cove to Gain Intilagence at 12 they Return'd & Brought off two Head of Cattle Belonging to the Rebels –

Sunday 19 [Monday] [A.M.] at 4 Fierd two 4 pr shotted at a Party of Rebels armd on the shore at 8 Weigh'd & Came to Sail at Noon Came too In Oyster Bay

1. PRO, Admiralty 52/1775.

New-York Gazette, MONDAY, MAY 19, 1777

New-York, May 19.

The *Sphynx,* on her passage from this port took a large brig loaded with gunpowder and dry goods, intended for the use of the Rebels, and carried her into Halifax.

The *Greyhound* took and sent in another large brig from Bourdeaux, bound for Boston, loaded with gunpowder and dry goods.[1]

On Thursday Morning last, his Majesty's Armed Sloop *Harlem,* Lieut. [John] Knight, came in from Halifax: On his Passage thither he took a Brig from Guadaloupe bound for Piscataqua, loaded with Salt, Gunpowder and Naval Stores; and a Sloop from Dartmouth, in Massachusetts-Bay, for North Carolina, in Ballast, and with some Congress Money on board.[2]

Prizes sent in since our last besides those above mentioned, viz.

Ship *Billey and Mary,* with 464 Hogsheads of Tobacco;

The Brig *Leogan* [*les Graces*], from the French Islands for Virginia, with Wine, Brandy and Molasses;

Sloop *Hetty,* from Charlestown for Philadelphia, with Salt, Molasses, Rum and Rice; all by his Majesty's Ship *Phoenix,* Capt. [Hdye] Parker [Jr.].

Schooner *Industry,* from Annapolis, for the West Indies by his Majesty's Ship *Thames.*

A Sloop from the French Islands for North-Carolina, by the *Brune,* Captain [James] Ferguson, who destroyed several other small Vessels.[3]

A Rebel Brig ventured out a few Days since from New-Haven in Connecticut, and surprized two small Sloops laden with Wood, on the Coast between Huntington and Satacut.

1. *Timoleon,* Joseph Blaid, master, with lead and bale goods, Howe's Prize List, May 22, 1777, *London Gazette,* July 8 to July 12, 1777.
2. *Marquis of Kildare* and sloop *Olive,* N. S. Arch., vol. 499, Vice Admiralty Records, Register of Letters of Agency, book 2, 1776–1781.
3. *La Marie Françoise,* Pascal Ferbon, master, from Cape François, with salt, brandy and rum, Howe's Prize List, May 22, 1777, *London Gazette,* July 8 to July 12, 1777.

Gazette of the State of South-Carolina, MONDAY, MAY 19, 1777

Charles-Town, May 19.

The *Priscilla* a Privateer Scooner belonging to this State, commanded by Captain Fowke, on the Night of the sixteenth ult. unfortunately struck on the Abrollio Bank near Turks Island, and soon went to Pieces. Part of the Crew got into a Canoe, which it is supposed was overset; the rest got upon different Parts of the Wreck; but we hear of none that were saved except two Frenchmen, who were taken off a Piece of the Quarter Deck on the 21st

(from which the Captain, Lieutenant and a Mr. McCarthy were washed the day before) nearly exhausted, by a Bermuda Sloop.

About three Weeks ago, the Ship *Adventure,* Captain Freaser, from Philadelphia, bound for this Port, laden with Hare's Porter, Flour and Bread, was chased ashore by 3 English Frigates, upon a Bank 7 Miles within Cape-May. The People got ashore; but the Men of War's Tenders set Fire to and burnt the Ship and Cargo.

The British Frigates *Phoenix* of 44 Guns, *Liverpool* of 28, and the *Fowey* of 24, were cruizing off the Capes of Virginia about 10 Days ago. The first named had, on the 1st Inst. taken the *Raleigh* Brigantine of War, Capt. Traves of 16 Guns, belonging to the State of Virginia. – The late frequent Captures of Brigantines of 14 to 16 Four and Six Pounders, by Frigates of 28 to 44 Nine and Twelve Pounders, having clearly proved, that such Vessels are not the fittest for the Service of the Continent or the respective States, and only deprive them of the Service of many useful brave Men; it is said to be in Contemplation, to fit no Ships in future mounting less than 26 Nine-Pounders, the Gallies to mount 32-Pounders in the Bow, 18-Pounders to the Stern, and Nines in the Waste.

Yesterday the *Rutledge* Privateer of this Port, commanded by Capt. Jacob Milligan, returned from a Cruize – in which she took, in sight of Carlisle-Bay, on the 4th of March, the Brig *Endeavour,* Thomas Dwyer, Master, from Aferica bound for Barbadoes, formerly mentioned in this Paper, – on the 2d of April, near Dominica, the Brig *Diana,* Heylin Mayberry, Master, from Cork, bound for Dominica, laden with Provisions – both carried into Martinique; – On the 30th of April, close to Sambrero, an uncommissioned Cruizer of Antigua (a Scooner) of 6 Swivel Guns, called the *Royal George,* and commanded by Mathew Moffat; she was in Company with another Antigua Cruizer, a sloop of 8 Guns, commanded by one Grant, which got away; – and on the 3d instant, the Sloop *Nancy,* George Baker Gibbs, Master, from Pensacola bound for Jamaica, laden with Lumber, in which was Passenger, a Mr. Prescott of Jamaica.

Last Tuesday Capt. Milligan fell in with the *Greyhound* British Frigate, which, from the Course she came and steered, he imagines, had been at St. Augustine, and might be going to New-York. He fired three shot at her, and was so near, as to read the Name in her Stern; she was disguised like a Merchantman, but did not offer to chace the Privateer.

We hear that the *Brune* Frigate, when she called at Cape Fear, to water, put 29 American Prisoners ashore; amongst them Capt. Lyme, the Master of a Sloop from and belonging to this State, and the Master of a Scooner from Georgia bound to New-England, both which Vessels they burnt.

Journal of H.M.S. *Winchelsea,* Captain Nathaniel Bateman [1]

May 1777 The French Key NEBN 4 Leagues

Monday 19th at 2 AM TKd, at 4 Several Sail in sight, gave Chace, at 6 TKd, at 10 came up with the Chace, came too, hoisted out the Boats, and sent them onboard the Ships, found them

from Cape Francois, bound to Bourdeaux, but examining of them strictly found one by her laden For America; sent a petty Officer, and 12 Men onboard, and brought the French Captain onboard, of us, and their Men,[2] at 6 PM made Sail, at ½ past saw several Sail in sight, gave chace, Fired a shot and brought too the chace, found she was from Cape Francois, bound to Bourdeaux, at 8 Fired a gun & brought too a Sloop from Cape Francois, bound to South Carolina, sent a petty Officer, and three men onboard,[3] at 12 fired a Gun, brought too a Ship from Cape Francois, bound to Bourdeaux.

1. PRO, Admiralty 51/1067.
2. Ship *Lamulant* with a cargo of "dry goods &c," Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.
3. Sloop *James* with a cargo of salt, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

Journal of H.M. Sloop *Beaver*, Captain James Jones [1]

May 1777 Turning to Windward between St Vincents and St Lucia with a Strong Current Setting to the NW

Saturday 17 at 3 PM saw a Schooner which we Supposed to be the *Rattle Snake* an American Privateer made sail St Lucia Sugar Loaves SBE 2 Leagues and a half

Sunday 18 at 6 AM Saw our Chase under the land of St Lucia at Noon Sugar loaves St Lucia SE –

Monday 19 at 6 AM saw a Ship and Schooner to Windward, fired a Shot to bring her too she bore down on us and fired a Broadside on hoisting American Colours which we returned & Continued a smart Engagement for 3 Quarters of an hour about 2 Miles from the Sugar loaf St Lucia N Et she struck found it to be the *Oliver Cromwell* Privateer from Philidelphia sent our Boat on board with the Lieutenant and mate and at Noon received the Captain & Officers on board she had 13 Men killed & 20 Wounded on our side only 3 Wounded and mounted 12 Nine Pounders Six Sixes and Six Fours besides Cohorns & Swivels with Plenty of Small Arms & Stores of all sorts. at 12 Repaired her Rigging and made sail –

1. PRO, Admiralty 51/93.

William Bingham to the American Commissioners in France [1]

[Extract]

St Pierre Mque May 19th 1777

. . . The Subject which I alluded to in my last, is in regard to the Sale of our Produce, which the French Merchants at present absolutely refuse to purchase for the European Market; as many of their Vessels have been already visited, & American Produce which has been found therein, taken

out & confiscated. This is a Matter of a very alarming Nature, Strikes deep at the Root of our Commerce with the West Indies, & indeed will effectually put a Stop to it. I am considerably in Debt here on Account of the Congress, & have no other method of paying, but by the Sale of Produce which is remitted me, if this should fail, I shall find myself in a critical Situation.

Surely, the French Nation will not put up with Such a wanton Exertion of Authority which the English assume to themselves; Surely, they will not permit so gross an Insult to be offered to their Flag, without resenting it. Besides, it is as unjust, as arrogant, to confiscate the Goods belonging to the French Merchants, because they are the Produce of America, & purchased of those whom they call Rebels; for having once paid a valuable Consideration for them, they effectually become the Property of the Possessor; However as these Matters are adjusted rather by the Law of Force, than of Reason, I cannot but think that the Complaints of the French Merchants, who exclaim loudly against these Proceedings, will be duly attended to by Government; especially, in the present Situation of Affairs.

There have been no late Arrivals from America. The inclosed Paper will inform you of the latest News received from thence. I have the honor to be with unfeigned Regard &ca

1. Silas Deane Papers, ConnHS.

20 May

CAPTAIN SKEFFINGTON LUTWIDGE, R.N., TO CAPTAIN PHILEMON POWNOLL, R.N.[1]

My dear friend Point au fer 20th May 1777

I am not favour'd with your Letter of the 12th till to day, & have the satisfaction of receiving at the same time a very polite Letter from Genl Burgoyne who is pleased to express great pleasure in my nomination to the Naval Department – The command I am intrusted with is as you say heterogenous, neither is the footing it is put upon of much consequence, being only temporary – whether last Year's Orders were pocketed intentionally or not I don't know, but I doubt much whether Capt Douglas or any one of the fleet knew that the Articles of War are by a subsequent Act, extended to the Lakes in No America – supposing it to respect Discipline only, the King's Troops serving in the Fleet are subjected thereby to a naval Court Martial – a thousand difficulties might be started where the two Corps are disposed to wrangle, & I was ever of opinion that it was the best way mutually to assist each other, and avoid Punctilios with regard to my going farther than Ticonderago, as you desire my Sentiments upon the Subject, I must freely tell you I never had an Idea of the kind, excepting that after the taking of that place, it shou'd be necessary immediately to transport the Gun Boats &c to get possession of Lake George – in that case I shou'd consider this attempt as a part of the same service – as to my remaining to command upon the Lakes, I never thought of it, neither shou'd I have offer'd my Services but upon a supposition something wou'd be done before

the Vessels from England arrived – [George] Turnbull's not coming up, is rather a disappointment, not only from the want I shou'd have of him, but also from my hopes that it might have been of service to him – his attendance at the Court Martial I was aware of, & possibly he may yet be up in time, for embarkations are tedious – by the last Accounts we have, there are not now 2000 Men at Ti, and the whole Country in the greatest confusion – if the Fleet was up at Crown Point I really believe a very considerable number of friends wou'd flock in, for it is with great difficulty that the Rebels are collected together –

I do not see any necessity for waiting to caulk Batteaux &c &c &c there is Tonnage more than sufficient for carrying them all up to Crown Point in a Week – every thing wanted except Provision Vessels is built, and if they were all finished, they have not a sufficient Quantity to put in them –

You alarm me much by Saying you have thoughts of leaving the River – I hope not before we meet, tho' I really almost despair of seeing you this Summer; I shou'd like to see the *Apollo* also, but that is impossible – The *Inflexible* is a better kind of Vessel than one cou'd expect, & the New Ship is really a very fine one – she may be ready in a Week; but for what use I can't guess –

I am laying here with a Pendant as broad as a TopGallt sail, and living upon fish & Pigeons – Service reconciles every thing – I have never yet sent you a public Letter, neither can I, unless you will point out a Subject – you will of course inform my Lord Howe & the Admty also of my situation, & motives for accepting a temporary Command upon the Lakes – if you think it proper, I beg you will take the trouble of sending a Copy of a Letter from me to you on the subject, but it appears to me unnecessary – I know the Commdr of the *Proteus* well & wish he was safe arrived for many reasons – [2] I can't tell you what makes Mrs. J. melancholy, therefore don't know how to prescribe – at midnight she is always in Spirits & I fear you leave her too early – my Compts to her, Madame Murrus, & the good Ladies you brought back from England, – Young Brown shall be taken care of when he comes – we have a number of Mids, but I think a want of Sea Lieuts Schanks [John Schank] has much to do where he is, & has infinite merit –

I am sending Cruizers up the Lake to day & have other Letters to write, therefore shall conclude myself my good friend ever most faithfully Your's

Skeffn Lutwidge

1. Sir Henry Clinton Papers, CL.
2. Hugh Robinson, H. M. S. *Proteus*, but she was sent to Jamaica not the St. Lawrence, PRO, Admiralty 8/53 (September 1, 1777).

MINUTES OF THE MASSACHUSETTS BOARD OF WAR [1]

Board of War

Boston 20 May 1777

Order'd That John Scollay Esq deliver John Bradford Esq seven hundred & Eight Gallons N England Rum for Ship *Alfred*

1. Mass. Arch., vol. 148, 326, 327.

Hearing and Decision in the Appeal from the Trial and Verdict in the Case of the Prize *Countess of Eglinton* [1]

State of Massachusetts Bay
Plymouth ss.

At the Superior Court of Judicature Court of Assize and General Goal Delivery begun & held at Plymouth within and for the County of Plymouth on the third Tuesday of May (being the 20th day of said Month) Anno Domini 1777. –

Isaac Jones for himself & others Claimants Appellants vs Adam Babcock Libellant Appellee from the Judgment & Decree of a Maritime Court held at Plymouth for the Counties of Plymouth Bristol, Barnstable Nantuckett & Dukes County by the Honble Nathan Cushing Esqr Judge of said Court on the 14th [*sic* 17th] day of January A.D. Seventeen hundred and Seventy Seven when and where the said Isaac Jones & others Appellants were Claimants of the Brigantine Call'd the *Countess of Eglinton* &c and the Appellee was Libellant of the Same in behalf of William Dennis & others as is at large Set forth in the Decree of the Same Court, here on file at which Said Maritime Court Judgment was rendered that the said Brigantine call'd the *Countess of Eglinton* with her tackle, apparrel and furniture & the goods Wares, and Merchandize found on board her at the time of her Capture aforesaid be condemned as Prize & Sold at Public Vendue, and that the Money thence arising (after deducting the Charges of tryal & Condemnation as also the Wages of Such Seamen & Mariners as were taken on board said Brigantine to this Day) be deliver'd to the Captors of said Brigantine their Agents or Attorneys, for the Use & benefit of the Captors and others concern'd therein – from which Decree the Claimants appeal'd to this Court and now the Partys appear and the Case after a full hearing was committed to a Jury Sworn according to Law to Try the Same, who return'd their Verdict therein upon Oath, that is to Say, they find that the Brigantine *Countess of Eglinton* at the time of her Capture was a Merchant Vessel, and that she together with her Cargo & appurtenances then were the Property of Some of the Subjects of the King of Great Britain (other than the Inhabitants of Bermuda's & New Providence or Bahama Islands) and that She was Jointly Captured by William Dennis Commander of the Armed Sloop *America* his Marines & Mariner[s] on board the Same Sloop, & Isaac Jones commander of the Armed Sloop *Retaliation* his Marines and Mariners on board the Same Sloop, And the Jury thereupon find & determine that Six Seventh parts of said Brigantine her Cargo & Appurtenances shall be to the Use of the Libellants and the remaining Seventh part to the Use of the Claimants;
It is therefore Considered by the Court that the said Brigantine *Countess of Eglinton* her Cargo and Appurtenances be and hereby are Condemned and that Six Seventh parts thereof, shall be to the Use of the Libellants and the remaining Seventh part to the Use of the Claimants.

The said Isaac Jones for himself and others Claimants claimed an Ap-

peal from this Judgment to the Congress of the United States of America but it was not granted – [2]

A True Copy from Record

Attestn Chas Cushing, Cler

[Endorsed by Cushing on verso] This Case Contains Twenty Seven Papers

1. Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture, No. 9, *Countess of Eglinton*, NA.
2. Despite refusal by the Superior Court of Judicature of Massachusetts, the case was appealed to Congress in the form of a memorial from Isaac Jones; Journal of the Continental Congress, August 2, 1777, Ford, ed., *JCC*, VIII, 598–99. Mass. Court reversed in 1783.

NATHANIEL SHAW, JR. TO JOHN BRADFORD [1]

[Extract]

New London May 20th 1777

. . . I am fitting out a Brigg hear on accott of the Contint by order of the Mareane Committe for Capt [Samuel] Chew and want a Quantity of Cordage, [2] should be Glad you would let me know by the Return of the Post if it Can be purchas'd In Boston, shall also want sum Four pound Cannon – I was att Bedford a few days past and see a Number their that came out of the Ship *Mellish* – can I have them pray let me know – I am Sir [&c.]

Nath[l] Shaw Jun[r] Cont Agt

1. John Bradford Letter Book, vol. 1, LC.
2. Continental brigantine *Resistance*.

COLONEL JOHN BROOME TO ABRAHAM TEN BROECK [1]

Sir – Hartford, May 20, 1777.

Capt. [William] Rogers and his crew are so very urgent to receive their proportion of prize money and wages, due on their former cruises, that I have thought it best for the captain to wait on Convention in person, in order that the terms he entered into our service upon may be ascertained to the satisfaction of both parties, which agreement I understand was only a verbal one. Should Mr. Lewis not be returned to Convention, you will please to advance to Capt. Rogers whatever sum may be necessary for the purposes mentioned in my letter under date of 5th instant, upon receipt of which I shall be careful to enter upon a settlement with them. I have consulted Govr. Trumbull respecting the *Montgomery*. He was so polite as to offer me the use of any port within this State for the purposes of rendering her safer and fitting her out, but declines permitting my receiving any hands on board belonging to this State; I must therefore endeavour to man her with refugees from our State. The reason of this prohibition is, that no obstruction be given to completing their quota of the Continental army. I should be glad to know, by Capt Rogers, whether it is agreeable to you that I should engage him for a future cruise, on the terms he exacts. I am, with much esteem, sir [&c.]

Jno. Broome.

To the Honourable Abraham Ten Broeck, Esq.
President of the Convention of the State of New-York.

1. *New York Provincial Congress*, II, 446.

Journal of the Connecticut Council of Safety [1]

Hartford, May 20th, 1777.

Voted, That the commander in chief at the forts at N. London and Groton be and he is hereby directed to employ two whaleboats properly manned to ply in the harbour and sound near New London and the adjacent coasts, especially in the night season and thick weather, to observe the motions of the enemy in the Sound and on Long Island &c., as he shall judge necessary and convenient from time to time and at the present time, and to give notice of the same, to prevent a surprize at those posts.

1. Hoadly, ed., *Connecticut State Records*, I, 315.

Advertisement for a Deserter from Pennsylvania Armed Schooner *Delaware* [1]

Philadelphia, May 20, 1777.

Deserted the 18th instant, from the armed schooner *Delaware,* commanded by Richard Eyres, Esq; now lying at Chester, Thomas Rawlins, an Englishman, about thirty-five years of age, slender made, fair complexion, and black curly hair. He had on, when he went away, an old hat, an English soldier's old coat faced with blue, old trousers, and old shoes with metal buckles. Whoever takes up said deserter, and sends him on board the *Chatham* armed boat, commanded by George Garland, Esq; shall have Eight Dollars reward, and reasonable charges.

Lawrence Larson.

1. *Pennsylvania Evening Post*, May 22, 1777.

