

# **Naval Documents of The American Revolution**

## **Volume 9**

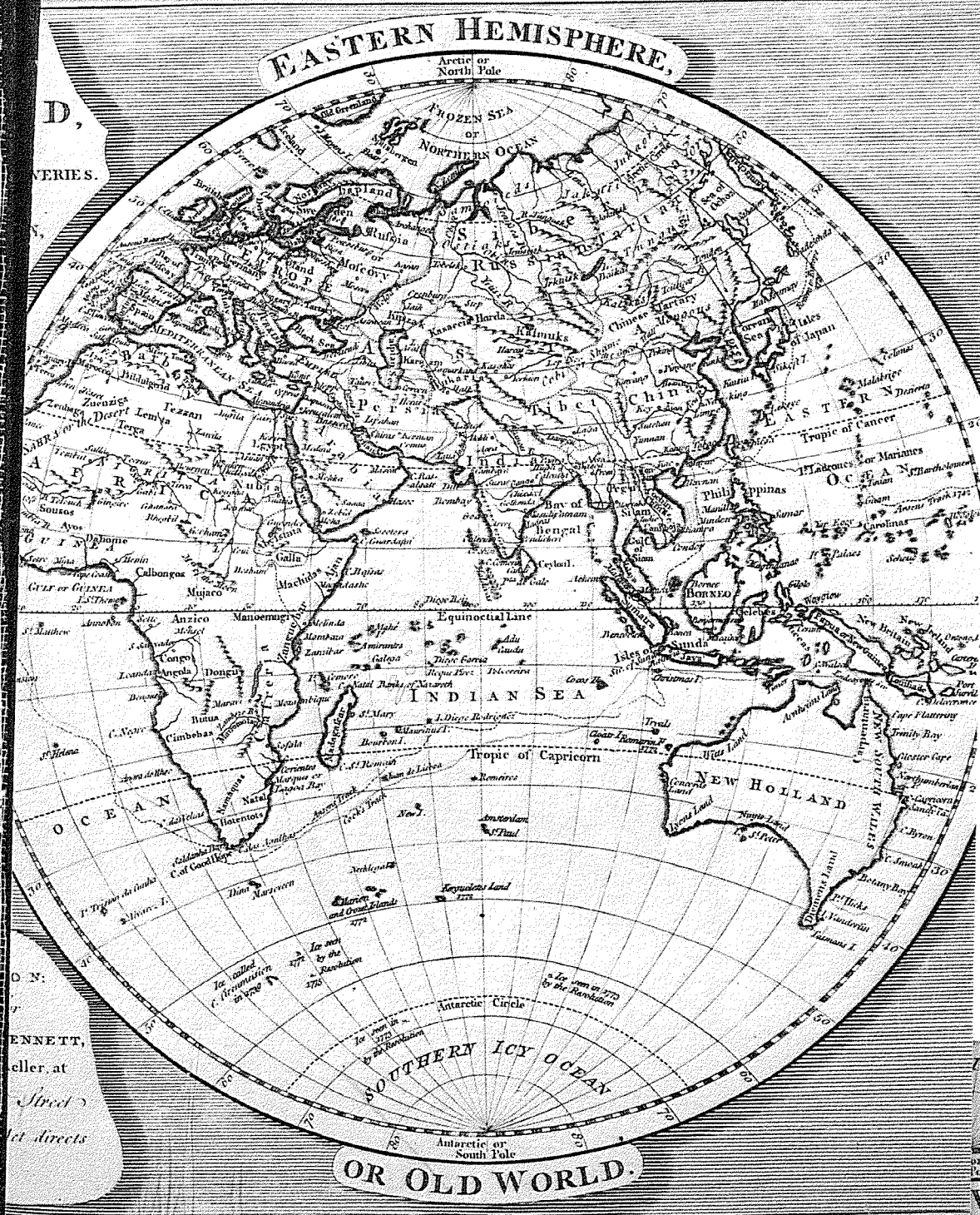
**AMERICAN THEATRE: Jun. 1, 1777–Jul. 31, 1777**  
**EUROPEAN THEATRE: Jun. 1, 1777–Sept. 30, 1777**  
**AMERICAN THEATRE: Aug. 1, 1777– Sept. 30, 1777**