Journal of H.M.S. *Winchelsea,* Captain Nathaniel Bateman [1]

May 1777 Cape Nichola SBW 8 or 9 Leagues

Tuesday 20th at 3 AM spoke with two large French Ships from Port au Prince, bound to Bourdeaux; at day break saw two Sail to Windward, who made Signals to each other, and bore down on us, hauled our wind, and as we neared them they Appeared to be armed Briggs, the Southermost of them answered the description of an American privateer, we had Intelligence of, we stood for her and fire'd a Shot accross her, when she was in Reach to bring her too, She hoisted some Colours which being behind her Mainsail, not spreading out we could never desern what they were, on our firing another Shot she hauled down her Colours and began to make what sail she could, let the Reefs out of her Topsails, and took the Tampeons out of her Guns, as we came along side her Observed She was prepared for Action; shortened Sail and ordered her to do the same, & bring too, instead of complying, she shot ahead, attempting to cross our forefoot, and get close under our weather bow, which oblidged us to put the helm hard aweather to clear her, this brought her on our weather

quarter, She then bore away under our Stern, made more sail, and keep't pointing her guns, with other Manuvers, which Indicated a design to Rake us, and attempt to escape, or to attack our Prize, which was then on our lee quarter, at this time the other Brigg which had carried Spanish colours, had hauled them down, and brought too at some distance to windward of us, when we fired the second Shot at the nearest suddenly made all the sail she could, and haulled her wind on our weather bow, as they had Corresponded by Signals, & acted in concert; the Spanish Colours which had been carried by one of them appeared only as a deception, and their attempting to escape by different Routs confirmed that oppinion, therefore fire'd at them both till they short[e]ned sail, and brought too, sent the Boat onboard & found the first had no Commission onboard, altho the Spanish Commander said he was a Spanish Guard de Coast, sent for the Commander of the second, who brought & produced a Commission as a Lieut. in the King of Spains Service, with his orders as a Spanish Guard de Coast; said also the other was his Commandg Officer, finding they had sustained a little damage from our Shot Carpenters was sent onboard to assist them, who soon Returned and all was in good order, again, put them onboard, made Sail, and Parted Company; at noon our two Prizes in sight —

1. PRO, Admiralty 51/1067.

CAPTAIN THOMAS DAVEY, R.N., TO VICE ADMIRAL CLARK GAYTON [1]

Sir, *Diligence,* Port Royal Harbour, May 20th 1777.

To convince my Lords Commissioners of the Admiralty that the detaining the Spanish Packet boat called the *Patagon* on her passage from Corrona to the Havanna was not contrary to the Law of Nations, it will be necessary to inform them of the particulars of that affair; & I flatter myself my conduct will meet with their approbation.

On the 19th of August 1776 about 10 o'clock at night we saw a Ship coming towards us & soon after being within hail, I desired them to bring too. Whether they did not understand me, or did not chuse to comply with my request I cannot determine. [illegible] they made all the sail in their power to get from me. knowing their intention, I fired two Swivels that they might perfe[ctly] understand what I wanted. but they still continueing their course, it became my duty as an Officer to chace & detain them 'till day light, that I might be convinced that it was not a Ship belonging to the Rebels. It being a Maxim in Naval disipline not to trust to Colours, or the word of the Captain of the Vessel, when you are at War. the Chace continued 'till about an half hour before day light, when being near the Ship I order'd two Swivels to be fired that if they did not then bring too, I might be justified in firing into them, but they then shortened Sail, & kept with us

'till day light, when finding of what Nation they were, I permited them to continue their Course. I can assure their Lordships that the Ship was not detained an half hour.

I must also beg leave to observe that its very astonishing the Officer did not inform me of the damage he pretends to have sustained. indeed, I am certain he could not have received any, as at the time we fired, he was not within gun shot. I have the honor to be, Sir [&c.]

Thomas Davey [2]

1. PRO, Admiralty 1/240.
2. See Volume 6, 670–71, for Spanish account of the incident.

21 May

JOHN BRADFORD TO JOHN WEREAT [1]

Sir Boston 21st May 1777

This will be handed you [by] Capt William Tant of the Brig *Robert* [2] belonging to the united States of America & goes to your Address for a Load of Rice &c for france, I have no perticular directions where to send the *Robert*, the Secret Committee chose Virginia rather than any other port as they have large quantities of tobacco purchas'd but the Navigation is rendered so hazardous that the Risque is twenty to one, I find Rice is cheaper with you than at Charlestown therefore thought it would be most Agreeable to the Committee to send her to Georgia I make no doubt you have directions how to address to France, if you have not please to write Mr Clarkson at Charlestown who has orders from the Committee, as I advis'd them I shou'd send her there, but hearing Rice is cheaper with you thought best to send her your way, you will please to furnish the Captain with what is Necessary, and if needed, to Stimulate him in dispatching; if I can render you or your friends any Services, please to Command me being Respectfully Sir [&c.]

if any hemp to be purchas'd with you it wou'd be well to buy it for the publick Account, its at £9 pr C here & none to be bot even at that price

1. John Bradford Letter Book, vol. 1, LC. Wereat was Continental agent for Georgia.
2. *Robert* was the former prize brig *Lively* "purchased by Bradford for the Continent." See Volume 7.

JOURNAL OF CAPTAIN HECTOR MCNEILL [1]

On Board the Continental Ship of War the *Boston* my Self commander, on a Cruize

Weather and remarks on Wednesday 21t May 1777

At 11 A M weighed anchour & Turn'd out of Nantasket road capt. Manly haveing first ask'd me if I thought it practicable, the rest of the fleet weighd & followed us, —

first part of this 24 hours fiery breeses at South & SSE, the wind hauld round to the Westd & NW, before noon

at 1 PM we pass'd the forts at Hull, got in our boats & by 4 o Clock found the whole fleet out in company with us, a list of which on the opposite side [2]

at 6 PM Boston lights bear Wt 5 Leagues – At 6 PM send 2d Lt. on board capt Manley for Signals — he sent me none we laid our heads to the Eastd until 7 o Clock then wore & Stood to the Westd the wind haveing started to the No.

1. "Journal of Captain Hector McNeil In Frigate *Boston* 1777 (No. 10)," MM. Hereafter cited as McNeill's Journal, MM. Two additional journals of the cruise are known, one by Patrick Conner entitled "A Journal of a Cruise in the Good Ship Called the *Boston* – Hector McNeill Esqr Commander By Conner [No.] 11," MM. The other, kept by Benjamin Crowninshield, is titled "A Journal of our Intended Cruse in the Good Ship *Boston* Bound out a Cruse by God's parmission, Hector McNeill Esq'r Commander," MassHS.
2. The list reads:

Ship *Hancock*	32 Guns	J: Manley
Boston	30	H McNiell
[*General*] *Mifflin*	20	[William] Day
[*American*] *Tartar*	24	[John] Grimes
Brig *Sturdy Beggar*	14	[Peter Lander]
Do *Hawke*	12	[Jonathan] Oakes
Schooner [*America*]	10	D[aniel] McNeill
do [*Active*]	10	A[ndrew] Gardner
do [*Speedwell*]	10	[Jonathan] Greeley
do *Buckram*	6	[William] Moroney
Sloop [*Satisfaction*]	8	[John Wheelwright]

Captain Hector McNeill to the Continental Marine Committee [1]

Gentlemen

The long wish'd for hour is at last come in which I bid farewell, to the Sleepy Agents, disheartend Tradesmen and distress'd Seamen who frequent the Streets of Boston.

Happy should I account myself on my return from a Successfull Cruise, were I assured to find matters better conducted in this quarter than they have hitherto been but alas, Complaints Vanish into Air and there is nobody at home knock where we will.

I have formerly taken the freedom to mention the most extraordinary conduct of the Agents in withholding prize Money & Wages from the poor distress'd Seamen who have hitherto Served in the Continental Vessells — 'tis true I have no reason of Complaint myself because I never have been in the way of taking prizes, but the common feelings of humanity for my fellow Men and the regard for public Justice which should inspire every honest Man, makes me renew this Complaint, even at the risque of your Neglect. Is it Possible for your honest hearts to Suggest – That many of the Men who first enter'd into the Service on board the Ships Equip'd at Philadelphia, Winter was a year, are now in a suffering condition, Scatter'd about our Sea Port Towns in this State; nay some who have Served as Officers are reduced to such Misery & distress that they have neither Cloaths to put on nor Victuals to eat. The cry among those unhappy Men is that they can neither recover Wages nor Prize Money for their past Services — can it be expected such Men will offer themselves again when we want our Ships Man'd, — or with what face can we ask them to enter, for heavens sake Gentlemen be pleased to enquire into the cause of such Complaints, and let the Wretches

who would defraud the Labourer of his hire or the honest Seaman of his just due, be brought to Light; that the Odium be not cast (by our publick enemies) on the worthy managers of our affairs – indeed Gentlemen I have seen enough of this Misconduct to believe almost any Complaint in the power of Man to make – and there are such made every day by those Suffering Mortals, as would Shock the heart of a Mussulman. For mine own part, I have Suffer'd so much in fitting out the Ship I now have the Honour to Command, that I do not think I would undertake such a Task again for any Sum whatever unless I was better Supported than I have been hitherto.

The very Interest of Money which I have borrowed and advanced to Carry on the Service of this Ship – would have mentained my Family in Credits, and Mr [Thomas] Cushing expects that I take all this trouble, and risque on my Self without a Commission, nay I have been Obliged to quarrell for Money to pay Men and Officers their Wages up to the 31st of March last – so unreasonable has he been as to insist on the Men's going to Sea some with Six others Nine and some a Twelve Months Wages due. This kind of Treatment to Officers and Men will not do Gentlemen. They must be duely paid their prize Money as soon as the prize is Sold and the Accounts wound up – They must be paid their Wages allways up to one Month – This will enable them to Support themselves and their Familys. Whereas the Mode to this time has left both to Starve, on which conditions no good man will stay in the Service. For my part I will freely tell you my Thoughts, be the event what it will, or may it respect whom it will – I have no croneys, or Acquaintance to whom I will either Sacrifise the Publick Service or rights of my Brother Seamen – I will not live, where they are oppress'd or defrauded – you will therefore I hope Excuse my plain dealing – as what I Sincerely intend is the good of the Service I am Engaged in, and I know it is impossible that can be carried on to good purpose – unless the Strictest Justice be done to the honest fellows who must do the work – To secure which my present plan is to have Agents appointed by the Ships Company, Officers as well as Men – which Agents shall Libel and receive the true proportion of all Prize Goods allowed the Ships Companys by the Resolves of Congress and let the Continental Agent appear also and receive that Share which of right belongs to the Continent. This Rule to be observed in all things that can possibly be divided – the hull of the Prize or any thing which cannot be so divided to be Sold at Publick outcry and the Ntt Proceeds divided instantly to those Separate Agents for the use of their Constituents. We have no Idea of the Justice there may be in the Continental Agents taking possession of a Prize the instant she arrives in Port – putting in creatures of his own making to attend the delivery and Sale of her Cargo – Then keeping the Captors for Months & Years out of their dividend of Prize Money while they are Starving in want & Misery.

This Method which I now propose if approv'd of by the Honourable Congress will cut off all reasons of Complaint against the Publick Agent on the Score of Prize Money, and he may also be a Check on the Companys Agents; Then their will be a probability of Mens receiving their Money as

soon after the Prize is Sold as Possible – Whereas the Contrary has hitherto been Manifest [2] – We are much at a Loss how to Conduct ourselves and earnestly wish for some Solid plan for the better regulation of our affairs. I think in Conscience a Man who takes so great a Charge on himself both in providing things for the Ship and paying the Men, ought to have a Commission on the Business he does & not the Lazy Agent who rather Mars than forwards things. I submit the whole to your Candour and am with all possible respect [&c.]

H. McNeill

I cannot let this Letter go without putting you in Mind of two Sorts of Men who appear to be much Neglected by the Honble Congress. I mean the Surgeons & Chaplains of the Navy, if something better be not done for them, you may be Assured that all the Able Men of both Professions will quit the Service. I am Gentlemen with true respect [&c.]

H: McNeill
Ship *Boston* at Sea
21st May 1777

1. Hector McNeill Letter Book, MassHS.
2. McNeill had already put his proposal into operation. See his instructions to prize agents Mackay and Minott, May 19, 1777.

Leonard Jarvis to Captain John Paul Jones [1]

Sir – Dartmouth May 21st 1777.

In reply to your favour of the 10th Instant, I am now to inform you, that I have heard that there was a Sum of Money, on board the *Mellish* but as that Report appeared to me, to be very improbable, and to have no other foundation than the Wishes of the People, and is what has been said of almost every Vessall, that has been captured, I took no other Notice of it then to ask, whither the Money belonged to the Crown, or to private Persons, and what had become of it, it was answered that Mr Southouse had Money, but from some Circumstances I knew of that Gentlemans Situation, I was convinced, that if he had any it was a very trifle, by some Persons it was suggested that you had taken the Money, but as it came from those, who were connected with the late Commodore, and who appear'd to be Prejudic'd against you, I paid no Attention to this Insinuation, as you have call'd upon me to declare wither I have found cause for any Reflections on your Character as a man of Honour and Honesty, or in the line of your duty, I must do you the Justice to say, that I have never hear'd a Single Reflection on your Character, but what appear'd to be dictated by Envy or Prejudice, had I thought there had been the least Foundation for any such charge, or that it would have Injur'd you in the mind of any thinking People, I should have examin'd into the Affair, as a Servant of the Publick, and that you might have had an Opportunity of doing yourself Justice, should I hear any thing further I shall communicate the Circumstances with the Names of the Informants. In the mean Time, I have only to beg you will favour me with the

Value of the Beef and Bread taken from on board the *Mellish* for the use of the *Alfred.*

I am Sir, with due Respect [&c.]

Leo., Jarvis.

To John Paul Jones Esqr at Boston Copy

1. Papers of John Paul Jones, 6575, LC.

NICHOLAS BROWN TO THE CONTINENTAL MARINE COMMITTEE [1]

Gentlemen Providence May 21st. 1777

The Committee who weir appointed to Build The two Ships at this place,[2] wrote you some time passed, and Transmitted an Account of the outstanding Bills still due to the Workmen imployed in that Service, and desired to Receive the Money or an Order on the Loan Office for the payment of them. altho I am cartain you Received This letter, yet have had no Money Order, or any other Answer.

As these Ships have not Received so much Money as was Estimated for the Building of Them by Thirteen or fourteen Thousand Dollars, and as the outstanding Bills amount to but Seven Thousand I Therefore Think it highly Reasonable and just, That I should Receive an Order for the Amount of those Bills on the Continental Loan Office in This State, which is now in Cash.

As the Workmen to whom this Money has been long due, are continually Calling upon me for it, I must intreat that you will not faile to send me an Order by the Barer hearof, Major Hezekiah Bissell for the Sum of Seven Thousand Dollars, who I have desir'd to waite upon you for that purpose.
I am with great Esteeme and Regard Gentmen [&c.]

1. Brown Papers, JCBL.
2. Continental Navy frigates *Warren* and *Providence.*

PETITION OF URIAH STONE TO THE RHODE ISLAND GENERAL ASSEMBLY [1]

To the Honble General Assembly of the State of Rhode Island & Providence Plantations, now Convened at Providence in the County of Providence & State aforesaid —
Humbly Sheweth

Uriah Stone of Providence in the County of Providence and State aforesaid Gentleman, that your Petitioner having entered onboard the Gally *Spitfire* Commanded by Capt Israel Tyler, in the service of the State there to serve & Do Duty in Capacity of a Steward did on the 22d of February AD 1777 recieve a shot from the Enemys Battery on Rhode Island Whereby he the said Uriah Stone Actually lost his Left Arm above the Elbow, and is thence in a Maner disabled from gaining a livelihood, therefore he begs leave to Represent these unfortunate Circumstances, attending your Petitioner & sollicit some Provision for Life such as your Wisdom may dictate Your Petitioner having Lost his Cloaths on board said Gally when she was

destroyed by fire Prays this Honble House, to allow him the Inclosed or Answer'd Account for the Loss he thus sustained.
& your Petitioner as in Duty bound shall ever Pray –

Uriah Stone

[Endorsed] May 21st. 1777 To the house of Magts Genn Resolv'd that the Petr Continue to draw his Wages & Rations (Untill the Further Orders of this Assembly) – from Daniel Tillinghast Esqr Noted & Pass'd

P Ordr G Lyndon Cler

In the Upper House read the same day & Concurred

P Order Daniel Rodman Secry P Tem

1. Petitions to the General Assembly, 1775–1777, vol. 16, R. I. Arch.

Memorial of Benjamin Eyre to the Continental Congress [1]

To the Honorable the Continental Congress
The Memorial of Benjamin Eyre of the Northern
Liberties of the City of Philadelphia Shipwright
humbly sheweth

That in the month of May 1776 your Memorialist being called forth by General Washington & General Mifflin to go to New York and build Row Gallies he immediately quitted his own profitable Business at home and sat out for New York where he built & finished three Row Gallies and Moulded & timbered the fourth and did other Services for the Quarter Master General, For all which in the fall of last year he presented his Accot amounting to £436.10. – to Congress who referred it to the Treasury Board where it was reduced into another Accot to the Sum of £160..8.11 as your Honors will be pleased to see by a State of both the Accots hereto subjoined – That on or about the 18th of November last Your Memorialist by way of a humble remonstrance presented to Congress appealed from the Settlement or Reduction of his Accot made by the Treasury Board Which remonstrance or appeal has not hitherto been determined upon – Your Memorialist humbly begs leave to recapitulate the Arguments in support of his Appeal, to wit –

That Your Memorialist was engaged by the said Generals to serve the Public as a Master Ship builder upon the common Terms that is to say, to be paid for his work – That these common and usual Terms of Contracts between Employers & Master Builders have hitherto been in Europe & America made by Measuration of the Work and not by counting the time or days which they have been at Work – That a resolve made by the Honorable the Congress to fix the pay of Master Shipbuilders & Journeymen & their Rations is posterior to Your Memorialists Engagement upon the old & common Terms, and therefore could have no Retrospect or Efficacy to and upon the same – That the price of 25/. p Ton for the finished and 15/. for the unfinished Boats is a reasonable & moderate Price which at that Time no Employer would have scrupled to allow to a Master Builder – And that Your Memorialist fully confiding he would be paid at the usual Rate per Ton has lived in New York at a higher rate than Men who receive Wages

and Rations could afford to live – He has kept house with his Family there like he did at home – so that the Allowance made him by the Board of Treasury would be hardly sufficient to pay for the Expences he actually had at New York –

And Your Memorialist humbly prayeth That Your Honorable House will be pleased to take the State of the said Accots in Your Consideration and thereupon to determine as to you in Your Wisdom & Justice shall seem meet –

And he as in duty bound &c

Philad May 21st 1777. Benj[a] Eyre

[Endorsed] May 22. 1777. No. 19/ Memorial Benjamin Eyre, Shipbuilder read 26 May 1777 on a motion made that a farther allowance be made carried in the negative 7 agst 2.

[Enclosure]

The United States, to Benjamin Eyre	Dr
To building the *Lady Washington* Galley, 60 feet keel, 18 feet beam, 6 ft hold, 68 Tons @ 25/. p ton	£ 85
To building the *Putnam* Galley, 68 Tons @ 25/. p Ton	85
To ditto the *Independent* Galley, 68 Tons @ do	85
To 1 Boat left on the Stocks @ 15/. p Ton	51
To 27 days riding to Albany, Manor of Livingston &c @ 30/.	40.10
	£346.10

The Allowance made by the Treasury Board	
For 134 days service in constructing Row Galley as Builder @ £26 p month, 4 mo 14 days	£116..2..8
For 134 days Rations @ 3 rations p day, 402 rat @ 18d	13..8..–
For going to & coming from N. York in lieu of rations allowed for 200 miles @ 3¾d p mile Pennsa Currency	3..2..6
For horse hire and traveling Expences going to Albany to engage Board for the Army @ 15/. p day pennsylva. Currency – 27 days	20..5..–
134 pints rum is 16⅝ Galls @ 9/. p Gall	7.10..9
	£160..8.11

[Philadelphia, May 21, 1777]

1. Papers CC (Memorials Addressed to Congress, 1775–88), 41, III, 5–8, NA. Appended is a statement of Thomas Mifflin, Quartermaster General, dated Philadelphia, May 25, 1777, declaring: "Mr Benja Ayres [Eyre] was ordered in May last by General Washington to go to New York for the purpose of building several Gallies. No Contract was made with him – He was told he should be well paid for his Trouble. I had many Opportunities of observing his Conduct and have good Reason to say that he was very active and industrious during his Stay there."