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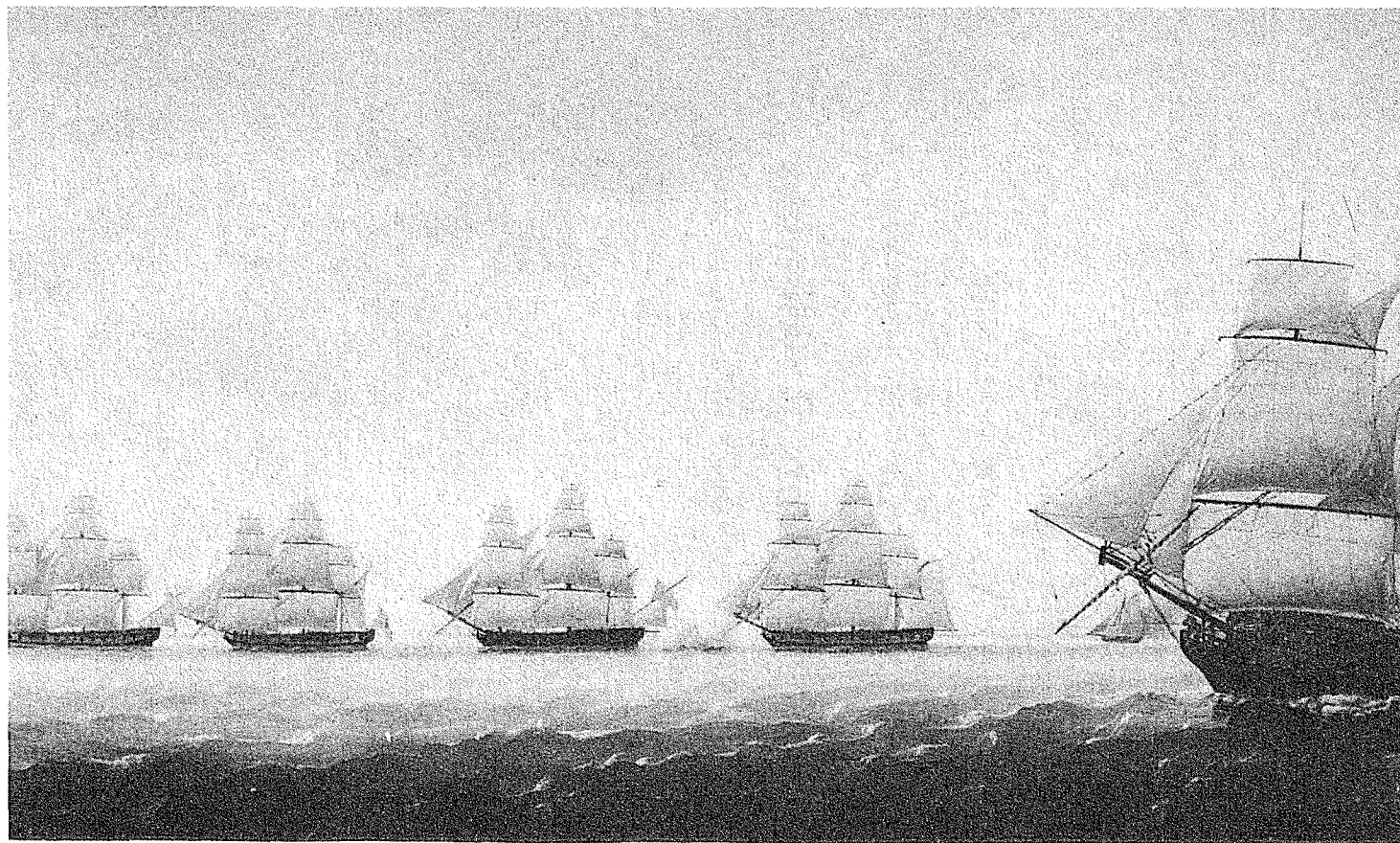
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NAVAL DOCUMENTS  
OF  
The American Revolution



Hancock

Fox

Boston

Flora

*Burning Sloop*

Rainbow

*The Naval Engagement of July 7, 1777*

NAVAL DOCUMENTS OF  
The American Revolution

VOLUME 9

AMERICAN THEATRE: June 1, 1777–July 31, 1777

EUROPEAN THEATRE: June 1, 1777–Sept. 30, 1777

AMERICAN THEATRE: Aug. 1, 1777–Sept. 30, 1777

WILLIAM JAMES MORGAN, Editor

With a Foreword by

PRESIDENT RONALD REAGAN

And an Introduction by

REAR ADMIRAL JOHN D. H. KANE, JR., USN (Ret.)

Director of Naval History

NAVAL HISTORICAL CENTER  
DEPARTMENT OF THE NAVY  
WASHINGTON: 1986



**L.C. Card No. 64-60087**

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

SECRETARY OF THE NAVY'S ADVISORY  
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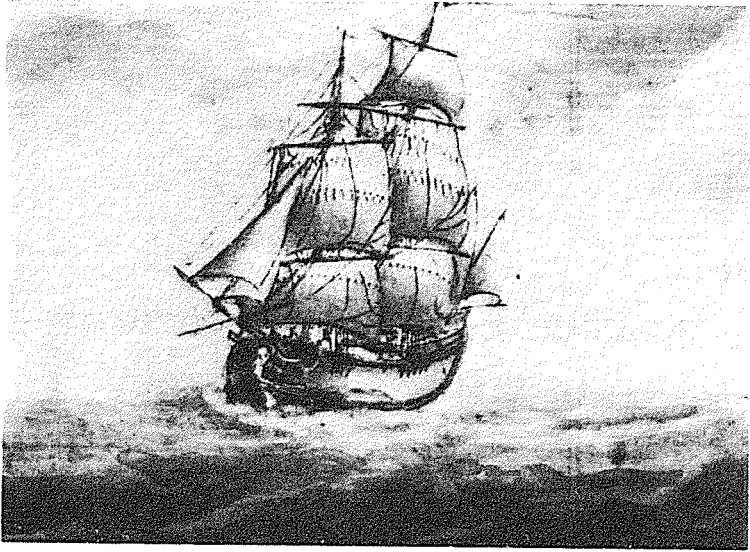
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This drawing and others of similar nature throughout the Volume are from journals kept on board the snow *Minerva*, Nicholas Pocock, Master. (Courtesy of the Mariners Museum, Newport News, Virginia.



THE WHITE HOUSE

WASHINGTON

March 22, 1982

FOREWORD

This Day 12 Months the United States  
of America Declar'd Independent which  
they've Supported one year. God send  
they Ever May ....

This stirring expression of pride and hope for the future came from American naval surgeon Jonathan Haskins, writing on July 4, 1777 while imprisoned in Mill Prison, England. It reveals that indomitable spirit and faith of America's forefathers that have sustained us in our more than two centuries of history. Indeed, they have been at the very heart of our courage and will throughout periods of national crisis.

That same spirit and determination are revealed in the words and deeds of the seafaring patriots encountered within the pages of the Naval Documents. These indefatigable American seamen, with unquestioned daring, risked their lives to ensure the liberty and freedom defended throughout the Revolution and held as cherished blessings by free citizens today. Further, they represent the proud tradition of the United States Navy from its very beginnings -- as a principal defender of America's freedom.