William Whipple to John Langdon [1]

[Extract]

Philadelphia 21st May 1777.

I rejoice at the arrival of Miller and hope Smith will be as fortunate though I confess my hopes have but little foundation as the enemy's ships are very thick off the Capes of Virginia and Delaware and I understand many are now cruizing on your coast which doubles the risk.

A ship arrived a few days ago at Cinapuckeen [Sinepuxent] from Nantz with 3 or 4000 arms and a large quantity of clothing — she brings no news that are at this time very interesting — all the public dispatches were to come in a packet that was to sail in a few days; perhaps she is already arrived at some distant port — some other packets may also be expected soon. I expect to bring with me the Commissions for the new ship which is called the *Ranger*. I am inclined to think Capt Roche will not have the command of her. I do not interest myself either for or against him, but hope if he is removed a good man will have her.

I am with much esteem and respect [&c.]

Wm Whipple

1. William Whipple Papers (1774–1789), Force Transcripts, LC.

Matthew Irwin's Account of Privateering Adventures [1]

Philadelphia 21st May 1777.

To Brigantine *Delaware*	
reced for 1/7 Share of Brgn *Delaware* cargo of Thos Lawrence	3011..5.11
1/7 share of Oznabrigs sold Genl [Thomas] Mifflin	261.17..6
1/7 Do of Salt sold by Capt Budn	366.15..6
	3639.18.11
To Officers & Seamen of Schooner *Rattlesnake*	
rece'd of Jas Budden Their 1/8 of Prize Money of Brigantine	360..4..6

1. Matthew Irwin's Account Book, 1769–1784, LC.

Advertisement for Deserters from the Continental Navy Brig *Andrew Doria* [1]

Deserted last night from the *Andrew Doria*, lying at Fort-island, two marines, viz. Thomas Robinson, an Irishman, between thirty and forty years of age, about five feet seven inches high. Thomas Furman, an Irishman, about thirty years of age, near five feet six inches high. They took away with them a small whaleboat, two or three great coats, and two watches, one of which is numbered 515, and maker's name Edward Vaughan, London. Who-

William Whipple

ever secures said deserters, so that I get them again, shall have Forty Dollars reward, and reasonable charges, or Twenty Dollars for either of them.

Thomas Vaughan, Lieut.

N. B. If they should offer the watches for sale or pawn, it is hoped they will be stopped. May 21.

1. *Pennsylvania Evening Post,* May 24, 1777.

Advertisement for Deserters from Pennsylvania Armed Vessels [1]

Philadelphia, May 21, 1777.

Deserted yesterday morning from the *Thunder* guard boat, a certain Peter Besel, about five feet nine or ten inches high, swarthy complexion, near twenty-four years of age, and short black hair. He was born at St. Maloe's in Old France, and speaks English very indifferently. He had on a round hat, and blue clothes. Whoever secures said deserter, so that the subscriber gets him again, shall have Four Dollars reward, and reasonable charges.

Francis Gilbert, Captain.

Philadelphia, May 21, 1777.

Deserted from the armed boat *Viper* belonging to this state, two men, viz. Nathaniel Cox, by trade a shoemaker, five feet nine or ten inches high, slim made, long black hair, thin face, and solemn look. He had on, when he deserted, a brown broadcloth coat and jacket, black breeches, a neat pair of pumps and pinchbeck buckles.

James M'Clure, by trade a shoemaker, five feet four inches high, stout built, and light brown hair tied behind. He had on a light brown cloth coat and jacket, and buckskin breeches. They both have been at work for some time past in this place. Whoever will secure both or either of them in any of the armed vessels belonging to this state, shall have Eight Dollars reward for each. Stephen Beasly, Capt.

1. *Pennsylvania Evening Post,* May 22, 1777.

Journal of H.M.S. *Camilla,* Captain John Linzee [1]

May 1777 At Single Anchor within Cape May

Wednesy 21st at 8 AM Made the Signal to the *Roebuck* for seeing 2 Sail to the SE. The *Perseus* in Chace. At 10 Got up all the spare Sails & Aired them, & all the Bread Picked & Aired, heard a Gun fired in the Offing People empd about the rigging. At Noon Saw 4 Sail without the Cape standing in

First Part Moderate and Clear Weather, middle & Latter fresh Breezes and Hazy.

made my Appearance On Board the *Camilla* and took Command of Her, in Room of Capt Linzee Appointed to the *Pearl* [2]

1. PRO, Admiralty 51/157.
2. The last entry is by Captain Charles Phipps who had just been detached from command of H.M.S. *Perseus.*

VIRGINIA NAVY BOARD TO CAPTAIN FRANCIS BRIGHT [1]

To, Captain Francis Bright, of the *Northampton* Brig.
Sir. The Governor & Council are desirous you should go a short Cruize in the Bay in order to try the sailing of your Brig, as the Barrons Boats [2] are supposed to sail well you must proceed to Hampton, & get one of them to go out with you, as thereby you'l be better enabled to judge how she performs. If in the course of the Cruize you meet with any of the Enemies Vessells, which you may be a match for, you are to attack and capture them if you can, having regard to the safety of your own Vessell. If you should at any time meet with Vessells belonging to any other State, you are to afford them every assistance in your Power.

Navy Board. } Signed,
May 21st 1777. } Thomas Whiting 1st Commr

1. Navy Board Letter Book, VSL.
2. Virginia Navy armed boats *Liberty* and *Patriot* commanded respectively by Captains James and Richard Barron.

22 May

"A LIST OF THE SHIPS &C: AT PORTSMOUTH IN NEW-HAMPSHIRE, MAY THE 22D. 1777." [1]

The *Raleigh* – Commanded by Thomas Thompson, A New-Ship pierced for Thirty-two Guns; but has only six or eight Mounted. The Cannon intended for her were Cast in the Massachusets Bay, by Monsieur Marcarille, but burst in proving. Upon which Thompson the Master went to Philadelphia, to acquaint the Congress; but report was spread abroad, that his intention was to quit the *Raleigh,* and sollicit the Command and Inspection of the Building of a Seventy four begun building there. It was said that Thompson was at Boston, on his Return, and that the Congress had ordered the *Raleigh* to be fitted out with such Guns as could be procured, and to load with Masts and Lumber immediately and dispatched to France, where Guns were to be provided for her. – Rogers of the *McPherson* says all her Guns were obtained from Providence, about a fortnight afterwards.
The *Hampshire,* a twenty Gun-Ship, launched about a Month ago, to be commanded by one——Rotch [John Roche], a Native of Ireland, who came to America from the West Indies since the commencement of the Rebellion; this Ship was built by the Agent for the Congress, all the Materials are ready to fit her out, and is to proceed to Sea as soon as possible. [2]
The *Portsmouth* of twenty Guns, built last fall at Portsmouth, by some Privateering Adventurers from Philadelphia, was commanded by Robert Packer [Parker], and had been out one Cruize to the West Indies, where she took four or five Prizes, which got all safe into Port. She had arrived at Boston, and was expected round to Portsmouth the first fair Wind; from whence she was to Sail on a Cruize within a Month. She is called a remarkable fast Sailor.
The *McClary,* commanded by Thomas Dalling, a Topsail Schooner, mount-

ing eight Carriage Guns. Sailed on a Cruize this day, it was conjectured her destination was to the Coast of Portugal, or the English Channel.

The [*Satisfaction*] a Topsail Sloop, commanded by John Wheelwright, mounting eight Guns, – belongs to Marblehead, Salem, Cape Ann, or Boston, came in to procure Hands.

Le Mercurie a French Vessel (Ship or Brig I can't tell which) commanded by Monsieur Heraud of fourteen or sixteen Guns, arrived from Nantz with twelve thousand Stands of small Arms, fifty Tons of Gun-Powder &c. &c. for the use of Congress; and was dispatched from thence by their Agent Silas Deane. In her came two Officers Passengers. – She is now loading with Masts and Lumber for France.

L'Amphitrite, a French Ship of twenty or twenty six Guns, commanded by Monsieur Fautrel, arrived from Havre de Grace with fifty two brass field pieces, with Carriages Compleat, being four and six Pounders – twelve thousand pound weight of Cannon Powder, two hundred and fifty thousand Gun Flints, six thousand Muskets, – Blankets, and some bales of Cloathing, Tin Plates, Cartridges, Cannon Ball, Hand-Grendoes &c. &c. &c. – In her came the Officers of the Train and Workmen, being about thirty in Number. Silas Deane, was the Person who sent her off, and in a great hurry, for they said Lord Stormont had intelligence of her. She was blacked and disguised as soon as she went out of Havre de Grace. She is also loading with Masts and Lumber, and it is imagined will Sail in Company with the *Mercury* and *Raleigh.*

The ———— Seventy four Gun-Ship just begun, her Keel laid, and all the Timber procured.[3] Some persons think she is intended as a Remittance to France.

There are also about twenty Sail of Square Rigged Vessels laying in the Harbor, being Prizes &c. besides a number of small Craft.

[Endorsed] Copy. Intelligence received from Sir G Collier, obtained from Mr Parry 10 In Lord Howes Lre No 33.

1. PRO, Admiralty 1/487.
2. This Continental Navy vessel was the *Ranger* not *Hampshire.*
3. Eventually completed in 1782 and named *America.*

Jonathan Glover to the Massachusetts Board of War [1]

Dear sirs, Marblehead May 22 1777

I Would Inform the Honble Board that Capt Hines in your Spy Return the Last Night, Being Chast in, By two Men of War they Chast him Cost [close] into the Estern point of Cape Ann, Capt Hines has Not discover'd any thing off, But theese two Men of war them he has Ben in Sight of, three or four days, But they did Not discover him untill yesterday Morning, at which time he was about ten Leags from Cape Ann SE&BE they then gave him Chase, I have discovered our fleet up off Boston Ilands, in half an hour after Capt Hines gave Me this Accott I dispatched him with a Line to Comer Manly or to Capt. McNeale, to give them the Earlest Inteligence of the Men of War Being off that they May be well prepared to

give them a warm Reception Capt Hines Runing in With Cape Ann Saw Last Night a Large Ship Cost [close] in with holeboat [Halibut] point which he took to be a prize But did Not Speek her he Says that She got Clear of the Men of War on Capt Hines Return from the f[l]eet Before Mentioned Shall dispach on a Crews, the other Spy Schr you ordered Me to procure will Sail this Night or in the Morning I am Gentlemen, with grate Esteem [&c.]

Jon[a] Glover

1. Mass. Arch., vol. 152, 217, Board of War Letters, 1776–1777.

Journal of Captain Hector McNeill [1]

	Weather & remarks
Thursday 22d May, 1777	
at 8 A M Marblehead WNW. 3 Leagues	at 8 AM recd an Express from Genl Glover imparting that two Frigates had been seen last evening close in with cape Ann harbor went on board & Comunicated Genl Glovers intiligence to Capt Manley returnd Again on board & Employ'd my self and my Clerke in Transcribing Signals for the better Mannagement of our Little fleet, as I had undertaken this at Capt Manleys request I hope'd some Satisfaction in Seeing good order reigne among us, but there never was any use farther Made of them,
at Noon Et part of Cape Ann NEBN – 2 Leagues dist.	at 2 PM the [*American*] *Tartar* came out of cape Ann harbour and joined the fleet, lay on and off the cape all the afternoon, a fresh breese of wind at N W, and most of the men Sea Sick, capt Manley haild & acquainted me, he intended to ply to windrd all Night under easey Sail
at 6 P. M. cape Ann – NNW 4 Leags.	

1. McNeill's Journal, MM.

John Bradford to the Continental Marine Committee [1]

[Extract]

Honble Sirs Boston 22d May 1777 –

I have the pleasure to acquaint the honbe Board that our Warlike fleet sailed yesterday after a Detention of ten days by contrary winds they consist of two Ships of Eighteen Guns each, two Brigs of twelve & fourteen Guns, three Schooners, a Sloop besides our two Frigates – & were joyned by two other Brigs from Salem & Marblehead. I am Jealous the Enemy have heard of their being near Sailing, as they have disappear'd for ten days past,[2] I shall forward an Accot of what I have supplyd the Frigates with by next Post with a List of the Men

I inclose a Letter from Mr Jarvis to the Determination of the honbe Board thereon And shall be highly gratifyed with a Solution of a Difficulty I sometime ago mentioned to the Board respecting the Distribution of

Prize money among the Schooners Men, as in the second Class, the Congress have Class'd a Chaplain, a Purser, a Secretary & Lieutenant of Marines neither of which we have, with the Surgeon, Boatswain, Gunner, Carpenter & Masters Mates therefore if the Officers we have in that Class were to share two twentieths they wou'd I presume share more than the Congress designed them It gives me Pain to intrude on the important moments of the Honbl Board, but must beg your particular directions on that matter as it keeps my Accots open with the Captors . . .

1. John Bradford Letter Book, vol. 1, LC.
2. From the journals of H. M. S. *Diamond* and H. M. S. *Greyhound,* it does not appear that these two British frigates, which were cruising in Massachusetts bay, were frightened off; they continued to cruise in the area for several days after the date of Bradford's letter.

Independent Chronicle, THURSDAY, MAY 22, 1777

Boston, May 22, 1777.

Sales by Auction.

To be Sold by Public Auction, On Tuesday 3d of June next, at William Greenleaf's Office, in Cornhill, Boston. The Prize Brig *Ann,* of about 150 Tons, Bermudia built, a prime Sailer, and well found. – She lays in the Town-Dock – Her Cargo consists of some Flour, Bread, Horse Beans, Tripe, Vinegar, Painters Oil and Colours, small Casks of Lime, Hogshead Hoops and Heading.

Also,

The Prize Snow *Swift,* of about 150 Tons, with Part of her Cargo, consisting of some Beef, Pork, Butter, Herrings, Tongues, Soap and Candles. – The Snow lays at Vernon's Wharf.

Also,

The Prize Schooner *Hawk,* of about 55 Tons, with her Cargo, consisting of about 600 Quintals of Jamaica Fish.

Also,

The Prize Sloop *Betsey,* of about 50 Tons; she has been constantly employed in the Fishing Trade, and is extremely well found. The Schooner *Hawk* and Sloop *Betsey* lay at General Hancock's Wharf, where the Fish is stored.

The Sales will begin at Ten o'Clock.

William Greenleaf, Sheriff.

Inventories of the above Vessels Appurtenances will be at the Sheriff's Office.

To be Sold by Public Vendue, At Plymouth, on Tuesday the 11th of June next, The Prize Brig *Grogg,* with her Appurtenances, and Part of her Cargo, consisting of Herrings, Butter, Tongues, Tripe, Grotts, &c. The Sale will begin at Ten o'Clock.

To be Sold by Public Vendue, at Bedford, Dartmouth, On Friday, the 13th of June next, The Prize Bark *Lydia,* with her Appurtenances and Part

of her Cargo, consisting of 20 Cask of Oats, 60 Cask of Herrings, a Quantity of Bread, some Tallow Candles and Soap.

The Sale will begin at Ten o'Clock.

Manifest of the Connecticut Privateer Sloop *Wooster*[1]

[New Haven] May 22nd 1777 –

Ten double fortified four pound Carriage Guns, six swivels, eleven Blunderbusses, twenty four Muskets, twenty pair of pistols, twenty Cutlasses, twenty bill hatchets, twenty Lances, furnished with provisions, viz. thirty four bbls of beef & Pork, fourteen bushels of Beans and Peas, three Do of Indian Co Meal & Flour, navigated by sixty men including Officers – American built, and owned by Pierpont Edwards & Co of the State of Connecticut –

The Military Stores as follows, viz. forty Rounds of Round shot, fifty Do grape & swivel, eighty hand Granadoes, five stink pots, five hundred weight of gun powder, and fifty Rounds of bullets for each of the small arms and pistols – The above a true Manifest of the Privateer Sloop *Wooster*.

Teste Enoch Staples

1. Jonathan Trumbull Papers, ConnHS.

Pennsylvania Evening Post, Thursday, May 22, 1777

Deserted from the *Lion* armed boat, belonging to this state, John Wood, country born, about five feet nine inches high, and pitted with the smallpox. He had on, when he went away, an artillery uniform coat, light colour jacket, black shag breeches, new beaver hat, old shoes with pewter buckles. He is supposed to be gone into the Jersies.

Also John Gela, born in Old France, and cannot talk English, about five feet high. He had on, when he went away, a chip hat, old blue surtout coat, old blue inside jacket, and trousers.

Whoever secures said deserters, and puts them on board any of the armed vessels of this state, shall have Twelve Dollars reward and reasonable charges.

Henry Martin, Capt.

Journal of H. M. S. *Antelope,* Captain William Judd[1]

May 1777 Moord in Port Royal Harbour

Thursday 22d at 10 AM made the Signal for all Barges and Pinnaces, Man'd and Arm'd to go after a Sloop outside the Keys. Dismasted

little winds and Variable, and constant Rains at 2 PM the Boats returned bringing with them an American Sloop a Prize to the *Boreas*[2]

1. PRO, Admiralty 51/39.
2. Unnamed sloop, laden with rice, etc., Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

23 May

Journal of Captain Hector McNeill [1]

Friday 23 May 1777 at 8 AM Cape Ann NWBW 7 or 8 leags	Weather & remarks. in the course of this Night the *Sturdy begger* and one or two Mercht men parted us – also the 8 Gun Sloop, this 24 hours fine pleasent weather and fresh breese of wind

1. McNeill's Journal, MM.

Captain John Paul Jones to Lieutenant John Dobie [1]

Mr John Dobie/ Boston 23d May 1777.

You are hereby Authorized to engage any Person, Seamen, who may present themselves to serve Under my Command in the Navy on board the Ship *Amphitrite* at Portsmouth in Newhampshire, bound to France. – on Arrival there they are to be turned over to one of the finest Frigates of the French Navy – she having been Purchased for the United States by their Commissioners at the Court of Paris and to be put Under my Command – You are directed to repair on board the Ship at Portsmouth without loss of time and Your reasonable expences will be Allowed as also the reasonable expences of as many prime Seamen as you may bring with you in proper time. If a passage can be procured from hence to Portsmouth by water it will be the cheapest and best conveyance especially for Baggage. –

Jn° P Jones

1. Cabell Gwathmey Collection, Alderman Library, UVL.

Memorial of Thomas Mumford to the Connecticut General Assembly [1]

To the Honourable General Assembly of the State of Connecticutt now Sitting at Hartford –

The Memorial of Thos Mumford of Groton within Said State Humbly Sheweth

that your Honors Memorialist with Sundry other Merchants belonging to this State are Owners of a Certain Privateer Brig, Called the *Fanny,* Lately Commanded by Capt Azariah whittlesey, who being on a Cruise upon the High Seas, against the Enemies of the United States of America Captured Sundry of the Enemies Vessels, among which was a Ship from London Loaded with Brittish Manufactures &c, which Said Prize Ship [2] & Cargo is Arrived at Dartmouth within the State of the Massachusetts Bay, which Said Ships Cargo the Inhabitants of this State are much in want off, and your Honors Memorialist is desirous of Contributing every thing in his Power for the Benefit of this State, & wou'd willingly Transport Said Ships Cargo from Dartmouth into this State & there dispose thereof at Reasonable prices, but is prevented therefrom by an Embargo being Laid by the

Legislature of the Massachusetts Bay on European Manufactures & the Produce of the West India Islands, your Honors Memorialist wou'd further inform your Honors that he has Also Lying at said Dartmouth a Schooner Loaded with Salt, which he imported which he is Likewise Desirous of Transporting into this State to Relieve the necessity of Some of its Inhabitants wherefore your Honors Memorialist Humbly Pray that this honourable Assembly wou'd desire his Honor the Governour to Write the General Assembly of the Massachusetts Bay & in their Recess their Honourable Councel Representing that Altho' there is an embargo within this State on Provisions West India produce &c, yet none of the Inhabitants of the united States have been Prevented Transporting any of said Articles (Which they have imported into this State) to any of these united States and that his Honor wou'd Request the Massachusetts Assembly or Councel wou'd give Leave to your Memorialist to Transport Said Ships Cargo & Likewise his Salt from Dartmouth into this State, Or otherwise take Such method to get said goods into this State as your Honors in your wisdom Shall See fit, which will Relieve many of the nec[e]ssitous Inhabitants – & your memorialist as in Duty Bound Shall ever pray Dated in Hartford the 23d May 1777

Thos Mumford

[Endorsed] In the Lower House. The Prayer of this Memorial is Granted & Liberty of a Bill &c Attest Benj Huntington Clerk Concurd in the upper House George Wyllys Secrety

1. Conn. Arch., 1st Series, V, 249–50, ConnSL. The resolution authorizing the Governor to write follows the memorial.
2. *Caesar*.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT NAVY SHIP *Oliver Cromwell*[1]

	Ship *Oliver Cromwell* Seth Harding Commandr	Dr
1777	To 19 Terces Bread wt 35..2.. @ 28/.	£49.14..–
April 28	To John Braddick freight ditto @ 8/.	1.18..–
	To 4 lb Coffee	–..6..–
	To 6 Firkins Butter wt 421 lb @ 1/.	21..1..–
	To 16..0..26 lb Bread } 18/.	51.17..6
	To 20..3..8 ditto }	
	To 6 lb Spanish White 3/. 10 lb Spanish Brown 5/.	–..8..–
	To 3 Barrells Pease @ 68/.	10..4..–
	To paid William Brooks Bill for Beef	8.15..8
	To paid Alexander Rogers for Wood	2..2..–
	To paid William Brooks for Beef	13..3..–
	To do Nathan Douglass Bill	27.11..5
	To do Richard Douglass for Wine	14..–..–
	To do John Braddick freight Bill	2.18..6
	To do Jonathan Starrs Bill	–..6..–
	To do Deshon & Colefax Bill Makg hammacks	6.10..–
	To 99 Yards Cloth for ditto @ 3/6	17..6..–

	To paid Deshon & Colefax Bill for Makg Cotts		1.10..–
	To paid Alexander Rogers (alias) Merrills Bill		14.12..–
	To do Nathan Dodget Piloting to Bedford		18..–..–
	To do William Wheeler for Wood		–.11..–
	To one Bolt Oznabrigs 85 yards for table Clothes	@ 3/6	14.17..–
	To 3 Barrells Pork	@ 90/	13.10..–
May 23d	To one Barrell Coffee wt 162 lb	@ 1/6	12..3..–
	To Joshua Starrs Bill		11.12..–
	To pd Nathan Dogetts Pilots to Bedford		18..0..0
	To my Commission @ 2½ PCt		£314.16..1
			7.17..4
			£322.13..5

1. Conn. Arch., 1st Series, XXXI, 47, ConnSL.

Journal of the Continental Congress [1]

[Philadelphia] Friday, May 23, 1777

The Marine Committee, to whom the letters from General M'Dougal and Governeur Morris, respecting the manning and fitting two gallies for the defence of the North river, were referred, report, that they have taken the said letters into consideration, and are of opinion, that such gallies as may be necessary for the defence of the said river ought to be equipped, and their operations directed by the State of New York; for they find this kind of defence is undertaken by all the other States where it is found necessary.

Resolved, That the delegates of the State of New York be desired to inform the convention of that State, that the above report of the Marine Committee is accepted, and adopted, as the sense of Congress on this subject.[2]

1. Ford, ed., *JCC,* VIII, 381, 383.
2. This report dated May 23, is in Miscellaneous Papers of the Continental Congress, Papers relating to Naval Affairs, Reports of the Marine Committee, NA.

24 May

Receipt for Wood for the Continental Navy Frigate *Raleigh* [1]

Received of John Langdon Eighteen pounds Ten Shillings LMy in full for Eighteen & ½ Cords wood for Ship *Raleigh* –

Portsmo May 24th 1777
Samuel Hall

1. John Langdon Papers, Receipts, April 1–July 31, 1777, NHHS.

Journal of Captain Hector McNeill [1]

Saturday May 24th 1777	Weather & remarks.
at 8 AM cape Ann WNW 6 Leagus	at 8 AM Capt [John] Grimes in the [*American*] *Tartar* fire'd a gun & announced two Sail to the WNW of us – gave chace & Soon hear'd three

	Guns, which we took to be Signals – soon after got Sight of a Single Ship which we Expected was one of the Frigates She chace'd NBE with pressd Sail
At Noon Cape Ann Wt 3 Leagues	this 24 hours fine pleasant weather, but somewhat hazey,
	at one oClock PM Capt Manley hauled his wind towards Ipswich bar, but the Ship we were in chace of keept on to the NNE along shore as if She intended to Slip out to the Eastd of the Isle of Shoals upon which we crouded all we could to cut her off which we certainly would have Effected had She been an Enemey, we were
at 6 PM the Entrance of Portsmouth harbour NNW 6 miles	followed by the *Tartar,* by young [Daniel] McNeill & Capt [Andrew] Gardner – [2]
	at 6 oClock the chace run into portsmouth and we put about and Stood to Sea

1. McNeill's Journal, MM.
2. Respectively commanding schooners *America* and *Active.*

Petition of Isaac Sears and Paschal N. Smith to the Massachusetts Council [1]

State of Massachusetts Bay To the Honoble the Council of said State –
The Petition of Isaac Sears & Paschal N. Smith humbly Sheweth. –

That your Petitioners, with Samuel Broome & Co of the State of Connecticut, & others are Owners of the Ship called the *Mars,* burthen Two hundred & eighty Tons, Commanded by Thomas Truxtun, William Bull first Lieutenant, William Pinnock – second Lieutenant, mounted with 22 Carriage Guns, & twelve Swivels, Navigated with 150 Men; – That Your Petitioners have provided said Ship with Twenty five hundred weight of Powder, 250 Barrels of Provisions, & in all other respects have compleatly fitted said Ship for a Six Months Cruise against the Enemies of the United States of America – Your Petitioners therefore pray your Honors will grant a Commission for said Ship, agreeable to the Resolve of the Honoble the Continental Congress, & the Acts of this State, & give leave for her departure on a Cruise as abovemention'd, & your Petitioners as in Duty bound shall ever Pray. –

Boston May 24th 1777 For Isaac Sears & Self
Paschal N. Smith

[Endorsed] In Council May 24. 1777 Read & Ordered that the Prayer of the Petition be granted and that a Comission be issued out to Thomas Truxton as Comander of the above mentioned Ship – he complying with the Resolves of Congress –

Jn° Avery Dpy Secy

1. Mass. Arch., vol. 166, 419.

JOURNAL OF H. M. S. *Greyhound,* CAPTAIN ARCHIBALD DICKSON [1]

May 1777	Do [Cape Ann] N 78° W 53 Leags
Thursdy 22d	at ½ past Noon Saw a Sail to the SE made sail & Gave Chace as Did the *Diamond* at 7 PM Shortn'd Sail. Spoke the Chace a Sloop from Boston bound to Martinico Sent 3 Men on board her
Friday 23d	at ½ past 8 AM Sound'd 21 fathm Course sand & small stones at Noon the *Diamond* & Prize in Company – at 4 PM took the Prize in tow.
Saturdy 24th	AM the *Diamond* Chaced to the Noward at 8 AM she made our Signl to Chace to the NE cast the Prize off, made Sail & Gave Chace pr Signl at 10 Left off Chace Tack'd & Gave Chace to the SW as Did the *Diamond.* Fresh Breezes & Clear at 11 PM Came up wt the Chace, A Brigg from Boston bound to So Carolina [2] Sent 3 Men on board her Recd on board 7 Prisoners

1. PRO, Admiralty 51/420.
2. *Robert,* William Tant, owned by Congress –"from Boston to South Carolina, in ballast," Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488.

Providence Gazette, SATURDAY, MAY 24, 1777.

Providence, May 24.

Wednesday last the Continental Brig *Hampden,* Capt. [Ezekiel] Burroughs, in passing Bristol Ferry for this Place, was fired on from the Enemy's Battery near the Ferry, and by a Frigate lying near Bristol. One Shot only struck the Brig, which passed through her Fore-Topsail. The Fire was briskly returned, but with what Effect we have not learnt.

All Seamen and Marines, belonging to the *Alfred* Ship of War, now in this Harbour, are hereby ordered to repair on board said Ship immediately, otherwise they will be deemed Deserters, and a Reward offered for apprehending them.

Boston, May 12, 1777. Elisha Hinman

CHARLES CARROLL OF CARROLLTON TO CHARLES CARROLL, SR. [1]

[Extract]

Dr Papa/ [Philadelphia] 24th May 1777

There are ten ships in the Bay coming up towards Newcastle: 1 fifty gun ship 1 forty four, 2 frigates, a Brig & 4 tenders & a pilot boat, no transports: we imagine These ships are come up to water & get live stock.

The enemy are yet quiet: I suppose they will not attempt any thing of consequence till the[y] receive reinforcements from Europe: by the time those reinforcements arrive, I hope G. Washington's army will be respectable. –

1. Carroll Papers, vol. 5, MdHS.

John Adams to Abigail Adams [1]

[Extract]

Philadelphia May 24. 1777

There are four Men of War and four Tenders in Delaware Bay. The *Roebuck,* and a Fifty Gun ship, and two other Frigates, are the Men of War. They come up the River a little Way to get Water sometimes with Fear and Trembling, and dare not come up far enough to get fresh Water, but content themselves with brackish Water.

They go on shore sometimes to steal some lean Cattle, if any happen to wander into lonely Places, where they dare venture.

1. Butterfield, ed., *Adams Family Correspondence,* II, 246–47.

William Paca to Governor Thomas Johnson and the Maryland Council [1]

[Extract]

Yesterday the Alarm Gun was fired and to Day an Express informs us of ten Sail coming up the River: a fifty Gun Ship – the *Roebuck* of forty four Guns – a Frigate – four Tenders – a Brig and two Pilot Boats – The Gondolas are gone down – The Congress has adjourned to go down in Barges to see the Sport. –

Congress took up Capt Nicholsons Affair and were unanimously of Opinion he had not made the Satisfaction he ought to have made and on Examination of the order from the Marine Committee with Respect to the impress'd Men they found that Committee had acted very unwarrantably in explaining the Resolve of Congress on that Subject in such a narrow limited Sense Congress meant every Man to be discharged without any Defineninatio of such as subscribed the Articles and took the Bounty and the Resolve were full & explicit to that Purpose the Marine Committee were severely handled for presuming to explain at all the Resolve but the more reprehensible for giving a Sense to it which might have defeated the whole design of it – . Mr Carroll & I were directed to prepare a fresh Set of Resolutions We did so one of which declared Capt Nicholson dismiss'd from the Command of the *Virginia* frigate for not making that full Satisfaction to the Governor & Council of Mayd which by a former Resolve of Congress he was ordered to do: a second resolve restored him to his Command on his explicit Disaprobation of his Letter: & a third Resolve ordered the commanding officer of the Frigate to deliver up every impress'd Man who should be considered such by any Persons the Governor & Council should send on Board for the Purpose of making the Enquiry: these Resolutions would have pass'd unanimously but Mr [Francis] Lewis coming up and assuring us of his having Conversation with our Council who declared they would be satisfied with the Concessions which were contained in Nicholsons first Letter and which were satisfactory to the Governor and Mr Lewis further assuring us that Capt Nicholson had wrote a second Letter in Consequence thereof and discharged every Man who did not chuse to remain we have been induced

from these Assurances to postpone doing any thing in the Matter till we hear further from you on that Subject – Mr Lewis further says that Capt Nicholson is about joining the Virginia arm'd Vessels with an Intent to attack the Man of War in the Bay – I can with pleasure inform you the Congress shewed a determined Spirit to give full Satisfaction on both points and I am confident they would have dismiss'd Capt Nicholson without Hesitation if we had not proposed to restore him on his explicit disaprobation of his Letter which was the Satisfaction you in your's to him demanded: you may be further assured Capt Nicholson had not even an Intimation from Congress or Committee to impress: I am surprised that Mr [Benjamin] Rumsey who was on the Marine Committee approved of the Explanation they gave the Resolve to discharge the impress'd Men: Mr [Arthur] Middleton who was also a Member of that Committee told Congress he opposed it in the Marine Committee as an illegal Assumption of Power: as the Question was agitated there how could our friend Rumsey suffer such a thing to be done? You'll be pleased to let us have a Line from you as soon as possible. . . .

Philad Saturday 12 oClock 24 – May 1777 –

1. Red Book, IV, Md. Arch.

25 May (Sunday)

JOURNAL OF CAPTAIN HECTOR MCNEILL [1]

Sunday May 25th [1777]
at Noon Wood
Island NWBN
dist 3 Leagues

this 24 hours fresh breeses of wind & Hazey weather
we keept togather 9 Sail of us untill 4 oClock PM when the [*General*] *Mifflin* hoisted her collours & bore away for casco Bay [2] in the course of the Night the wind haul'd round to the No & NE, and came to blow fresh –

1. McNeill's Journal, MM.
2. Of the departure of *General Mifflin*, Benjamin Crowninshield noted in his journal: "She had the small pox on Bord," Crowninshield's Journal, MassHS.

CAPTAIN SETH HARDING, CONNECTICUT NAVY SHIP *Oliver Cromwell*, TO GOVERNOR JONATHAN TRUMBULL [1]

May it please your Excellency Bedford, May 25th 1777

I have the Pleasure of informing your Excellency and the Honorable Council, that I sailed from the Port of New London, on Thursday last, afternoon [May 22], and arrived safe in this Harbour on Friday – The Ship proves a very good Sailer, and in other Respects fully answerable to our greatest Expectations – I hope to get mann'd soon, as I brought out 102 Men and shall open a House of Randezvous here Tomorrow I am With the greatest Respect your Excellency's [&c.]

Seth Harding –

1. Conn. Arch., 1st Series, IX, 173, ConnSL.

Journal of Christopher Vail [1]

[New Haven, May 23–25, 1777]

While at New Haven we had Information that a body of Refugees about one hundred in number was at Saggharbour on a Foraging party with One Armed brig of 14 guns, and 13 Coasting Vessels in order to carry away what was collected, their business being about completed, and ready to depart when the Information was given. Immediately Colo [Return Jonathan] Meigs provided a number of Whale Boats and proceeded with our force for Long Island. We arrived at a place on the North side of the Island called Baileys beach which was 14 miles from Saggharbour the Afternoon following at this place the Carrying place was about 40 rods over. here we took our boats by hand and carried them accross, and put them into a Creek called Mill Creek. from this place it was about 2 or 3 hours rowing to Saggharbour. in the first part of the night we rowed across the bay, and came to a Neck of Land which was about 4 rods wide to the water on the other side, which led to Saggharbour and here we again took up our boats and carried them across this Isthmus, and again Embarked, at this time about one mile from the Enemy.

We landed on the West of the Port about half a mile and surrounded the Village at once and proceeded down to their quarters where we completely succeeded in capturing the whole force except one man. we burnt all the coasting vessels which was all loaded and laid along side the wharf and a store that was 60 feet long that stood on the wharf. It so happened that they had completed all their business at this place, and the afternoon before they had received a months pay, and had a sham fight and damned the Yankees, and wished them to come over for there never was a better time, each man had a wooden flint in his musket, and after their Sham fight, they sent the greatest villan belonging to their Gang to Southampton to engage a dinner for the whole Company the next day on their march up the Island. They remained went to drinking &c. and all got pretty well Boozey when we arrived. We took Ninety nine Tories some had nothing but his shirt on, some a pair of trousers, others perhaps 1 stocking and one shoe, and in fact they were carried off in this Situation to New Haven, and None escaped except the armed Brig which was anchored off and the man spoken of above. the whole of the time our troops was there the brig was firing broadsides in every direction. We returned back to New Haven in about 60 hours with our Gentry where they were all deposited in the town Gaol.

1. Christopher Vail's Journal, 1775–1782, LC.

Captain Andrew Snape Hamond, R.N., to Captain Charles Phipps, H.M.S. *Pearl* [1]

By Andrew Snape Hamond Esquire
Captain of His Majestys Ship the
Roebuck

You are hereby required and directed to Station His Majesty's Ship under your command in the Main Channel between the Narrows and the

Brandywine, so as best to intercept any of the Enemies Ships or Vessels that May attempt to pass that way; You are to move the Ship up and down occasionally and to have a particular attention to that part where the Cape May passage falls into the Main Channel.

Given on board His Majesty's Ship the
Roebuck in the Delaware the 25th May 1777
A. S. H.

1. Hamond, Orders issued 1776–1777, UVL. Similar orders were given this date to Lieutenant John Graves, H.M.S. *Camilla*, to place his ship off the Maurice River for the same purpose.

CAPTAIN JAMES JONES, R.N., TO VICE ADMIRAL JAMES YOUNG [1]

Sir, *Beaver* Sloop Grenada May 25th 1777

I have the pleasure to inform You that on Monday the 19th inst at day break – then near St Lucia & Struggling in vain to get to Tobago we fell in with & engag'd a Privateer of the Rebels and in less then 3 quarters of an Hours Close Action.She yielded to the Superior Valour of My Officers & Men. She carries 24 Guns 14 of them are french 9 pounders – her Compt 150 Men but had only 125 during the Action. She is their only capital Ship in these Seas has greatly annoy'd & hurt the trade of these Islands and is nam'd the *Oliver Cromwel* –

I am happy to say we lost Not a Man & had only 3 wounded with little or no hurt done to our rigging &c – On the Rebels Side 15 Men were killed & 20 wounded – She Had Masts rigging & sails very much cut –

She is a very handsome Ship, has Ports to all her Guns & fights her Men under Cover is exceeding well found & Stor'd & Stood the owners in at fitting her out, & altogether at leaving Philadelpha wch was feby last near £20,000 I suppose that Money – She will soon be in good Order & would I think make a most excellent Post Ship –

I am very busy at present Shifting the People & Sending the Sick & wounded on Shore with the Prisoners Who are to be confin'd as Rebels tak'n in Arms –

I purpose Sailing this Evning to attempt Tobago again for the trade there but fear much from the Currents wch [illegible] Set Strong to leeward but will make sur[e] of the St Vincent & Grenada Ships wch will be upwards of 40 Sail – I mean if I can to raise Men for the *Cromwel* and to take her with me to strength'n the Convoy & drop her in to English Harbour as I pass Antigua –

I have made enquiries for Surgeons Mates – but there is Such a demand for them at the Plantations – that they are catch'd up as fas[t] as they're imported –

The poor *Druid* I saw last Tuesday in her old Situation to Leeward of St Vincent Struggling to get to windward & always loosing Ground – I Question much if ever She reaches Barbadoes –

I hope you are Well Sir & all the Gent & am wth respect [&c.]

James Jones

A Copy – of one I wrot from St Vincents

1. PRO. Admiralty 1/310.

VICE ADMIRAL JAMES YOUNG TO THE MARQUIS DE BOUILLÉ [1]

(Copy)

Sir Antigua 25th May 1777.

I had the Honor to receive Your Excellencys Letter Dated the 19th Current, acquainting me of Your safe arrival at Your Government of Martinique; on which give me leave to Congratulate You; and to wish Your Excellency Health and Happiness therein; and also to hope, that a Mutual Confidence may exist between us; and that we may both use our best Endeavours to maintain perfect good Harmony and Friendship between our Respective Nations, and the Colonies in these Seas.