Along with my predecessors, I am pleased to commend the Department of the Navy on this volume of enduring scholarship. It contains many insights and profound lessons of history that can only benefit all who read it.

Ronald Reagan



## INTRODUCTION

Samuel Curwen, an American loyalist refugee in England and a former Admiralty Judge, confided to his journal in July 1777 "that an insurrection excited by an enthusiastic ardor for liberty, rightly or wrongly understood, and in such distant provinces, is not to be easily quelled." Judge Curwen was correct in his perceptions, but he could not, of course, foresee that this particular insurrection in distant provinces would not be quelled until American independence was won.

During the summer months of 1777 all out efforts were being made to strengthen the defenses of the Delaware River approaches to Philadelphia. As a member of a committee appointed for the purpose, John Adams sailed down river to inspect the defensive works and *chevaux de frise*. Adams and the other committee members were accorded a little diversion on their inspection tour. He later told his wife Abigail that they had a "Band of Musick" along, and that it sounded "very agreeable upon the Water."

Although bracing for an expected British Army-Navy attack, Philadelphia did not let the Fourth of July, first anniversary of the Declaration, pass unnoticed. Ships in the river were dressed with American flags and streamers, yards were manned, and a thirteen gun salute was fired "in honor of the Thirteen United States." Similar observances were held in other cities.

Events which are seen unfolding through the documentation in this volume continue to demonstrate dramatically the overwhelming value of British sea strength. Washington confided to the President of Congress that: "The Amazing advantage the Enemy derive from their Ships and the Command of the Water, keeps us in a state of constant perplexity." Richard Henry Lee was more explicit about Admiral Howe's fleet: "Curse on his Canvass Wings—Tis an unfair advantage they take of us." Fair or unfair, the Howe brothers, General and Admiral, used their unchallenged naval superiority to move a large force to the Head of Elk in Chesapeake Bay where the troops were landed to move on Philadelphia.

The cruise of the Continental Navy frigates *Hancock* and *Boston* started with promise of success but ended disastrously when the former ship was captured, the latter forced to run off, and their prize H. M. S. *Fox* retaken. The commanders of the American frigates were at odds, and they paid a high price for their lack of cooperation and coordination.

A growing impatience with the long delay in getting other Continental Navy ships to sea is evident in Marine Committee correspondence. *Raleigh*, Captain Thomas Thompson, and *Alfred*, Captain Elisha Hinman, finally sailed in company for France. On their eastward passage *Raleigh* engaged and heavily damaged H. M. Sloop *Druid*, a convoy escort.

Upon their arrival in European waters, Thompson and Hinman would learn that American naval vessels and privateers, operating from French ports, had the British mercantile community in a state of near panic. From Whitehaven, England,



a resident wrote: "I believe no Time last War were the people on this Coast half so frightened as they have been lately on the Appearance of the American Privateers."

Of course, stepped-up rebel activity in the seas surrounding the British Isles also generated additional Royal Navy ships out on patrol and consequently more American vessels were captured. Increasing numbers of Yankee seamen languished in Mill and Forton prisons. One prisoner observed that the curious citizenry would come by to see the "Americans with horns."

A newspaper item from New York dated September 29, 1777, carried the notice that Captain John Tollemache commanding H. M. S. *Zebra* was killed in a duel with a Captain Pennington of the Guards. The *Zebra* had arrived the day before the duel, and the Guards officer had come a passenger in the ship. Captain Tollemache was buried in New York's Trinity Church yard. Particular notice is taken of this duel here because Tollemache, when commanding H. M. Sloop *Scorpion*, was on the American Station before Lexington and Concord. Through the years, he became a familiar figure to all who have worked on *Naval Documents of the American Revolution* as his actions were followed in every volume since the first in the series.

Dr. William James Morgan, the superlative editor of this unique documentary work, is the Senior Historian in the Naval Historical Center where he is supported by a small group of experienced and highly qualified colleagues. They form the staff of the Center's Historical Research Branch where, under Dr. Morgan's leadership, they share responsibilities for projects in addition to this Revolutionary War series. Prominent among other Research Branch tasks is the preparation of a three volume highly selective documentary history of the Navy in the War of 1812. These dedicated staff members are Dr. William S. Dudley, Mrs. Joye L. DuRant, Mr. E. Gordon Bowen-Hassell, Lieutenant Donna V. Nelson, USN, Mr. George K. McCuiston, Mr. Robert I. Campbell, and Mrs. Katherine J. Huie.

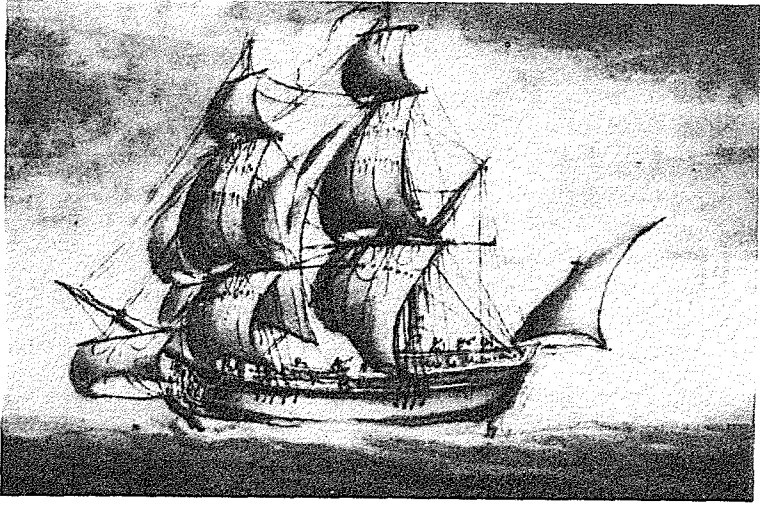
Mr. and Mrs. Henry J. Scheffenacker, that incomparable husband and wife team of editorial assistants whose names first appeared in Volume 1 with expressions of appreciation for their outstanding contributions, retired while Volume 9 was in preparation. They have left an indelible mark of thoroughness and devotion. They set the highest of standards for those who labor on *Naval Documents* to strive for.