I take leave to assure Your Excellency that nothing on my part shall be wanting thereto; and I am sorry to perceive by Your Letter that You think the same has been disturbed, by some Acts of Violence committed by the English Ships of War; and some Non Commissioned Vessels calling themselves Privateers; who have unwarrantably taken some. French Vessels, on pretence of their being loaded with American Produce.

In respect to the former (who are under my Command and Orders) whenever I found on enquiry, that they had acted irregular, I at all times gave immediate Redress; Your Excellency may well perceive, by my Ordering immediate Restitution of the *L'amitie,* on the first application made to me concerning her; and I shall now make immediate enquiry into the *Nancy* said to be stopped by his Brittannic Majesty's Ship *Beaver,* and carried into Dominica; and should that appear as represented, will cause her also to be delivered up to the Owners. These are the only French Vessels named in Your List that were said to be stopped by any of the King's Ships under my Command As to those stopped by the Non Commissioned Vessels: I am sorry to Own: that I can not at present put a Stop to their Proceedings nor can I give any redress for their Depredations, tho' I think them altogether unlawful and unjustifiable: Your Excellency's Predecessor well knows on his first Complaint to me, that I did all in my Power to put a Stop to such Non Commissioned Vessels going to Sea as Cruizers; well foreseeing what would happen from them; my attempts hitherto has not had the Success I expected, and wished for; and I have myself been insulted by a Parcel of Lawyers on Account of the opposition I gave to their opinion, however so long ago as the beginning of March last, I represented to the Court of London in the strongest Terms the improper behaviour of these Gentry; and I doubt not but proper Satisfaction will be given to all the Parties Injured by these Self appointed Cruizers and they all punished with a proper Severity; I shall now renew my application to the King's Ministers, and send home Your Excellency's complaint against them.

Your Excellency must now give me leave to say that for some time past, I have had the greatest reason to complain of the unfriendly behaviour of the French, in Your respective Islands in these Seas, in the open and avowed protection and Encouragement given by them to the Americans (who I hope You will call Rebels as well as myself) Num[erous] of whose Vessels have been Cleaned, refitted and supplied with Ammunition, Men &ca at the

French Islands; and thereby enabled to Act in an Hostile manner against their Lawful Sovereign, and to distress his Loyal Subjects, by taking their Ships and Vessels and carrying them into the French Ports where without any Lawful Process, or even form of Trial or Condemnation they and their Cargoes are openly sold: and I am told, (and fear the same is too true) that French Merchants are Concerned and Shares in these Acts of Piracy: I now ind[eed] flatter myself from Your Excellency's Letter, where You are pleased to inform me of the Orders You have issued by the Direction of Your Court, that the same will have the desired effect and an immediate Stop be put to the enormities before practiced; by which our mutual Confidence may be much increas'd and a Disagreeable Correspondence ended; at the same time I also hope and flatter myself We may both, receive the Approbation of our Royal Masters. I have the Honor to be Sir [&c.]

Jam[s] Young

His Excellency The Marquis De Bouilly
Governor General &ca &ca &ca
Martinique

[Endorsed] Vice Admiral Young's Answer to the Marquis Bouilly. In the Admirals Letter No 2, dated 12 June 1777

1. PRO, Admiralty 1/310.

26 May

Journal of Captain Hector McNeill [1]

Monday 26th May [1777]
42:55N Latd
67..15W Longd

this 24 hours brings Strong gales of wind and rainy disagreeable weather, made a Snugg Ship & carried Short Sail According to the weather, had sight of Most of the fleet untill towards Night – house'd all the guns and wallow'd in water all night the gundeck Leak'd so that the most of the people were wet below as well as the officers. [2]

1. McNeill's Journal, MM.
2. Benjamin Crowninshield wrote in his journal: "Parted with all the fleet but one and that is the Commodore," Crowninshield's Journal, MassHS.

Advertisement for Deserters from the Continental Navy Frigate *Warren* [1]

[Boston, May 26, 1777]

Deserted from the Continental Frigate *Warren,* the following Persons, viz. Francis Ederick, belonging to the State of Rhode Island, about 20 Years old, about 5 Feet and half high, dark Complexion, wears his short brown hair. – Thomas Allen, says he was born in Boston, but brought up in England to the Sea, dark complexion, a little mark'd with the Small Pox, a Scar or large Mark a cross his Nose, has short sandy Hair, about 6 Feet high. – David Cleaveland, belonging to Nantucket, about 5 feet 3 Inches high, thick

set, brown Complexion, & short Brown Hair. – Samuel Lake, born in Ireland, about 6 Feet high, slender built, and fair Complexion, has short brown Hair, brought up to the Sea. – Henry Perry, born at Newport, Rhode Island, well set, brown Complexion, has dark Hair, about 5 Feet and half high, brought up to the Sea. – John Lowman, John Wilson, Robert Elliot, John Williamson, and Elisha Dotten, all which deserted the Ship the 9th Instant, at Providence. – Samuel Garrison, belonging to Marblehead or Salem. – Emanuel Peters, a Spaniard or Portuguese, resorts at the same Place. Peter Mulzard, a Jersey Man, was out in the last Cruize in the *Boston* Privateer, All which had a Furlow the 29th last Month, for 4 Days, and have not return'd yet. – Amos Stone, belongs near Derry, New England, about 22 Years old, and 5 feet 8 high, much Freckled, and wears his own brown Hair, was taken by Capt. [William] Brown in the *Boston,* he belong'd to the Brig *Eunice,* when taken. – James Readden, formerly a Scotch Pedlar, and well known about the Country, 5 feet and half, mark'd a little with the Small Pox, wears his own short brown Hair, and had on when he went away, a light colour'd fustian Coat. – Amos Knobles, belonging to the South Shore, of a swarthy Complexion, about 5 feet 4 inches, with his own short brown Hair, and slender built.

Whoever shall take up said Deserters and bring them to the Ship at Providence, shall have Twenty Dollars Reward for each, and all necessary Charges paid by

John B. Hopkins, Esqr; Commander.

1. *Boston Gazette,* May 26, 1777.

Josiah Hewes to Christopher Champlin [1]

Philada 26 May 1777

Yours of the 30 March I received and have advertized your Ship for Sale for Some time but have not yet had any Application, for her, worth Notice, our River has been long blocked up by Men of Warr, that Many fine Vessels lay Idle here, our Merchts Seems Discouraged, and knowing, that Vessels have been Sold Very Cheap, in New England, wont talk with me at any thing Near the price you Mention, 8,000 dollars was Shee here and our port Released from the British Ships would readaly Sell for the Sum above Mentioned, but Cant find any of them Inclined to purchase her as she is however, if you Choose to fix a prise on her, and forward Inventory, of what Stores Rigen Sailes &c She has that is to go with her wil Continue my applications for the Seling her, and am with Sincerety yours

Josiah Hewes

1. George Peabody Wetmore Collection, MassHS.

Minutes of the Pennsylvania Navy Board [1]

State Navy Board

[Philadelphia] May 26th, 1777

The Board taking into Consideration that the fire fleet wants a Pilot, have Appointed Frederick Bird Pilot of said Fleet, who is at all times to Obey

the Order of the Commodore, for which he is allowed Forty two Dollars P Month and two Rations.

Jacob Bird is appointed Captain of the Sloop *Defiance,* in the Room of Frederick Bird Promoted.

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

Gazette of the State of South-Carolina, MONDAY, MAY 26, 1777

Charles-Town, May 26

Capt. Nathaniel King, who arrived at a safe Port in this State on Tuesday last, in 12 Days from St. Thomas's, beat off three Tortola Privateers (of uncommissioned Rovers) that watched him coming out of Port, and made several Attempts to take him during the Course of a whole Day. – Many small American armed Vessels have fallen into the Hands of these Rovers, by not firing upon them, and from an Apprehension of their being so well manned as to be able to board – whereas they have generally sheered off, on a single Gun being returned, and are wretchedly manned. –

The Sloop *Liberty,* Capt. Thomas, has been taken and carried into Tortola.

The Sloop from Pensecola, taken by the *Rutledge* Privateer, Capt. Milligan, has got safe into Port, after having been ashore upon Cape Romain and deserted.

We do not hear of any British Cruizers having been seen on the Coasts from Virginia to St. Augustine, since the *Brune* and *Merlin* went to water at Cape-Fear.

The *Cotesworth-Pinckney* Privateer, Capt. Rankin, which sailed on a Cruize the 27th of April last, after having been chased into Cape Fear River, by the Men of War that went to water there, proceeded off St. Augustine Bar, and would have attempted to board Captain Lofthouse's Ship of 14 Guns, from London, lying there, but that a Number of Soldiers upon Deck discovered themselves; she afterwards met with a Snow Packet, of 22 Guns from Falmouth, said to be commanded by Capt. Smith; and lastly, narrowly escaped being taken by an armed Sloop, of 24 Guns commanded by Capt. Mowbray, being favored by a Calm, in which she was rowed off.

27 May

Independent Chronicle, THURSDAY, JUNE 19, 1777

Halifax. May 27.

The armed Brig *Diligent,* Lieut. Edward Dod, commander, was lost on the Gannet Rocks in the Bay of Fundy on the 15th Instant, and her Officers and Men were only saved and taken up by the Transport Brig *Berry,* and carried into Annanpolis [Royal].

Trial and Condemnation in Nova Scotia Vice Admiralty Court of the Schooner *Esther* [1]

Cause.

Henry Mowatt Esqr Commander of his Majesty's Ship of War the *Scarborough,* vs. the Schooner *Esther* & Cargo. –

7th May 1777. Libel filed & Entered Order made thereon as on file.

Registers Office May 10th 1777.

Charles Callaghan being duly Sworne deposeth that being in the *Scarborough* on the 29th Day of April they fell in with the Schooner *Esther* bound from Carolina to Cape Ann loaded with Rice & Tar, that by one Rogers he the Deponant Understood the said Schooner was owned in Cape Ann, that the *Scarborough* Man of War took the said Schooner about 40 Leagues from Cape Anne the same Day they fell in with her & that she is now in this Harbour.

Charles Callahan.

Sworne before me Charles Morris Junr

27th May 1777 Court open'd by making Proclamation as usual

Proclamation made for all Claimers none appear'd

Decree pronounc'd as on file –

Court adjourn'd without Day

1. N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769–1777.

John Gray to the Massachusetts Board of War [1]

Gentlemen/ Casco Bay 27th May 1777

I have the Honor & pleasure of informing you of my safe arrival here in the Brig *Penelope* a Prize taken by Capt John Clouston in the Brigantine of War Called the *Freedom* belonging to this State According to his orders to me I wait your Honors Further Instructions, her Cargo Consisting as per the Inclosed Invoice, my maintopmast being Sprung I Can't carry any After Saile having had a Gale of Wind in the Gulph which obliged me to Lay to for thirteen days under a ballance Mainsail, Nothing more from Gentlemen [&c.]

John Gray

PS. The Brig has on board four three pounders & five Swivells

1. Mass. Arch., vol. 152, 222, Board of War Letters, 1776–1777.

Journal of the Massachusetts Council [1]

[Boston] Tuesday May 27th 1777

Account of Captain Abraham Hunt against a Number of Soldiers that had inlisted in the Continental Army & received their Bounties & are now Sailors on board the Ship *Boston* a Continental Frigate Commanded by Capt Hector M'Neill praying that the Continental Agent may be ordered to stopt out of their Wages & Prize Money as follows Vizt

Richard Nowlan	Twenty Six pounds
Michael Mulkaha	Twenty Six pounds
Henry Connolly	Twenty Six pounds
John Obrian	Twenty Six pounds
Phillip Meservy	Twenty Six pounds
Patrick Tobin	Twenty one pound ten shillings –
Edward Bowdin	Fifteen pounds Sixteen shillings –

Ordered That the Continental Agent Capt Bradford be served with a Copy of the within Account, & that he be desired to stop from the Wages & prize Money, what may be due to the several persons within mentioned who have received the Bounty allowed by this & the United States, as is sett forth in the Account.

1. Mass. Arch., vol. 21, 508, 510.

Brigadier General Enoch Poor to Major General Horatio Gates [1]

Copy

Dear Sir Ticonderoga May 27th 1777 10 Clock at Night

Preparatory to the execution of a plan to Surprize any Ports which the Enemy might have Establish'd on the Lake, I thought proper Yesterday to dispatch a reconnoitering party with Orders to Proceed to Split Rock last night, to spend this day in Observation, and return in the Evening to an Establish'd rendezvous, and make his report. It has return'd to this place in the Moment of the Embarkation of the detachment and Informs us, that they this Morning landed at Split Rock, about break of day within one hundred and fifty Yards of the Enemy's Advanc'd Boat, which the Approach of day discover'd, together with two Schooners, And Six Gondalos, all within three hundred Yards of them, he observ'd on the West Shore about forty batteaus, but as there was a thick fog he could only discover the form of the Vessels And a Number of Fires; a very heavy morning Gun was discharg'd lower down the Lake; he thinks at Schuylers Island. As this report Induc'd the strongest suspicions of the Enemy's Approach, I thought it my duty to forward it to you as speedily as Possible, And shall be proud to receive your Commands. You know the Strength of the Garrison by the last General returns, if the Post should be Invested, which I firmly believe, I much dread we shall Suffer for provisions. I am Dear Sir [&c.]

Enoch Poor

1. Mass. Arch., vol. 197, 97.

Advertisement for a Deserter from Pennsylvania Armed Vessel *Ranger* [1]

Deserted from the armed vessel *Ranger,* under my command, a certain William Bryan, about twenty years of age, five feet eight or nine inches high, fair complexion, and lightish short hair; clothing uncertain, as he had several suits. He was out on the first cruize in the privateer brig *Gen. Montgomery,* commanded by Captain James Montgomery from this port. It is imagined he is at a relation's over Schuylkill, and I am apprehensive he

has absented himself for no other reason than overstaying his furlough, therefore if he returns to duty in seven days from the publication of this notice, I will fully excuse this his first offence; but if any person takes him up after that time, he shall have Twelve Dollars reward.
May 27. John Mitchell

1. *Pennsylvania Evening Post,* May 29, 1777.

Maryland Journal, TUESDAY, MAY 27, 1777

Baltimore, May 27.

Last Week arrived in Sinnepuxent, in this State, a large Ship from France, commanded by Capt. [John] Young,[1] with the following valuable Cargo on board, viz.

10,000 Tents.	7,000 Stand of Arms.
10,000 Blankets.	12,000 Gun Locks.
10,000 Suits of Clothes.	4,000 Bushels of Salt.
10,000 Pair of Stockings.	400 Barrels of Powder.

Together with a Quantity of Lead and other Articles, for the Use of the Thirteen United States of America.

1. Continental Navy sloop *Independence* from Martinique, not France. Cargo was taken out of the French ship *la Seine* at Martinique.

"EXTRACT OF A LETTER FROM MR. COLLINSWORTH, A MIDSHIPMAN ON BOARD OF ADMIRAL GAYTON'S SHIP, DATED PORT ROYAL HARBOUR, MAY 27."

The inhabitants of this island are under the greatest apprehension of an attack from the Spaniards, and not without some reason. Admiral Gayton, to be satisfied of the naval force the Dons have at the Havannah, dispatched the *Hazard* tender, Lieutenant Quearn, Commander, thither, who returned a few days since, and by whom we have the following particulars of their maritime strength, viz.

Men of War – *Monorca,* 70 guns, *St. Damar* 64, *Septentrion* 64, *St. Joseph* 70, *America* 64, *Poderose* 70.

Frigates – *Venus* 26 guns, *Xabeque* 30, *St. Rosa* 20, *St. Clara* 26, *Liebra* 28.

Two bombs, four fireships, 40 transports, and 30 battalions of 100 men each.

1. *London Chronicle,* July 22 to July 24, 1777.

28 May

CAPTAIN PHILEMON POWNOLL, R.N., TO PHILIP STEPHENS[1]

Sir *Apollo* Off Quebec 28th May 1777

I am to desire you will acquaint my Lords Commissrs of the Admty, that I arrived in the Bason of Quebec the 6th Inst at 4 OClock in the Morning with His Majesty's Ship under my Command, being the first Ship from Europe, and without any Interruption from the Ice: being the Senior Captain

in the River St Lawrence, I enclose a List of His Majesty's armed Vessels on the Lakes, and number of Men employed on that Service, having not had time to get a more regular return from Captn Lutwidge.[2]

The *Garland, Triton* and *Viper* Sloop have hauled into the Stream, and do not find that they have suffered in the least from the Ice, during the Winter – Captn Lutwidge of the *Triton* at the request of His Excellency General Sir Guy Carleton to Capt Pearson, is gone to command on the Lakes, and I have sent Lieutenants Brown of the *Apollo,* and Turnbull of the *Triton* to assist him.

As the General has made no fresh requisition for Men for the Lake Service, I am employing the *Apollo*'s people in bringing down the Transports from Sorel, in order to their being caulked and put into a Condition to return to England, and I hope they will be ready by the time the *Blonde* arrives, when the Supernumeraries she brings out, will replace those on the Lakes; I am likewise giving every assistance in my Power to the Transports here, but for want of Caulkers (most of those, I have, being employed on the Battoes for the Army) it will be some time before they have all sailed.

The *Charlotte* a Victualler being the first Ship ready, having fourteen Guns, and being a remarkable good Sailer, I have converted into an armed Ship, and have put on board her the Men invalided from His Majesty's Ships here, and others from the Army, and His Excellency General Sir Guy Carleton having no Officer to send home, I have given orders to Lieutenant Burchell appointed last Year to the *Viper,* to take charge of His Excellency's Dispatches for the Secretary of State, and he will deliver mine to you for their Lordships.

I sent the *Gaspé* Brig, which sailed the 17th Instant, to Hallifax, with Dispatches for the Lord Viscount Howe, and General Sir William Howe.

I enclose a List of the Transports, Victuallers, and Treasury armed Vessels now at Quebec &ca.

The *Tartar,* Captain Ommaney, arrived here the 25th Instant with Ten Transports &ca under his Convoy, from New York and Hallifax, that were prevented by bad Weather from entering the River St Lawrence at the close of the Season last Year.

I am Sir [&c.]
Phil Pownoll

1. PRO, Colonial Office, 5/127, 159-61.
2. See "A List of the Armed Vessels on Lake Champlain," dated May 17.

Captain Philemon Pownoll, R.N., to Lord Sandwich [1]

My Lord, [Quebec, May 28, 1777]

I was in hopes I should have had the honor of acquainting your Lordship that our army was far advanced on the Lakes, but the delays occasioned by a want of pitch & tar, and caulking the battoes is the apparent reason, why they are not yet embarked; General Burgoyne left Quebec the 14th Inst to Joyn the Army, and put it in motion, but as the several corps stationed over the country have not began their march I am afraid we shall

have a late Campaign, and very much disappoint our friends at home; by a private letter I received yesterday from Captain Lutwidge [2] he tells me he is off point aux Fer with the greatest part of the armed vessels, and is sending them to cruize on the Lake, that a new ship of twenty guns is ready to launch, & that they have added a great number of Gun boats &c &c that we have an amazing force on Lake Champlain sufficient to carry the whole army at once across, he says he cannot learn that the Rebels have any thing to oppose them, but that they have been pouring men into Ticonderago ever since the frost broke up, where they left only 800 men during the winter.

It is reported and I believe with some degree of certainty that the Rebels are preparing to dispute Lake George, and have built some Large vessels there, they will so far succeed in this scheme, that it will delay our operations, as it will take up some time to get our Large Gun boats &c across from Ticonderago, my only fear is least it may be found necessary to begin building again on the Lake, in which case we shall be very late indeed: your Lordship may be assured while I have the honor to command here nothing shall be wanting on my part to assist them, they have a most experienced officer in Captain Lutwidge, and I have offer'd the General to attend with all my ship's company if it is necessary, if we are consulted I am very certain our voices will be against it, and without any great presumption, or impeachment of a General's knowledge, we are better judges, what British seamen are capable of; Genl Burgoyne has expressed a wish that he may see me before the army moves, as soon as I have dispatched away some of the transports, if no senior officer arrives I intend to go up to him. I take the liberty of recommending Mr Burchell (who I send home with the dispatches) to your Lordship's protection, he has been an old servant and is very deserving, as he was brought up with Mr Proby, I beg to refer you to him for a confirmation of my character of him. –

1. Sir Henry Clinton Papers, CL. While the draft of this letter is neither dated nor signed, a letter from Sandwich to Pownoll dated July 8, 1777, establishes both the writer and the date, Sir Henry Clinton Papers, CL.
2. Letter of May 20.

Captain William Haynes to the Massachusetts Board of War [1]

Gentlemen Falmouth 28 May 1777

This is to Aquaint you that I have Not been Able to Get Men for the Ship *Union* though I have tryd Everry Town Between Boston & falmouth & have offerd 25 Dollers pr Month & 6 Barrels prevelige I See No prospect of geting Men In this place If you think it adviseble to Come to the Westwere With the Ship I Should be glad to have your Orders. I think Cape Ann Is as likly A place As Aney I know of If the Ship Wass their I Should be glad to have your Orders as Soon as May Be Convneant – in the Mean time Shall Do My Indeavor to git What Men I Can hear I have four Men Besides My Self & Mate – your [&c.]

Willm Haynes

1. Mass. Arch., vol. 152, 224, Board of War Letters, 1776–1777.

BRIGADIER GENERAL ENOCH POOR TO BRIGADIER GENERAL JOHN FELLOWS [1]

Copy
Dear Sir Head Quarters Tyonderoga 28th May 1777

I last evening sent Lt Lyford of the Rangers down the Lake with a smal Party to make what discoveries they could, he has this moment returned with intelligence, the Enemy were at Split Rock, with two Schooners, seven Armed Gondolas, and a large number of Batteaux, and as he heard their Morning Gun fired some Miles below, supposes their whole Army to be on their way to this place –

We have only two thousand two hundred and forty effective rank and file now on the ground; this therefore to request you as you regard the Liberties to your Country, to send immediately what and all the Assistance, you may possibly have in your Power. I am Dear sir [&c.]

Enoch Poor BGenl –

1. Mass. Arch., vol. 197, 135.

PRISONERS FROM THE CONTINENTAL NAVY SLOOP *Hornet* CARRIED ON MUSTER ROLL OF H. M. S. *Porcupine* [1]

Names	Entry	Time of Discharge	Whither or for what reason
	Privateer *Hornet*		
Edw. Bryan	27 Apl 77	28 May 1777	P. Royal
Nich. Harrison	" "	28 " "	"
Thos Lawson	" "	28 " "	"
Patr Ryan	" "	28 " "	"
Jas Bronnington	" "	28 " "	"
Peter Thompson	" "	28 " "	"
Tho: Cave	" "	28 " "	"
Wm Smith	" "	27 " "	*Antelope*
Isaac Daniel	" "	28 " "	P Royal
Peter Philips	" "	28 " "	"
Jas Mcdougald	" "	27 " "	*Antelope*
Jas McKenzie	" "	27 " "	"
Jacob Packer	" "	28 " "	P Royal
Rich: Pritchard	" "	28 " "	"
Lewis Humfries	" "	28 " "	"
Wm Miller	" "	27 " "	*Antelope*
Jas Denniston	" "	27 " "	"
Jas Bradley	" "	28 " "	P Royal
Jno Jackson	" "	28 " "	"
Wm Henderson	" "	28 " "	"
Jno Casey	" "	28 " "	"
Peter Scurry	" "	28 " "	"

Names	Entry		Time of Discharge			Whither or for what reason
Jas Riley	"	"	28	"	"	"
Tho: Higgins	"	"	28	"	"	"
Rob: Robinson	"	"	27	"	"	*Antelope*
Edw: Leger	"	"	27	"	"	"
Wm Radford	"	"	27	"	"	"

1. PRO, Admiralty 36/10531.

29 May

JOURNAL OF CAPTAIN HECTOR MCNEILL [1]

Thursday 29th [May, 1777]
38.58N Latd
64–08W Longd

this 24 hours pleasant weather and modt breeses of wind
at 6 PM Adam Shute at mast head Espied a Sail, we made the Signal to Manley & gave chace immediatly at half after 7 PM fir'd a bow chace and brought her too, She proved to be Brig *Littleton* Wm Johnson from London bound for N.york.

1. McNeill's Journal, MM. Benjamin Crowninshield noted that the prize had "sailed in company with 7 Sail of transports having on Bord 3500 troops under Convoy with the *Sumer Set* [*Somerset*] of 64 Guns and the *Marcerry* [*Mercury*] of 28 Bound for York," Crowninshield's Journal, MassHS.

CAPTAIN JOHN MANLEY TO CAPTAIN HECTOR MCNEILL [1]

Captn McNiell
Sir –

I Inclose you the Prize Briggs Bill of Laden; the Captn is on board by [*sic* my] Ship think it will be best to keep the Prize along with us till morng; then we can consult what to do with her – there was 16 Sail that Saild out in Compy with the Brigg having on board 3500 Troops under the Convoy of the *Somerset* & *Mercury* – he has no London Papers with him –

John Manley

Thursday Eveng 8 oClock
[Endorsed] Capt Manley May 29th 1777

1. Emmet Collection, NYPL.

Independent Chronicle, THURSDAY, MAY 29, 1777

Boston, May 29, 1777.

Last Tuesday se'nnight [May 20], 18 Ships, 2 Schooners and 7 Sloops, having on board, 'tis said, 2000 Troops, left Rhode-Island, and stood up the Sound. Next Day they were seen passing Montauk, standing to the Southward.

Last Sunday se'nnight [May 18], a large Number of Men of War and Transports, with a Number of flat-bottom Boats, were seen off Huntingdon and Oyster Bay. – In the Afternoon they went into Huntingdon, to anchor – On Tuesday following 3 Boats left the above Fleet, and stood off Westerly Shore. From which Movements, 'tis conjectured, they intend making another Attack upon some Part of Connecticut.

The Privateer Brig *Fanny,* mounting 18 Carriage Guns, compleatly fitted for a Cruize against the Enemies of the United States of America, will peremptorily sail from Dartmouth, within 12 Days. Those who are desirous of entering on board one of the finest armed Vessels fitted out of America, must apply immediately to the Captain, John Kendrick, at Dartmouth, or they will be too late; great Part of the Hands are already engaged. [1]
Boston, May 28, 1777.

On Wednesday, 4th of June, at Ten in the Morning, Will be sold by Public Auction, at Bedford, in Dartmouth, The Prize Ship *Caesar,* and her Cargo, among which are, a Variety of Hard-ware Goods, Loaf Sugar, a Quantity of Oats, Beans, Peas, Flour, Hams, red Port Wine, Porter, Madeira Wine, one Pair of 4, and two Pair of 2 Pound Cannon, and a Variety of other Articles.

Russell and Clap, Auctioneers.

1. *Fanny,* 18 guns and a crew of 100 men, had been commissioned May 26, 1777. She was the property of Adam Babcock and Archibald Blair of Dartmouth, Mass. Arch., vol. 5, 270.

Journal of the Connecticut Council of Safety [1]

Hartford, May 29th, 1777.

Voted, That the schooner *Miflin,* under command of Capt. Timothy White, be and the same with the officers and crew on board are hereby discharged from the service of this State, and Capt. White is directed to deliver up said schooner and all the stores on board belonging to the continent to the agent for the continent, taking receipt; and what stores are on board belonging to this State are to be delivered to Brigr Genl [Gold Selleck] Silliman, or where he shall order the same.

1. Hoadly, ed., *Connecticut State Records,* I, 318–19.

Maryland Council to William Paca [1]

[Extract]

In Council Annapolis 29th May 1777.

We inclose you a Copy of the Letter we received from the Marine Committee and Copy of Resolutions inclosed by the President; we were not furnished with the Resolution of Congress for the Discharge of the Men; if any such passed it was omitted to be sent by the President and Marine Committee. Mr [Francis] Lewis has very much mistaken the Council. They and I were sensible of the Indignity offered by Capt [James] Nicholson

in his first Letter inclosed to Congress; after the Proceedings of Congress, we received Capt Nicholson's letter of the 5th of May, which we inclosed to the Marine Committee. Mr Lewis was in Town and was several Times in the Council Room; that Letter, he must know, was not satisfactory; he was desirous, indeed, that it should be accepted as such, and represented Nicholson as not being so blameable as he seemed to be. Mr Lewis may recollect that he told the Governor, Nicholson had told the Marine Committee that it was impossible for him to man the Frigate without impressing Men, and that instead of discouraging it, they seemed rather to approve, and this agrees with Nicholson's first Letter where he says "I do not pretend to plead the Orders of Congress for what I have done but will say if I had not Reason to think Congress would not disapprove of it I should not have done it." After all the Conversation that passed between Mr Lewis and the Governor & Council, our Letter to Nicholson of the 8th of May, was shewn to Mr Lewis, he waited some Time for it and carried it himself intending, we have no Doubt, to influence Capt Nicholson as far as he could, to comply with the moderate Terms we required. We have not since received any Letter from Capt Nicholson, except his of the 12th Inst which we inclosed to the Marine Committee. How was it possible for Mr Lewis to imagine the Council were satisfied with Capt Nicholson's Letter of the 5th after reading ours of the 8th nor have the Council or I had any Intercourse with Mr Lewis or Capt Nicholson, since Nicholson's Letter of the 12th which you may see, by our Letter to the Marine Committee, we do not esteem a very genteel one. The Discharge of the Men is the Point we set out on and will not be diverted from it. Nicholson may perhaps have discharged them, but we do not know that he has, he has never told us that he had or would; two Men we know were discharged, but as they and their Securities represented, on the Terms of giving Security in 40 Dollars each to return again in a short Time or find a Man each, and this two or three Days after the Service of the Order. We have waved the Point of Satisfaction to us, in our Letter to the Committee, not that we thought Nicholson had complied, but we are unwilling to be the Occasion of dismissing an Officer, from whom many have great Expectations. We are Sir &ca
[To] William Paca Esqr

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

"Extract of a Letter from Tobago, May 29." [1]

Never were any people so distressed as we are; what with American privateers and French pirates, all fitted out at Martinico under protection of a French gentleman in high office, and commissions granted them by the Agent to Congress there, nothing is safe here, in moving from one bay to another; and we cannot help thinking ourselves much neglected.

1. *London Chronicle,* July 31 to August 2, 1777.

30 May

Captain John Glover to Jeremiah Powell, President of the Massachusetts Council [1]

Sir Halifax, May 30th 1777

this may inform you that in four days after our departure from Nantaskett, we Arrived at this place May the first upon which the Commander of the Cartel was taken on board to Sir George Collier, & treated, politely the hurry of Sir George was great in dispatching of Two fleats, one for N:York, the other for Quebec, for a weak after our arivel, after which we supposed they would dispatch the Cartel, but we were greatly surprised when Sir George Orderd our Sails Unbent & to be taken to the Dock Yard. we then supposed that Sir george was fearfull, (as we Lay Near the prison Ship) that the prisoners by some Means. Would take possesion of the Cartel to make their Escape, & was very Easy, expecting every day to have the exchange Negotiated, untill, Yesterday the Lieut of the *Rainbow* went on board, the prison ship & draughted 59 sailors. with Officers Undistinguishd to go on board the *Rainbow Milford* & *Cabbat* [*Cabot*] Brige, this will be handed you by Mr Daley who being fearfull, of the second draught, has taken his Landtax on board. the inhumanity with which our Captive friends have been treated is intolarable – time will Unfold Particlors,

[Endorsed] Letter from Cap: Glover commander of the Cartel at Halifax dated May the 30. 1777

1. Mass. Arch., vol. 197, 103.

Journal of Captain Hector McNeill [1]

Friday 30th [May, 1777]
38–35N Ltd
64–00 Longd

at 4 AM Espied 4 Sail large Vessells to windward, capt Manley stood athwart them against my advice, when they came near I plainly discover'd that 'twas the *Somerset* & three Transports which was part of the convoy with which the brigg had Sail'd, She chase'd Manley & fire'd several Shot, over him which he returnd, & run as fast as he could.

at 10 AM finding that the *Somersett* continued to pursue Capt Manley, I Tack'd to the No and as Soon as we could bore up on the Transports, which when she observed she left the *Hancock*

at half past Noon we found that the *Somersett* had an intention upon us & had already gaind on us a good deal to windward, on which we made all the Sail we could, with the Sails with the Enjine moved the men & two of the bow guns aft. – we then left him so that at 6 PM he gave over the chace – we then endavour'd to

joine Manly, but did not untill Next day, tho we Saw his Light to the Southd of us – Several times in the Night

1. McNeill's Journal, MM.

Journal of the Massachusetts Council [1]

[Boston] Friday May 30th 1777

Petition of Ebenezer Cleveland of Glocester setting forth that John Torney, Thomas Robins, John Tarr one Flint & James Mecomb were taken by the *Milford* Frigate on board the *Yankey Hero* said Persons are now on board the *Renown* & are very earnest to be exchanged praying that the necessary steps may be taken for their Exchange –

Whereas the Reverend Mr Cleveland has represented to this Board that sometime in June last John Torney, Thomas Robbins, & John Tarr of Glocester & one Flint of Casco Bay & James Mecomb of Beverly were taken by the *Milford* Frigate & put onboard the *Renown* ship of War now laying at Rhode Island, where they now remain Prisoners Therefore Ordered That the Commissary of Prisoners be & he is hereby directed to send under a proper Guard so many prisoners of equal Rank from onboard the Guard Ship now in this Harbour to Providence advising Governor Cooke thereof that he may send a Cartel for the Exchange of the above persons prisoners onboard the *Renown* Man of War or any other Ship where they may be found –

1. Mass. Arch., vol. 21, 514, 516.

John Manley, Deputy Continental Agent for Rhode Island, to the Rhode Island Board of War [1]

Gentn providence May 30 1777 –

the Bearer John Dobie is Impowerd to Enter seaman to go on board of a ship Commanded by Capt [John Paul] Jones in order to go to France, & the men he had Enter'd on that service have been Impress'd on board the Ship *Warren*.

he therefore requests your Assistance in geting them releas'd, otherways he must be obliged to send Express down to Capt Jones, & a line from you Gentn down to Capt Jones Explaing the Reason of the impress may prevent any Blame being lai'd on Sd Dobie –

John Manley

[Endorsed by Jones] Note from Mr Manley to the Board of War – on Captn [John Burroughs] Hopkins's having Impressed the Men who [entered] with Mr Dobie for France.

1. Papers of John Paul Jones, 6577, LC.

Connecticut Gazette, FRIDAY, MAY 30, 1777

New-London, May 30.

Thursday Se'nnight, Capt. Conkling, in a Privateer Sloop from this Port, arrived at Bedford, from a Cruize, and carried in a Prize Schooner with 7000 Gallons of Rum on Board, which he took on her Passage from Dominica to Halifax. [1]

Capt. Conkling some time before, took another Schooner, loaded with Fish, bound from Halifax to the West-Indies, which he sent into Guadaloupe, where he sold her Cargo.

1. Joseph Conkling commanded privateer *Revenge*. His prize was *Adventure,* Richard Hinckley, master, *Independent Chronicle,* Boston, June 26, 1777.

MARYLAND COUNCIL TO WILLIAM PACA [1]

[Extract]

In Council Annapolis 30th May 1777

. . . Nicholson alledges, and Mr Lewis seems to confirm, that Nicholson advised with the Marine Committee on the Subject of pressing before he did it, and that the Committee rather approved it. Nicholson has promised now to discharge such of the impressed Men (he has upwards of 30) as are not willing to go with him and a Magistrate goes on board this Afternoon to see it done . . .

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

MARYLAND COUNCIL TO ROBERT TOWNSEND HOOE [1]

Sir. In Council Annapolis 30th May 1777

Mr [James] Calhoun some Time ago wrote us that Capt [John Thomas] Boucher informed him that one Capt Laurence Sanford of Alexandria a Man of Reputation who was taken by the *Roebuck,* on board of which he saw the two Goodrich's, who escaped from Baltimore Jail, told him that they effected their Escape by bribing the Jailor and that it cost them 600 £.[2] We shall be obliged to you to have Captn Sanford's Deposition taken and all Circumstances that his Memory retains inserted to lay a proper Foundation for putting the Jailor in the Goodrich's Place; we need not remark that the more Privacy this is done with, the better. We are &ca

1. Council Letter Book (1777–1779), Md. Arch.
2. Bridger and William Goodrich. See Volume 7, 670.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS, WARWICK [1]

Rigging for two Galleys on the Eastern shore.

For, fore and Main Shrouds, Pendants &c being three on a side to each Mast five Inches, two hundred fathoms, Mizen Shrouds four Inches, seventy fathoms, Six Coils of three Inch, eight coils of two and half Inch, eight ditto of two Inch, Six Coils of ratline, six Ditto of Spunyarn, A Quantity of Mar-

line, housing and Amberline for the above rigging. Bolt rope of two ¼ Inches for read ropes, eighty fathom Ditto for leach and foot ropes three ½ Inches, two hundred fathom, two Cables of eight & ½ Inches, for best Bowers of Seventy fathom each, two Cables of eight-Inch for small bowers of Seventy fathoms each, two Hausers of four Inch, for warping, one hundred fathoms each, three ditto of four small for fore and Main Sheets.

Sir.

Be pleased to have the above mentioned Cordage ready as soon as possible for the use of two Galleys building on the Eastern Shore, which will be launched the first of July next.

Navy Board. } By order of the Navy Board.
30th May 1777. } Signed Thos Whiting 1st Commr

1. Navy Board Letter Book, VSL. *Accomac,* William Underhill; *Diligence,* Johannes Watson.

Dixon and Hunter's *Virginia Gazette,* Friday, May 30, 1777

Williamsburg, May 30.

The capes are now blocked up by the *Phoenix,* Captain Parker, the *Senegal,* the *Raleigh* armed brig of 12 guns, and a sloop of 10. They are so situated that it is almost impossible for vessels bound in or out to escape them. Captain Parker has determined not to send or receive any more flags.

South Carolina Navy Board to Captain Stephen Seymour [1]

Capt Stephen Seymour Sir/. Navy Board May [30, 1777]

The Commissioners of the Navy desire that you will Imediately Open a House of Rendez[vous] under the Direction of a Proper Officer, and Endeavour to Enlist as many Seamen as you possibly can, to serve on *board* of the Brigg *Notre Dame,* for six Months, or Longer, and for the Encouragement of such Seamen as may Enlist for that Time, you may Engage to Advance One Months pay to Each, And to Every man that will Enlist for Twelve Months or during the Warr, Ten Pounds Bounty over and above the Months pay. — Pray be as frugal as possible in the Expence and particularly Carefull that you do not Enlist any man belonging to the Continental Frigate [2] or to Either of the Regements in the Continental or State Service

Edward Blake first Commisr

1. Salley, ed., *South Carolina Navy Board,* 66.
2. *Randolph,* Captain Nicholas Biddle.

Marquis de Lafayette to Adrienne de Noailles de Lafayette [1]

[Extract] On board *La Victoire,* May 30 [1777]

. . . I was very ill during the first part of the voyage, but I could have given myself the consolation of the wicked, which is to suffer in a numerous company. I treated myself in my own way, and I recovered sooner than the others. Now I feel almost as if I were on land. Once I arrive,

I am sure that I shall have acquired the hardiness that will assure me perfect health for a long time. Do not fancy, dear heart, that I shall run great risks in my service here. The post of general officer has always been regarded as a warrant for long life. I shall have functions different from those I would have performed in France, as a colonel, for example. In the former grade, one serves only in councils of war. Ask any of the French generals of which there are so many because, once they have reached that rank, they no longer run any risk, and consequently do not make room for others, as in the other ranks. To prove that I do not wish to deceive you, I shall admit that at present we are in some danger because we risk being attacked by English vessels, and my ship does not have the strength to defend itself. But once I land I shall be in perfect safety.[2] You see that I tell you everything, dear heart, so have confidence in what I say, and do not be anxious without cause. I will not write a journal of my voyage for you; one day follows another here, and, what is worse, they are all alike. Always the sky, always the water, and again the next day the same thing. In truth, the people who write volumes about an ocean passage must be cruel babblers. For, like them, I have had contrary winds, I have made a very long voyage, I have endured storms, I have seen some ships, and they were much more interesting to me than to any other person. Well, I have not noticed anything that was worth the trouble of writing down, or which has not been described by everyone . . .