As Volume 9 neared completion, it was also learned that Commander W. E. May, RN (Ret.) was leaving London and would be unable to continue research and manuscript procurement on our behalf at the Public Record Office. For more than a decade, in what has been truly a labor of love, he has provided us with British documents which are absolutely essential to the balanced coverage and timely progress of *Naval Documents* volumes. We are deeply grateful to Commander May.

Madame Ulane Bonnel, distinguished and indefatigable historian in Paris, as always, continued supportive of our needs from French depositories and individuals. Sound foreign document review and translation services were forthcoming from Commander Canio Di Cairano, USNR (Ret.).

Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of Her Majesty's Stationery Office. Documents from four additional depositories appear for the first time in Volume 9—Savitz Library, Glassboro State College, Glassboro, New Jersey; Charleston Library Society, Charleston; New York Archives, Albany; Archives de la Marine, Brest, France. These additions bring to ninety-five the number of libraries, archives, historical societies, etc., in as widely separated locations as Florence, Italy, and San Marino, California, which have provided the manuscripts for the *Naval Documents* volumes. The large number of institutions, in this country and abroad, whose holdings are represented in this documentary series is a living testimony to the unstinting assistance and cooperation the project has received since its inception and continues to receive today.

JOHN D. H. KANE, JR.





# DEPOSITORY LOCATION ABBREVIATIONS <sup>1</sup>

AAS	American Antiquarian Society, Worcester, Massachusetts
AGI	Archivo General de Indias, Seville
AHN	Archivo Histórico Nacional, Madrid
AMAE	Archives Du Ministère Des Affaires Etrangères, Paris
AN	Archives Nationales, Paris
APB	Archives de la Marine, Brest, France
APL	Service historique de la Marine, Archives du Port de Lorient, Lorient, France
APS	American Philosophical Society, Philadelphia
ASF	Archivio di Stato, Florence
ASN	Archivio di Stato, Naples
ASV	Archivio di Stato, Venice
Bda. Arch.	Bermuda Archives, Hamilton, Bermuda
BHS	Beverly Historical Society, Beverly, Massachusetts
BL	British Library, London
BMS	Boston Marine Society, Boston
BPL	Boston Public Library, Boston
ChHS	Chicago Historical Society, Chicago
CL	William L. Clements Library, University of Michigan, Ann Arbor
CLS	Charleston Library Society, Charleston
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CW	Colonial Williamsburg, Williamsburg, Virginia
CWM	College of William and Mary, Williamsburg, Virginia
DAC	Dominion (Public) Archives of Canada, Ottawa
DARL	Daughters of the American Revolution Library, Washington, D.C.
DCL	Dartmouth College Library, Hanover, New Hampshire
DUL	Duke University Library, Durham, North Carolina
EI	Essex Institute, Salem, Massachusetts
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
FTML	Fort Ticonderoga Museum Library, Ticonderoga, New York
HCL	Haverford College Library, Haverford, Pennsylvania
HH	Hempstead House, New London, Connecticut
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington

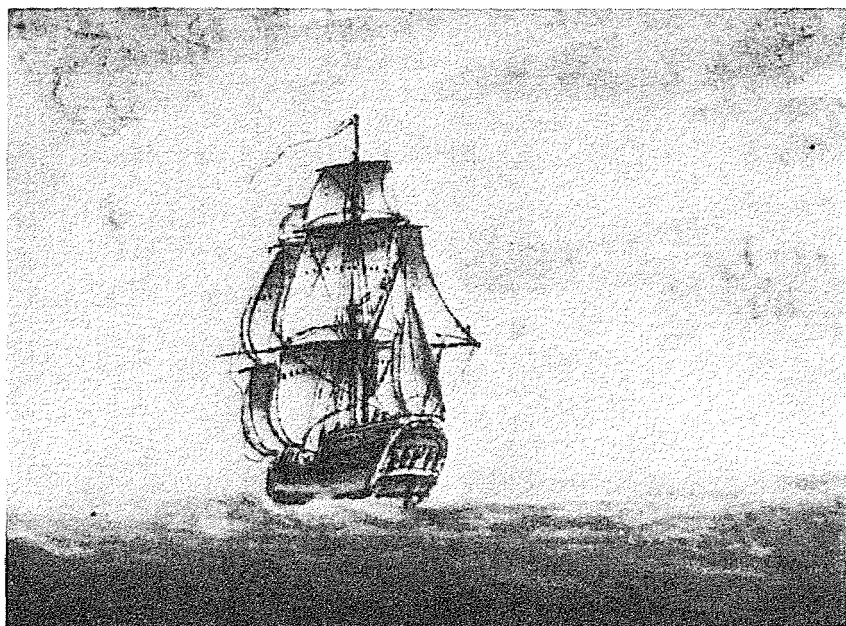
1. This list includes depositories from which manuscripts have been used in this and previous volumes. The *Descriptive List of Illustrations* includes additional sources from which graphic material has been used in Volume 9.

HSP	Historical Society of Pennsylvania, Philadelphia
HU	Harvard University Library, Cambridge, Massachusetts
HUL	Henry E. Huntington Library, San Marino, California
IU	Indiana University Library, Bloomington
JCBL	John Carter Brown Library, Providence, Rhode Island
JHUL	Johns Hopkins University Library, Baltimore
LC	Library of Congress, Washington, D.C.
MarbHS	Marblehead Historical Society, Marblehead, Massachusetts
Mass. Arch.	Massachusetts Archives, Boston
Mass HS	Massachusetts Historical Society, Boston
MCL	Marietta College Library, Marietta, Ohio
Md. Arch.	Maryland Archives (Hall of Records), Annapolis
MdHS	Maryland Historical Society, Baltimore
MeHS	Maine Historical Society, Portland
MHA	Marine Historical Association, Mystic, Connecticut
MM	Mariners Museum, Newport News, Virginia
MNHP	Morristown National Historical Park, Morristown, New Jersey
Mor. Arch.	Moravian Archives, Winston-Salem, North Carolina
NA	National Archives, Washington, D.C.
NCDAH	North Carolina Division of Archives and History, Raleigh
Neth. Arch.	Netherlands Archives, The Hague
NHA	Nantucket Historical Association, Nantucket, Massachusetts
N.H. Arch.	New Hampshire Archives, Concord
NHCHS	New Haven Colony Historical Society, New Haven, Connecticut
NHHS	New Hampshire Historical Society, Concord
NHS	Newport Historical Society, Newport, Rhode Island
NJHS	New Jersey Historical Society, Newark
NLCHS	New London County Historical Society, New London, Connecticut
NMM	National Maritime Museum, London
N.S. Arch.	Public Archives of Nova Scotia, Halifax
N.Y. Arch.	New York Archives, Albany
NYHS	New York Historical Society, New York
NYPL	New York Public Library, New York
NYSL	New York State Library, Albany
Pa. Arch.	Pennsylvania Archives, Harrisburg
PM	Peabody Museum, Salem, Massachusetts
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
PS	Pilgrim Society, Plymouth, Massachusetts
PUL	Princeton University Library, Princeton, New Jersey
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCDAH	South Carolina Department of Archives and History, Columbia

SCHS	South Carolina Historical Society, Charleston
SCRO	Staffordshire County Record Office, Stafford, England
SI	Smithsonian Institution, Washington, D.C.
SL	Savitz Library, Glassboro State College, Glassboro, New Jersey
UFL	P.K. Yonge Library, University of Florida, Gainesville
UNBL	University of New Brunswick Library, Fredericton, New Brunswick
UNCL	University of North Carolina Library, Chapel Hill
UPL	University of Pennsylvania Library, Philadelphia
USNAM	U.S. Naval Academy Museum, Annapolis, Maryland
UTL	University of Texas Library, Austin
UVL	University of Virginia Library, Charlottesville
VHS	Virginia Historical Society, Richmond
VSL	Virginia State Library, Richmond
WCLAR	Washington Crossing Library of the American Revolution, Washington Crossing, Pennsylvania
WPL	Public Library, Whitehaven, England
WSL	William Salt Library, Stafford, England
YUL	Yale University Library, New Haven, Connecticut

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

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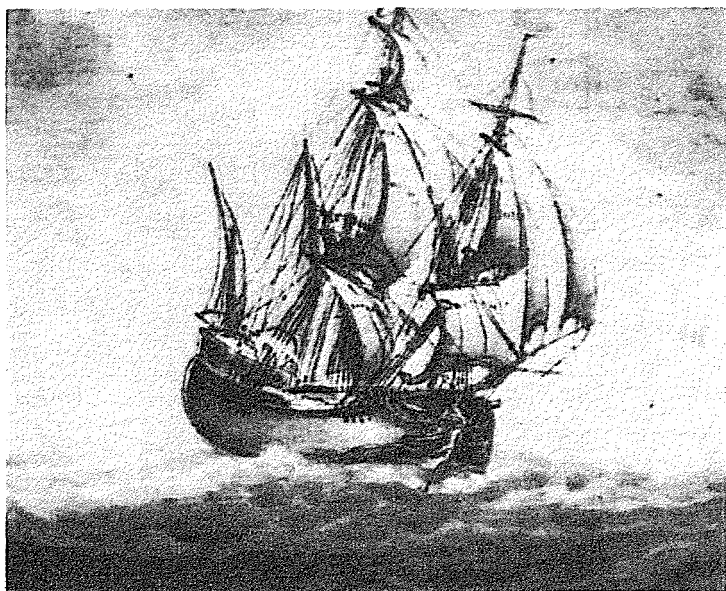


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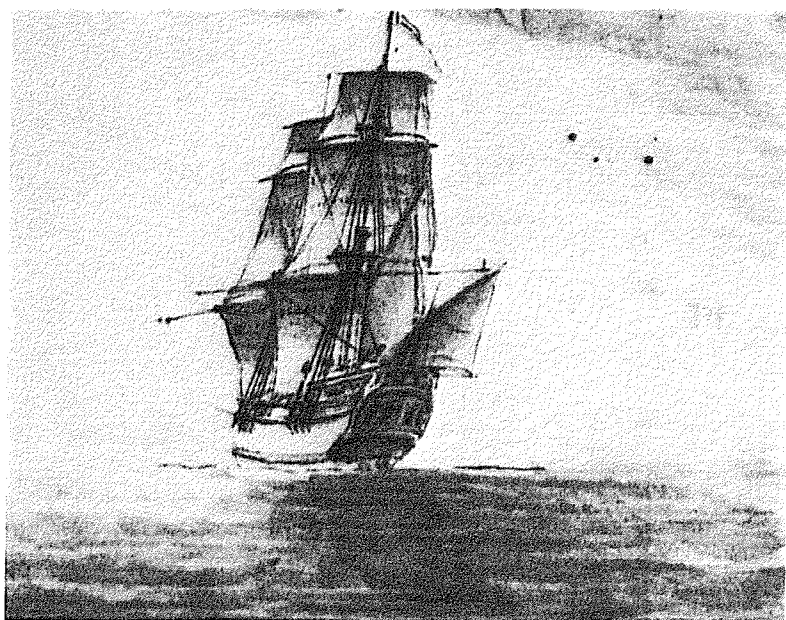
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# AMERICAN THEATRE

*From June 1, 1777, to July 31, 1777*



## AMERICAN THEATRE

From June 1, 1777, to July 31, 1777

### SUMMARY

Manning the Continental Navy ships continued to be a critical problem. Captain John Burroughs Hopkins, commanding *Warren*, received authority from the Rhode Island legislature to employ a press gang. In Portsmouth, Captain Thompson requested permission to recruit men from the Army for the *Raleigh*.