1. Stanley J. Idzerda, ed., *Lafayette in the Age of the American Revolution, Selected Letters and Papers, 1776–1790* (Ithaca and London, 1977), I, 57.
2. *Ibid.*, I, XL., Lafayette landed June 13 at North Island, South Carolina.

31 May

SURVEY OF THE CAPTURED CONTINENTAL NAVY BRIG *Cabot* [1]

Copy.

Pursuant to Directions from Marriot Arbuthnot Esqr
Commissioner of His Majesty's Navy &c:
dated 23d past, And to us directed.

We whose Names are hereunto Subscribed have been onboard the Rebel Prize Brig called the *Cabot*, and carefully Surveyed the Hull, Masts, Sails and her other Materials (Ordnance Stores excepted) which We value at One thousand two hundred and forty Pounds. – Tonnage 186 15/94.

Halifax Yard 31 May 1777.

John Loader, Master Shipwright
Richd Williams. Storekeeper.
Richd Prouse. Master Attendant.

[Endorsed] Copy. Valuation of the *Cabot* Brig. Dated 31st May 1777.
8 In Lord Howes Lre No 33

1. PRO, Admiralty 1/487.

Captain Timothy Coffin to Governor Nicholas Cooke [1]

Sir Badford may th 31 1777

I have fixt th Slop [2] fit for th Sees I was fierst to take flower for to Purchese Some meterials I was Disapinted of men at Nantucket & men is Not to be had under 25 or 26 Dollors I have Shipt A mate at Acoxsett but i have to Git men I can Not tell for theay are Afraid of the Capes of Vergeny I Set out for Bedford yesterday in hops for to find Some on the Rode but mony is No Temtation If I cant Git A Crew heare I Am Detirmend to Go to the Vineyard & Try thare To I Am your [&c.]

Timothy Coffin

1. Letters to the Governor, vol. 10, R. I. Arch.
2. Sloop *Diamond* outfitted by Rhode Island Council to dispatch to Maryland to take on flour, iron and bread. See Volume 7.

Providence Gazette, Saturday, May 31, 1777

Providence, May 31.

We learn that Mr. Henry Hawkins, of this Town, was killed on board a British Ship of War called the *Phoenix*, in her Passage up the North River last Summer, by a Shot from one of our Batteries. He was taken in a Vessel bound to this Place from France, and compelled by a savage Enemy to the hard Necessity of fighting against his Friends and Country.

Commodore Sir Peter Parker to Vice Admiral Richard Lord Howe [1]

[Extract]

Copy *Chatham,* off Prudence Island
31st May 1777.

My Lord,

I wrote Yesterday to Your Lordship by the Sloop *Peggy and Suky* and enclosed a Paper containing some Intelligence of the Continental Fleet, which I received from Captain Feilding, a Copy of which, with a little Variation, I have now the Honor to send herewith. – The Sloop wou'd have sailed last Night had the Wind permitted; She will proceed as soon as possible, and is to go round by Sandy-Hook, which the Master of her ——— McCutchen thinks the safest Way; The Packet which he has in Charge is properly loaded, and I believe from the Character he bears, that he will observe my Directions, and throw it overboard, shou'd he be in Danger of falling into the Hands of the Rebels – As I think the Intelligence very material, I have taken the *Kingfisher* from her Station in the Seakennet Channel, and directed Captain Graeme to proceed with her, forthwith to the Island named the Two Brothers, and to forward this Dispatch immediately by his Lieutenant and wait there, for your Lordships further Orders.

The *Diamond* and *Greyhound* arrived the 29th instant, and I have ordered Captain Jacobs to proceed with the *Amazon* in Conjunction with the *Juno* and *Orpheus*, and cruize for Two Months from the West End of

Saint George's Bank, Northward across the Bay of Boston, and towards the Port of Piscataqua &c. and shou'd Captain Jacobs fall in with any Frigates cruizing on that Station (which Captain Feilding says, is probable) He will take them also under his Direction – The Three Frigates are ready for Sea, and will push out as soon as possible –

[Endorsed] 31st May 1777 Copy of a Letter from Sir Peter Parker No 2 In Lord Howes No 31

1. PRO, Admiralty 1/487.

"Intelligence Received from Captain Fielding of the *Diamond*" [1]

Received Intelligence from two English Passengers going out in the Sloop *Betsey*, and Job Prince, Master of the said Sloop, that they sailed in Company from Boston with the Rebel Fleet commanded by Manly the 21st May; which consisted of the following Vessels: Viz: The *Boston* of 36 Guns, *Hancock* of 32 Guns, One Ship 20 Guns, with two Brigs, two Schooners and two Sloops, and were to be joined off Cape Ann by the following Vessels from Marblehead and Salem: Vizt The *Tartar* of 20 Guns, four Brigs, two Schooners and two Sloops: The whole of the Brigs &ca mounting from 10 to 16 Guns, except one Sloop of 8 Guns.

The Brigs, Schooners and Sloops are Privateers, and are hired to remain with the Continental Ships for 25 days, and are then to cruize separately.

[Endorsed] Copy Intelligence received from Sir Peter Parker with his Letter of the 31st May 1777. No 1 In Lord Howes No 31

1. PRO, Admiralty 1/487.

George Washington to Governor Patrick Henry [1]

[Extract]

Sir Head Qrs Middle Brook May the 31st 1777

I This morning received information, which I beleive is not to be doubted, that on Saturday last, A large fleet consisting of a Hundred Sail, left New York & stood out to sea. Whither they are destined, or what they had on Board remains to be known. If possessing Hudson's River, should not be Genl Howe's first object I should suppose his operations will be against Philadelphia, and that this Fleet, if they have troops on Board, are bound into Delaware Bay. . . .

In the course of this week 18 Transports have arrived at York with Troops, supposed to be foreign – from their Uniform Whether they are immedeately from Germany or those who were in Canada, is a matter of conject[ure] Some have immagined the Latter would be called to reinforce General Howe. . . .

1. Washington Papers, LC.

Samuel & Robert Purviance to Samuel Phillips Savage [1]

Sir Baltimore 31 May 1777 –

Having none of your Favours of late unanswered, We take the liberty of informing you, that the State of our Navigation is at present too dangerous for any Vessels to attempt coming into this Bay; the Enemy having several Cruizers stationed at the Capes for some Weeks past. We Judgd it proper you should know, least The Board of War might be sending any more Vessels this Way. – We are at present loading a Schooner for a Friend in your State with Flour & Bar Iron, which We send by Water from hence to the River Pocomoke, from whence the Goods are carried 12 Miles over Land to Chincoteague Inlet on the Eastern Shore of Virginia. – This Place has proved an Assylum for many Vessels inward bound, wh wd otherwise be lost: And of late we have fallen on the expedient of loading them there, tho at a considerable Expence Should your Board be Necessitated by Want of Flour or Iron to run the Risque of attempting to get them in these perilous times, We woud advise that the Vessels be orderd into Chincoteague and the Masters directed to apply to our Friend Mr William Burdet, who will send us their Letters by Express – This Gentln will see any Goods that we forward, Carted across & Shipp'd. We are with much Respect Sir [&c.]

Sam[l] & Rob[t] Purviance

1. Mass. Arch., vol. 152, 229, Board of War Letters, 1776–1777.

Order of the Maryland Council [1]

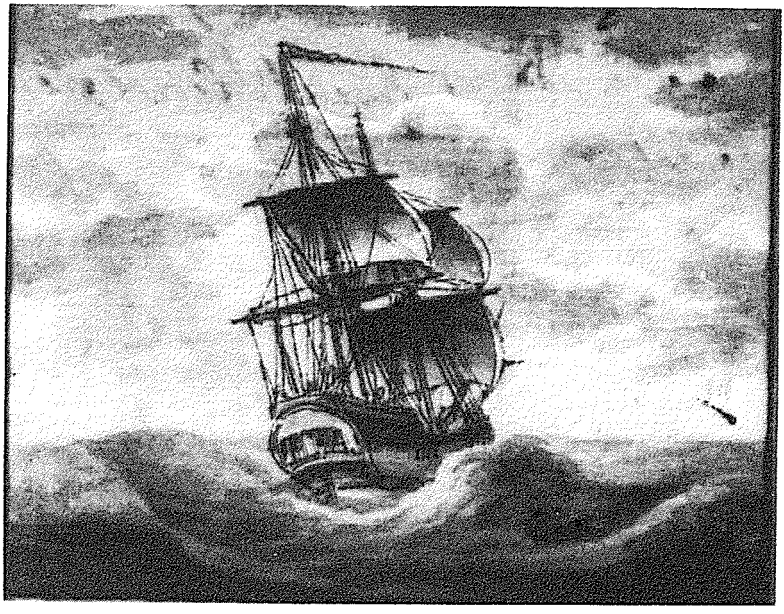
In Council Annapolis 31 May 1777.

It appearing from the Report of Mr Allen Quyn a Justice of the peace that the several following persons who had been impressed on board the *Virginia* Frigate and whilst they were detained have signed the Articles have declared their unwillingness to proceed in the Ship they are ordered to be discharged from the Ship to wit – John Harrington, Richard Arthur, William Adams, Joseph Shaw, John Dillam, Joseph Church, William Harrington, William Berrige, Richard Harding, John Mitchell, Gifford Mencitue, Solomon Tyler, and James Marshall.

By Order.

1. Executive Papers, Box 7, Folder 141, Md. Arch.

APPENDIX



APPENDIX

"LIST OF VESSELS SEIZED AS PRIZES, AND OF RECAPTURES MADE, BY THE AMERICAN SQUADRON, BETWEEN THE 1ST OF JANUARY, 1777, AND THE 22D OF MAY FOLLOWING, ACCORDING TO THE RETURNS RECEIVED BY THE VICE ADMIRAL THE VISCOUNT HOWE." [1]

Prizes taken by The *Daphne*.

January	31.	*Moore*, George Collis, Master, from Boston; in Ballast.
March	8.	*Mary*, Joseph Hatch, Master, from Boston; in Ballast.
———	9.	*Juno*, George Eldridge, Master, from St. Eustatia; with Salt.
———	12.	*Sally*, deserted by the People, from Nantz; with Gunpowder, Lead, &c.
———	14.	*Adventure*, William Young, Master, from St. Croix; with Rum, Salt, Bales, &c.
———	28.	*Cornelia and Molly*, John Lockhart, Master, from Martinique; with Powder, Molasses, and Sail Cloth.
April	3.	*Nancy*, Joseph Bennet, Master, from St. Eustatia; with Rum, Salt and Dry Goods.
Ditto.		*Ann*, Charles Bulkley, from Martinique.
April	5.	*Bolton*, William Stevens, Master, from Philadelphia; with Tobacco, Flour, Bread, Tar and Turpentine.
———	14.	*Black Rover*, ——— McReur, Master, from Philadelphia; with Tobacco, Flour, Bread, and Iron.

By The *Emerald*.

Febuary	12.	*Two Friends*, Thomas Cartwright, Master, from Boston; in Ballast.
———	14.	*Phoenix*, from St. Thomas, with 38 Guns and Salt.
Ditto.		*Betsey*, Joseph Frith, Master, from St. Croix; with Salt and Powder.
———	15.	*Hope*, Ephraim Bartlett, Master, from New England; with Rum, Sugar and Molasses.
Feb.	19.	*Esther*, John Gordon, Master, from Providence in Rhode Island; with Casks and Sugar.
March	3.	*Edward*, Samuel Arnold, Master, from Baltimore; with Bread and Flour.
———	5.	*Hannah*, Lot Price, Master, from New England; in Ballast.
———	8.	*Judith*, Mark Burnam, Master, from Virginia; with Flour.

——— 13. *Dolphin,* Jonathan Clark, Master, from Madeira; with Wine.

——— 17. *Charming Nancy,* Peter Bushell, Master, from Philadelphia; with Flour.

——— 19. *Two Sisters,* Renie Davis, Master, from Cape Ann; in Ballast.

——— 23. *Mifflin,* Henry Marshall, Master, from Portsmouth, New England; in Ballast.

Ditto. *General Mercer,* William Lewis, Master, from Surinam; with Molasses, Powder and Sugar.

April 3. *Industry,* John Jaques, Master, from Martinique; with Salt, Medicines, &c.

——— 4. *Friendship,* John Gibbons, Master, from Curacoa; in Ballast.

Ditto. *Friendship,* Nicholas Houtvat, Master, from Virginia; with Bread, Flour and Tobacco.

——— 15. *Ann,* Francis Robins, Master, from Baltimore; with Tobacco, Flour and Staves.

Ditto. *Susannah,* William Horn, Master, from Virginia; with Tobacco and Flour.

——— 20. *Revenge,* Henry Laugiew, Master, from Guadalupe; with Rum, Brandy, &c.

Recapture by The *Brune.*

January 6. *Duntreath,* James Creighton, Master, from St. Augustine; with Lumber.

Prizes by The *Brune.*

——— 18. *Lovely Meriam,* Seth Ewill, Master, from St. Eustatia; with Salt and Bale Goods.

——— 20. *Farmer,* Benjamin Dasheil, Master, from Baltimore; with Tobacco, Staves, &c.

——— 30. *William,* William Russell, Master, from Newberry; with Blubber and Salt.

February 3. *Le Jason,* ——— Bayonne, Master, from Martinique; with Salt and Merchandise.

——— 4. *Dispatch,* Nathaniel Fair, Master, from Boston; in Ballast.

——— 9. *La Tempete,* Jean Baptiste, Master, from Cayenne; with Wine, Spirits, Canvas, &c.

April 14. *Winyaw,* Samuel Harlow, Master, from Boston; in Ballast.

——— 15. *Swiftsure,* John Munro, Master, from St. Thomas; with Rum and Dry Goods.

Ditto. *Le Bien Heureux,* Gasp. Giurlavi, Master, from Martinique; with Wine and Dry Goods.

——— 21. *York,* from Cape Fear; with Pitch and Tar.

———	30.	*Gratitude,* Frederick Lykmes, from Cape Fear; with Turpentine.
Ditto.		*Liberty,* Abraham Jones, Master, from Wilmington; in Ballast.
May	6.	*La Marie Francoise,* Pascal Ferbon, Master, from Cape Francois; with Salt, Brandy, and Rum.

Recapture by The *Phoenix.*

January	2.	*Ranger,* James Renown, Master, from St. Croix.

Prizes by Ditto.

———	8.	*Fly,* James Wilson, Master, from Martinique; with Arms and Ammunition.
———	12.	*Royal George,* Jere. Burrows, Master, from Bermuda; with Salt.
———	27.	*Three Friends,* Samuel Robins, Master, from Boston; with 10 Hogsheads of Sugar.
Ditto.		*Adventure,* William Jones, Master, from Hispaniola; with Salt.
February	17.	*Molly,* Uriah Atkins, Master, from Boston; in Ballast.
———	18.	*Alexandria,* Barnabas Gardner, Master, from Bedford; with 30 Hogsheads of Tobacco.
———	27.	*Nancy,* Isaac Taylor, Master, from Senepuxen; with 9 Hogsheads of Tobacco.
March	2.	*Ninety-two,* Jere. Rogers, Master, from Hispaniola; with Salt and Dry Goods.
———	8.	*Betsy,* John Churchward, Master, from North Carolina; with Naval Stores.
———	10.	*Wolf,* Simon Elliott, Master, from St. Thomas; with Salt, Guns and Dry Goods.
April	13.	*Olive Branch,* Aaron Andrews, Master, from Boston; in Ballast.
———	22.	*Esther,* from Dartmouth; with Sugar and Rum.
———	23.	*Betsy,* George Shockley, Master, from Dartmouth; in Ballast.
———	28.	*Billy and Mary,* John Burrows, Master, from Maryland; with Tobacco.
May	5.	*Hetty,* Francis Saltus, Master, from Charles Town; with Salt, Rice, &c.
Ditto.		Two Schooners chaced on Shore about Five Miles to the Southward of Cape Henry.
———	9.	*Les Graces,* Jean B. Duffaut, Master, from Porta Prince; with Salt, Spirits and Molasses.
———	19.	Unknown, deserted by the People; with Rum and Salt.
———	26.	A Privateer of Ten Guns, chaced on Shore to the Southward of Cape Henry.

By the *Preston.*

January	20.	*Batchelor,* William Seon, Master, from St. Eustatia; with Rum, Salt and Dry Goods.
———	24.	*Good Intent,* John Finlayson, Master, from Cape Francois; with Rum, Salt and Dry Goods.
———	27.	*Runfast,* Nem. Somes, Master, from Boston; with Rum and Sugar.
Ditto.		*Content,* Samuel Gale, Master, from Marblehead; with Salt, Rum and Sugar.
———	31.	*Molly,* ——— Humphrey, Master, from Elk River; in Ballast.
February	5.	Supposed to be the *Ranger,* John Sandford, Master, from Cape Francois; with Molasses, Rum and Salt.
March	15.	*La Rose,* Augustin Couster, Master, from Philadelphia; with Flour.
———	17.	*Hanover,* Uriah Gardner, Master, from Nantucket; with Molasses and Sugar.
———	29.	*Polly,* William Gallop, Master, from Philadelphia; with Flour.

By the *Roebuck.*

January	1.	*Friendship,* Daniel Rhodes, from Cape Nichola; with Molasses and Sugar.
———	10.	*Peggy,* Alexander Thompson, from Savannah; with Rice, Indigo and Hides.
———	11.	*Adventure,* Lawrence Sandford, Master, from Cape Nichola; with Powder and Sail Cloth.
———	13.	*Rose,* Joseph Costin, Master, from Hispaniola; with Molasses and Wine.
April	2.	*Defence,* Thomas Pickering, Master, from Charles Town, South Carolina; armed for War.
———	5.	*Dolphin,* William Raddon, Master, from St. Eustatia; with Flour, Hoops and Tobacco.
———	11.	A Vessel [*Morris*] blown up and totally destroyed.
———	20.	*Turtle,* Nathaniel Robinson, Master, from East Creek; with Fence Rails.

Prize by The *Pearl.*

January	3.	A Vessel from Cape Francois; with Molasses and Coffee.

Recapture by Ditto.

———	6.	*Little John,* from Mississippi; with Lumber and Staves.

Prizes by the *Pearl.*

March	19.	*Speedwell,* John Brynen, Master, from Charles Town; with Rice, &c.

———	24.	*Anna Maria,* Francis Rowland, Master, from Georgia; with Rice and Indigo.
April	6.	*Willing Maid,* Roger Pye, Master, from St. Thomas; with Salt, Rum, &c.
Ditto.		*Harmony,* James Briggs, Master, from Surinam; with Rum and Sugar.
Ditto.		*Mary,* (French) from Cape Francois; with Rum, Sugar and Molasses.
March	21.	*Batchelor,* ——— on Suspicion of Piracy; one Gun, besides Swivels and Cohorns.
April	21.	A Vessel, Name unknown.
———	25.	Small Sloop, ——— Shaw, Master, with Indian Corn and Wheat.
———	29.	*Chance,* John Verden, Master, from Philadelphia; with Flour and Bread.
———		Whaleboat, John M'Kenny, Master, from Lewes, to look out, being an Advice Boat.
———		A Vessel with Flax and Flax-seed.

By the *Perseus.*

Jan.	7.	*Speedwell,* John Hazard, Master, from Georgia; with Rice, Indigo and Skins.

Recapture by Ditto.