America's privateers and Royal Navy ships were reaping a rich harvest of prizes. One prize made by the Massachusetts Navy brig *Tyrannicide* carried a cargo which would be welcomed by Washington's army—thousands of blankets. Merchants in the British West Indies appealed to naval authorities for increased convoy protection.

The Continental Navy frigates *Hancock* and *Boston*, operating in company, captured H.M.S. *Fox* after a close hot engagement. Following this success, the breach between the American captains widened. Early in July they fell in with a small British squadron. *Fox* was recaptured, and Captain Manley, mistaking frigate *Rainbow* for the 64 gun ship of the line *Raisonable*, surrendered the *Hancock* without firing a shot. *Boston* escaped and found sanctuary on the Maine coast.

The British used their superiority afloat on Lake Champlain to destroy American vessels at Skenesborough and to capture Ticonderoga. Anticipating a naval thrust up the Hudson River, efforts were made to ready the two new Continental frigates in that river to join in the defense.

A huge English fleet, including troop transports, weighed from Sandy Hook and stood southward. Capture of Philadelphia was the objective. Again, the mobility afforded the enemy by water movement, and the uncertainty as to where the attack would be made, proved extremely frustrating to General Washington.

Congress on June 14 resolved that the "Stars and Stripes" would be the United States flag, and on the same day appointed John Paul Jones to command the *Ranger*. The Marquis de Lafayette and Baron de Kalb landed in South Carolina to cast their lot with the American cause.



1 June 1777 (Sunday)

CAPTAIN PHILEMON POWNOLL TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

My Lord

[Quebec, June 1, 1777] <sup>2</sup>

I received the honour of your orders & instructions of the — [12th of April] by Capt. [Cornthwaite] Ommaney the [20th] of May, to the senior officer here. I acquainted you by letter of [17th May] by his Majs Schonr the *Gaspee*, of my arrival at Quebec, & inclosed my orders from the Lords of the Admiralty; & informed you of my instructions till I should have the honour of receiving your commands: in consequence of which Anxious to comply with yr Lordships wishes that as few ships as possible might remain inactive here, & at the same time to avoid any blame might fall on my head in case the expedition across the Lakes should require further assistance, agreeable to yr instructions I again consulted Sr Guy Carleton; to know whether the *Apollo* could serve here any assistance that in case she was not I should leave the com[mand] to [Richard] Pearson to w[at]ch the Lakes he assur'd me as the command of the army was in Genl Burgoyne, not to leave the river on any acct till I had his sanction for it; having before been desired by him to see me before he embark; I imm[ediately] set out for St John in order as soon as possible to get his determination on the seamen already on that service; [it] was that he did not think he had sufficient cause to detain his Majs Ship *Apollo* as a fresh supply of men would be at hand on the arrival of the *Blonde* in case he should want them—I therefore End[eavor]ed to put that part of the instructions into execution relative to &c., & which having done I shall lose no time in joynn you at New York.—

1. Sir Henry Clinton Papers, CL. An undated and unsigned rough draft.

2. An approximate date as *Apollo* set sail for New York on 19 June.

JOHN MANLEY, DEPUTY CONTINENTAL AGENT FOR RHODE ISLAND, TO  
CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Providence June 1, 1777 –

John Dobie the bearer, shew'd me the instructions you gave him, he had Enter'd Several in consequence there on but as the *Warren* Wanted Seamen as she was making ready to proceed on her Cruize, Capt [John Burroughs] Hopkins Apply'd to the Legislature for liberty to Press men, & accordingly he Obtain'd leave he therefore has press'd a Number of men, Dobie had enter'd, for you he has therefore Requested he would Release them but was Refus'd, I wrote him a few lines to the Council of Warr, who have not met together since,<sup>2</sup>

Therefore I advis'd Dobie to come down to you for further Instructions, any Services I can render'd you should be glad to serve you and am Sr [&c.]

John Manley

P.S. Capt Jones you must See that the Seamen that was the Cruize along with you are Settled with in regard to the prize money & see that Justice is done them & then Dobie will be Able to Enter what men he wants

John Manley

To Capt John Paul Jones  
in the Service of the United States  
Boston

1. Papers of John Paul Jones, 6578, LC.

2. See Manley to the Rhode Island Council of War, May 30, 1777, Volume 8, 1044.

CAPTAIN WILLIAM ROGERS TO THE NEW YORK CONVENTION <sup>1</sup>

June 1st, 1777

I have been desired by Zephaniah Platt, Esqr. to let the Convention know what I think of fitting out the sloop *Montgomery* on another cruise. I think that she is too small to cruise, as most of the enemy's ships of value will be of too much force for her to take; and as she is obliged to carry almost as many officers as a larger sized vessel would, it makes the pay come very high for so small a vessel. But if the Convention thinks of keeping any armed vessels for the State, I could not advise them to sell her, as there is no better vessel of her burthen than she is: if the Convention thinks of fitting out any larger vessel, she could always be commanded by an officer out of the other vessel, and manned; which would make her expenses come much lighter than they do now. As for my own part, I would be very willing to serve the State, if they thought proper to employ me, if I had a vessel that I could go alongside of a ship of 16 or 18 guns; for most of the enemy's ships will be well armed. If the Convention thinks of getting any larger vessel, I would take another short cruise in the sloop, if not, I should not choose to go any more in her.

If the sloop is fitted out again on a cruise, she wants the following stores: 11 barrels pork; 10 barrels beef; 3000 wt. bread; 8 barrels flour; 2 barrels peas; 200 wt. powder; 200 swivel shot; some match stuff; 24 flints for muskets; 15 flints for pistols; 30 wt. buckshot.

Provisions remaining on board: 9 barrels beef; 7 barrels pork; 4 barrels bread; 1 barrel flour.

William Rogers.

1. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York, 1775-1776-1777* (Albany, 1842), II, 462. Hereafter cited as *New York Provincial Congress*.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

May [June] 1777

[off Cape Henlopen]

Friday 23  
[Sunday 1]

A.M. at 8 weig'd and gave Chace to 3 Sail to SE at 10  
Saw two Sail to the Southw'd tack'd & at 1 half past  
brought too for them at 11 Spoke the *Brune* and a Brig  
her Prize, Rec'd 14 Prisoners from the *Brune*, at Noon  
made Sail and gave Chace to 2 Sail to the NE. Light  
House WbN 5 Lgs.

First pt Fresh Gales and fair, latter light Airs P.M. dis-  
cover'd one of the chace to be the *Ballahoo*, the other to  
be her prize, a Schooner from Curracoa <sup>2</sup> 1/2 past 3

Anchor'd on the lower parts of the Sheers in  $4\frac{1}{2}$  fath.  
 Light House SbE $\frac{1}{2}$ E at 4 Rec'd 10 Prisoners from the  
*Ballahoo's* Prize.

1. PRO, Admiralty 51/4311.

2. *General Washington*, Humphrey Hughes, master, to Virginia with salt and medicines, made  
 a tender to *Roebuck*, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

## 2 June

JOURNAL OF H.M.S. *Ambuscade*, CAPTAIN JOHN MACARTNEY <sup>1</sup>

June 1777  
 Monday 2d

halfway Rock NNE 5 or 6 Leagues  
 at 5 modt and hazey saw a sail to the Etward at 6  
 hoisted the Barge out and sent her manned and Armed  
 wh the Lieut on board a sloop  $\frac{1}{2}$  past she got on board  
 at 8 Halfway Rock NBW 2 Leagues at 9 up fore sails  
 and hove too at 10 filled and made sail saw 3 sail at  
 11 halfway Rock NNE 4 or 5 Leags found The above  
 Sloop to be from Cammden, in Penobscute Bound to  
 Boston Sloop *Success* (One siphonis Fisher Master) have-  
 ing on Board 40 Chord of Wood Barge returned sent a  
 Petty Officer & 3 Men on Board do took her in tow sent  
 the Barge to board another Sloop -  
 Light airs and hazey wr in Chace  $\frac{1}{2}$  past 2 the Barge  
 Boarded the Chace found her to be the sloop 2 *Brothers*  
 from Boston, bound to Kennebeck in Ballast (Geo. Max-  
 well Master) took 6 hands out of her and put a Petty  
 Officer and 4 Men on Board do her along side the wood  
 Sloop to take her Deck load of wood on Board at 5  
 Opened a Cask of Beef No 4099 Cts 168 Pcs 1 Piece  
 short at 7 filled and made sail at 8 light airs & hazey wr  
 thunder and lighting TKd Ship at 10 Lowered down  
 the Top sails in a squall at 11 hoisted them up again it  
 being more modt at 12 light airs and a Thick fogg two  
 Prizes in tow <sup>2</sup>

1. PRO, Admiralty 51/36.

2. Prizes were sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN WILLIAM HAYNES <sup>1</sup>

Capt Wilm Haynes,  
 Sir,

War-Office,

Boston June 2d 1777 -

Yours of the 28th of May has just come to hand & the Board of War  
 are very uneasy that you have not been able to procure a Crew for the Ship  
*Union*, which they suppose is compleatly loaded & in other respects ready  
 for Sea, They therefore direct you to go immediately thro' the whole Eastern  
 Country, if necessary, & get a sufficient number of Hands for your Ship on

the best Terms you can obtain them; – They fully expect the next Letters from Mr [William] Frost will acquaint them that you have sail'd [&c.]

Jon<sup>a</sup> Loring Austin Secy

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776–1780, 78.

*Boston Gazette*, MONDAY, JUNE 2, 1777

Boston, June 2.

Capt. Clouston, in a Brig belonging to this State, has taken six Prizes, and was left in chase of a Seventh the 16th of April; the 6th Prize, laden with Salt, Bread, &c. bound from Topsham, in England, to Newfoundland, is arrived at a safe Port; as is also a Brig bound from London for Guinea, laden with Arms, Powder, Cordage, &c.<sup>1</sup> A Snow from Newfoundland, for London, with Fish; and a Sloop from Lisbon, with Wine and Lemons are hourly looked for. Two Brigs laden with Herrings from Scotland for the Streights Capt. Clouston burnt.

We also hear, Capt. Thompson in the *Rising States*, has taken four Prizes, one of which he burnt.

By the Prize from Topsham, which brings us the latest advices from England, we find no mention of Gen. Burgoyne's coming to Boston with 13,000 men, as has been said in all our papers. Six thousand are reported in the London papers as a design'd reinforcement for their whole Army in America; but no place is specified where they are assembled, or where transports are ready to receive them.

The success of the American cruizers has given a prodigious wound to the British trade. It is computed in England that a million and an half sterling has been taken from the West-India trade alone. The consequence has been several capital houses in England have fail'd for large sums, and more are expected to share the same fate.

Yesterday a Brig arrived safe in Port in 21 Days from Guadaloup, with a Cargo of Salt. We hear she brings an Account of many Captures being made and carried in there.