———	12.	*Thomas,* Thomas Nicholson, Master, from Jamaica; with Logwood, Fustic and Mahogany.

Prizes by Ditto.

———	25.	*Adventure,* Thomas Nevell, Master, from St. Thomas's; with Wine and Dry Goods.
Ditto.		*Union,* (French) Jean Collineux, Master, from Martinique; with Bale Goods.

Recaptures by Ditto.

Feb.	8.	*Mackarel,* from Cork; with Provisions for the Army.
———	13.	*Marquess of Rockingham,* Isaac Pocock, Master, from Bristol; with Dry Goods.

Prizes by Ditto.

———	20.	*Adventure,* William Coffin, Master, from Newberry; with Lumber.
March	1.	*Champion,* Joseph Haskill, Master, from Manchester; with Lumber.
April	5.	*Neptune,* Daniel Van Vorhus, Master, from Philadelphia; with Flour, Hoops and Staves.
Ditto.		*Sachem,* James Robinson, Master, from the Congress; Sloop on a Cruise; armed for War.

By the *Thames.*

April	12.	*Raven,* Charles Jenkins, Master, from Philadelphia.
———	24.	*Jenny,* John Lippitt, Master, from Demarara; with Rum and Salt.
———	25.	*Raleigh* Privateer, John Barrett, from Virginia.
———	28.	*Industry,* Gabriel Sund, Master, from Baltimore; with Flour.

By the *Camilla.*

Feb.	28.	*Ranger,* William Davies, Master, from St. Lucia; in Ballast.
April	15.	A Vessel unknown; with Rum, Molasses and Sugar.
———	20.	A Vessel from Cape Nichola; with Molasses.
———	21.	*Perfect,* Etienne Godnet, Master, from Cape Nichola; with Molasses.
———	25.	A Vessel unknown, from South Carolina; with Rum and Rice.
———	26.	A Vessel unknown, with Rum and Rice.

By the *Chatham.*

Jan.	14.	*Lucretia,* Jacob Serley, Master, from Bourdeaux; with Salt Petre and Sulphur.

By the *Orpheus.*

Feb.	16.	*Three Friends,* Benjamin Clisson, Master, from South Carolina; with Rice, Indigo, and Dry Goods.

By the *Amazon.*

Feb.	3.	*Fortune,* Andrew Palmer, Master, from St. Thomas's; with Arms, Ammunition and Dry Goods.
March	13.	A Vessel, Samuel Bube [Beebe], Master, from Stonington; with Salt, Sugar and Rum.
———	14.	*Oliver,* John Bulkley, Master, from St. Thomas's; with Sugar and Rum.
April	7.	*Tryal,* Jos. Bass, Master, from Philadelphia; with Flour, Iron, Steel and Starch.

By The *Juno.*

Feb.	19.	*Chance,* (Master dead) from Hispaniola; with Molasses, Coffee and Rum.
March	11.	*Hero,* James Latham, Master, from New London; with Horses and Lumber.
Ditto.		A Vessel; laden with Rum and Molasses.

By The *Unicorn.*

January	11.	*Othello,* George Dunbar Sweet, Master, from Havannah; in Ballast.
———	15.	*Savage,* Nath. Atkin, Master, from Boston; with Sugar, Rum and Mahogany.

Ditto.		*Smack*, John Leighton, Master, from Boston; with Sugar, Rum, Fish, &c.
———	16.	*Naby*, Stephen Atwood, Master, from Chatham; in Ballast.
———	19.	*William*, Peter Bontacon, Master, from New Haven; with Flax Seed.

Recapture by Ditto.

Feb.	14.	*Thomas*, Oliver Reed, Master, from Liverpool; with Provisions.

Prizes by Ditto.

———	15.	*Sally*, John Sandford, Master, from Dyton; with Onions, Potatoes, Cheese and Sugar.
March	4.	*Happy Couple*, David Lawrence, Master, from South Carolina; with Rice and Indigo.
———	7.	*Olive*, Jehiel Tinker, Master, from Cape Francois; with Salt and Molasses.
———	14.	*Betsy*, Jonathan Tucker, Master, from Salem; with Sugar and Earthen Ware.
———	15.	*Betsy*, John Moody, Master, from Boston; with Oil and Sugar.
May	11.	*Marianne*, Mark Towell, Master, from Virginia; with Tobacco and Flour.

By The *Mermaid*.

January	9.	*Dartmouth*, James Littlefield, master, from Boston; with Lumber.
April	1.	*Clarissa*, Noah Millar, Master, from St. Eustatia; with Salt.
———	15.	*Escape*, Benjamin Weeks, Master, from Maryland; with Flour.

Recapture by Ditto.

———	19.	*Experiment*, taken by the *Lyon* Privateer off Egg Harbour; with Coals.

Prizes by Ditto.

Ditto.		*Hazard*, run ashore and destroyed by the above Privateer; laden with Oats.
Ditto.		*Lyon* Privateer.

By The *Merlin*.

April	19.	*Dispatch*, R. Collins Harding, Master, from Boston; with Lumber, Sugar and Oil.
———	23.	*Industry*, Jacob Allen, Master, from Winyaw; with Rice and Pitch.
———	25.	*Polly*, Alexander English, Master, from Newberry; with Lumber.

By The *Senegal.*

May	22.	*General Mercer,* R.M. Richardson, Master, from Rapahannock; with Tobacco.

By The *Lark.*

April	5.	*Sophia,* Joseph Caney, Master, from Mariegalante; with Piece Goods, Wine and Coffee.
———	17.	*Lady Washington,* William Preston, Master, from Newberry; in Ballast.

Recapture by Ditto.

April	23.	*Friendship,* a Quarter-master from the *Emerald* Sloop, Master, (being a Prize to the said Ship, and retaken by the Rebels) from Virginia; with Tobacco and Flour.

Prizes by The *Diamond.*

Ditto.		*Success,* John Langdon, Master, from Salem; with Sugar.

Prizes by The *Diamond* and *Greyhound.*

April	5.	*Polly,* Charles Colehan, Master, from St. Eustatia; with Molasses, Salt, Coffee and Cordage.
———	12.	*Timoleon,* Joseph Blaid, Master, from Bordeaux; with Lead and Bale Goods.
———	18.	*Polly,* from St. Lucia; with Molasses, Coffee, &c.
———	22.	*Success,* from Boston; with Potatoes, Indian Corn, &c.
———	28.	*Paris,* from Guadalupe; with Arms, Ammunition and Warlike Stores.
Ditto.		A Vessel from Newberry; with Sugar.
Ditto.		Ditto, with Lumber and Fish.
Ditto.		*Juno,* from Old York; with Lumber.
Ditto.		*Savage,* from Marblehead; with Fish.
———		*Betsy,* from South Carolina; with Rice, Tar and Indigo.
———	30.	*Tayron,* from South Carolina; with Rice, Pitch, &c.
May	2.	*Bersheba,* from Boston; with Lumber, Pitch, Tar, &c.
———	11.	*Hannah;* with Molasses, Salt, Linen and Cordage.

Prizes by The *Diamond* and *Unicorn.*

———	13.	*Tryal,* H. Archer, Master; with Flour.

By The *Falcon.*

Jan.	19.	A Vessel; in Ballast.
———	22.	*Seaflower,* Thomas Crocker, Master; with Salt, Molasses, &c.
May	8.	*Industry,* Jacob Godwin, Master, from New London; with Lumber and Horses.

———	12.	*Charter Street,* Andrew Rogers, Master, from St. Eustatia; with Salt and Dry Goods.
April	—.	A Vessel from St. Lucia; with Coffee, Molasses, &c.

By The *Galatea.*

Jan.	6.	*Good Intent,* David Burch, from Baltimore; with Flour, Bread, &c.
February	3.	*Susannah,* Tes. M'Kenzie, from South Carolina; with Rice.
Ditto.		*Baker,* Zeb. Bapson, Master, from Newberry; with Molasses and Cordage.
———	6.	*Revenge* Privateer, Samuel Fowlis, Master, from Martinique; with Canvas and Woollens.
———	13.	*Family Trader,* B. Wainwright, Master, from South Carolina; with Rice, Indigo and Corn.
Ditto.		*Eagle,* George Johnson, Master, from St. Eustatia; with Gunpowder, Salt and Dry Goods.
———	14.	*Mermaid,* George Bishop, Master, from Cape Francois; with Molasses, Sugar and Dry Goods.
———	23.	A Vessel, Thomas Yates, Master, from Virginia.
March	12.	*Dispatch,* John Hutchings, Master, from Maryland; with Indian Corn.
———	19.	*Good Intent,* Nath. Bethel, Master, from North Carolina; with Indian Corn.
———	25.	*Washington,* D. Livingston, Master, from Philadelphia; with Flour and Lumber.
Ditto.		*Peggy,* John Cockran, Master, from North Carolina; with Indian Corn.
April	12.	*Friendship,* William Bateman, Master, from Salem; with Lumber and Spars.
———	18.	*Alston,* William Thompson, Master, from South Carolina; with Rice, Rum, Tea and Salt.
———	22.	*Francois* (Letter of Marque), Thomas Baker, Master from St. Eustatia; with Salt.

By the *Galatea.*

April	24.	*Molly,* Benj. Cox, Master, from South Carolina; with Rice, Pitch, &c.
Ditto.		*Proteus,* William Proby, Master, from St. Croix; with Rum, Sugar and Molasses.
———	25.	*Dove,* Abraham Toppen, Master, from Winyaw; with Rice, Pitch and Turpentine.
———	26.	*John,* Christopher Worth, Master, from Nantucket; with Sugar.
———	28.	*Phoenix,* Elisha Coffin, Master, from Nantucket; with Sugar and Oil.

By the *Sphynx*.

March 27. *Minerva*, Jos. Dean, Master, from Surinam, with Molasses, Coffee, &c.

Recapture by the *Milford*.

February 23. *Elizabeth*, from Liverpool; with Dry Goods.

Prizes by Ditto.

March 9. *Two Sisters*, from the West Indies; with Molasses.

——— 26. *Cabot* Privateer, [Joseph] Olney, Master, from New England.

——— *Bella*, from Nova Scotia, with Lumber.

Recapture by the *Liverpool*.

January 2. *Providence*, William Penterick, Master, from Cork; with Provisions.

Vessels seized or destroyed in the last year, but not included in the Return of the 31st of December, 1776, no Account of them being then receved.

1776. Prizes by the *Phoenix*.

December 31. *York*, Samuel Talman, Master, from Demarara; with Rum.

By the *Experiment*.

December 7. *Polly*, Robert Nelson, Master, from North Carolina; with Bees Wax and Staves.

By the *Chatham*

——— 18. *Betty*, James Sutton, Master, from Cape Breton; in Ballast.

By the *Cerberus*.

——— 29. *Success*, Giles Peirce, Master, from Charles Town; with Rice, Indigo and Leather.

Recapture by Ditto.

Ditto. *Betty*, J. Brice, Master, from Jamaica; with Rum.

Prizes by Ditto.

——— 30. *Liberty*, Sol. Phillips, Master, from New London; with Horses, Flour and Lumber.

Recapture by the *Mermaid*.

Dec. 10. *Grace*, Edward Markham, Master, from Martinique; in Ballast.

Prizes by Ditto.

——— 11. *Lyon*, Ladwick Champlin, Master, from New London; with Horses, &c.

——— 12. *Lyon*, Isaac Harlow, Master, from Dartmouth; with Sugar, Rum and Molasses.

By The *Falcon*.

Dec. 18. A Vessel unknown; down the Delaware.
——— 19. Ditto; with Oil.
——— 31. *Kitty*, Samuel Nichols, Master, from Cape Francois; with Molasses, Rum and Dry Goods.

By the *Liverpool*.

August 12. *Swan*; with Indian Corn.
——— 13. *Charming Sally*, deserted by the People; with Molasses and Rum.

1776. Recaptures by Ditto.

Aug. 13. *Nevis*, Edward Coffin, Master, from Nevis; with Rum and Sugar.
——— *Devonshire*, William Fisher, Master, from Antigua; with Rum and Sugar.

Prizes by Ditto.

Sept. 12. *Warren*, William Burke, Master, from Marblehead.

By the *Hope* and *Diligence*.

Oct. 3. *General Gates*, Joshua Stone, Master.

By The *Galatea*.

Dec. 12. *Neptune*, Thomas Munro, Master, from Surinam; with Molasses, Cocoa and Sugar.
——— 15. *Fame*, Nathaniel Bernard, Master, from Harbour Island; with Salt.
——— 16. *Lively*, Benjamin Jenkins, Master, from Cape Nichola; with Molasses.
——— 20. *Peggy*, Edward North, Master, from South Carolina; with Indigo.
——— 25. *Betsy*, James Lampheer, Master, from New London; with Lumber and Provisions.
Ditto. *Buckskin* Privateer, Joseph Handy, Master, from Maryland.
——— 30. *Union*, Eba Waters, Master, from New London; with Lumber and Stock.

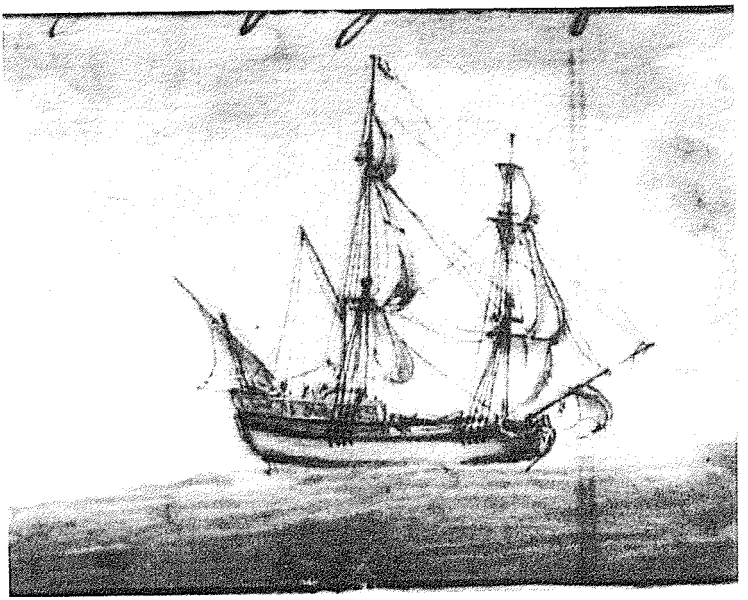
By the *Brune*.

July —. *Harlem*; with Powder, Arms, &c.

Total Number of Captures	203
Recaptures	15

HOWE.

1. *London Gazette*, July 8 to July 12, 1777.



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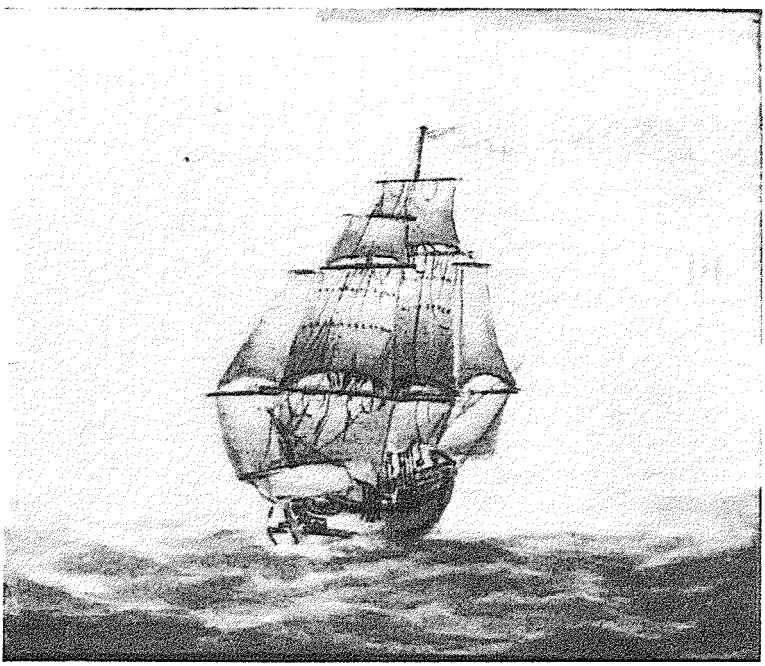

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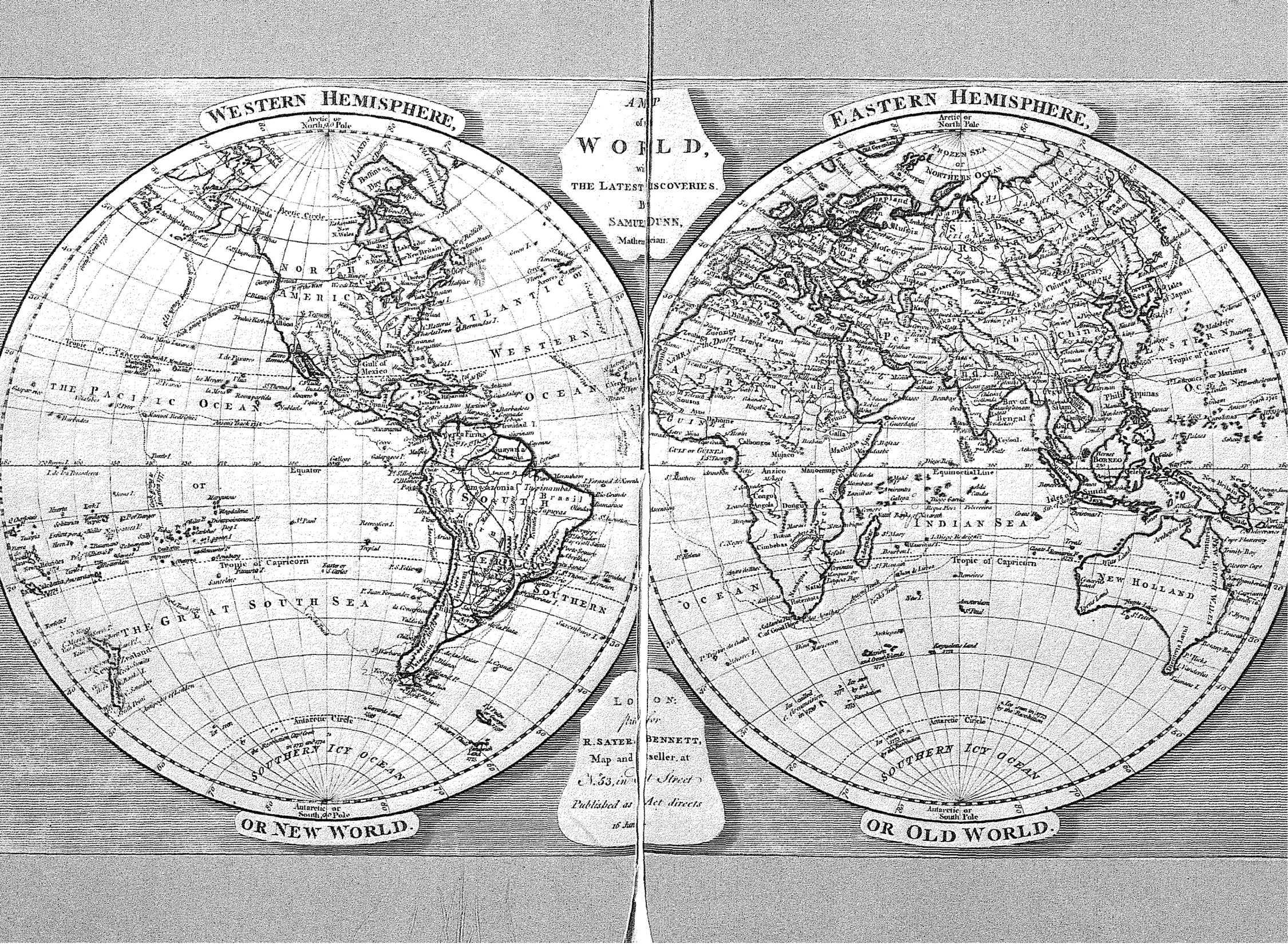
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