1. Captain John Clouston commanded the Massachusetts Navy brigantine *Freedom*. His two prizes which had arrived were brig *Britannia* from Topsham, William Wicker, master, and brig *Penelope*, from London, William Booth, master. Both prizes were condemned and sold with their cargoes. From *Britannia*, after deduction of charges, the state and captors each received in excess of £1705, and from *Penelope* each profited by more than £3575, Mass. Arch., vol. 159, 501–14, 515–40.

*New-York Packet*, THURSDAY, JUNE 19, 1777

Norwich, June 2.

A Gentleman who arrived in town last evening from New-Haven, informs us, that on Tuesday last, a privateer from Stratford was cruising under Long-Island, when she spied a sail coming out from the main nearly opposite, bearing her course to the Westward; she immediately armed a whale-boat and sent in quest of her; but night coming on, and the wind

being unfavourable, she gave up the chase. While the boat was after the first vessel, the men in the privateer saw another from the main, sailing to the eastward, in which course she continued until dark, (the Privateer thinking it was one of our cruizers, did not attempt to go after her) then thinking she might pass unperceived, tacked about and sailed for the westward, but unlucky for her, she happened to meet our whale boat returning; upon asking the boat from whence she came, was answered, *from the main bound to Long-Island*; they then requested the men to come on board, for they were going to New-York; the boat's men soon complied with their request, took possession and carried her into Fairfield, there being seven men on board, who are now safely confined. The vessel was found to be a coaster, that has been employed by the Continent for some time, but had taken that opportunity to visit the enemy, having a very fine cargo of provisions, &c. on board.

The same night the above privateer took three more small vessels from Long-Island, loaded with wood and other necessities for the British army, and carried them into Fairfield.

"EXTRACT OF A LETTER FROM CAPT. STIRRET OF THE *Falmouth*,  
DATED NEW YORK, JUNE 2, TO HIS EMPLOYERS AT GLASGOW"<sup>1</sup>

After being out four weeks from Glasgow, I fell in with two transports with troops; one was the *Archer*, Coats commander; she mounted eight four pounders, and had 150 soldiers on board. The other the *Prince George*, Fairholm, with 120 soldiers on board. Two days before I spoke with them, they had an engagement with a schooner privateer of 12 carriage guns, who got off from them, but has done a great deal of damage to their sails and rigging. I kept company with them 20 days, when we got safe to New York.

1. *London Chronicle*, July 22 to July 24, 1777.

*New-York Gazette*, MONDAY, JUNE 2, 1777

New-York, June 2.

Saturday last the Brig *Charter-Street*, Capt. [Andrew] Rogers, was sent in here by his Majesty's Sloop of War the *Falcon*, Captain [Thomas] Windsor, from St. Eustatia for Boston, with Salt, &c. taken the 10th of May in Lat. 28. 30.<sup>1</sup>

1. *Charter Street* was libeled against in the New York Vice Admiralty Court on November 10, 1777, PRO, HCA 49/93, 111.

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

[Extract]

Philada 2d June 1777

... we hear from South Carolina 7 Sail of french Vessels are Arrived their loadd with goods on Private acct. Dispatches are Arrived to Congress. the Contents not yet known, only that they are Armd Ships. one of 20

guns with Dry goods from oald france. General washington has now a prity good Army. and Many passing through this place, Dayly, to him. we here a general Ingagement is Dayly Expected, their is at our Cape 5 or 6 Sail of men of war with as Many tenters [*sic* tenders]. and tis Expected the Enemy will attempt this place by land and water Soon . . .

1. Brown Papers, JCB.L.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

May [June]

[off Cape Henlopen]

1777

Saturday 24

[Monday 2]

A.M. at 5 Saw a Brig to the ENE & Sent the *Ballahoo* in chace of her, at 7 Sent the *Ballahoos* Prize after the Chace. First pt Modt & fair, latter fresh Gales and Cloudy P.M. at 4 Saw the Tenders and the Brig they went in chace of to the N.E. ½ past 5 weigh'd & Stood to'd them at 7 Stood into 5 fath. at Overfalls, & brot too for the Tenders at 8 Spoke the *Ballahoo* by whom we were inform'd the Prize was a French Man, they had taken, bound from Guadalupe <sup>2</sup> Sent the Cutter to the Southw'd Anchd in 7½ fath. Light House SbE ¾ Mile:

1. PRO, Admiralty 51/4311.

2. Brigantine *L'Empereur*, Boruau Durcoudroy, master, to Miquelon with molasses, sugar, rum, wine, coffee and dry goods, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

MARYLAND COUNCIL TO CAPTAIN THOMAS WALKER <sup>1</sup>

Sir In Council Annapolis 2d June 1777.

Capt [John] David's Galley <sup>2</sup> is wanted on a Piece of Service, he wants Men, and says you have some at Baltimore belonging to your Galley. You will put them into Capt David's, or as many of them as can be spared, and they will soon again be returned to you. You are also to be attentive to, and have a particular Care taken of the Men who will be left sick at Baltimore by Capt David, that they want for nothing in his Absence, as if they belonged to your own Galley. We are &ca

Capt Walker, or Commanding Officer of *Balt[imore]* Galley.<sup>3</sup>

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

2. *Conqueror*.

3. The same day similar orders went to Captain Bennett Matthews, *Independence* galley, to send three of his eighteen men to *Conqueror*.

HEWES & SMITH TO DUFF & WELCH, CADIZ

[Extract]

(Copy)

Gentn

North Carolina, Edenton

2nd June 1777.

Your sundry favours P: Capt. Moseley were delivered to Us by him, tho' he was unfortunate enough to lose the Vessel & Cargo; when he got

within a few days sail of our Coast, he was taken by a Boston Privatier fitted out to cruize against British Vessels & he could not convince them she belonged to Americans; in attempting to carry her into Boston (where had she arrived she must have been restored to Us) she was again taken by a British Ship of War & carried to New York, so that we lost her altogether<sup>2</sup> . . .

[Endorsed] In the Lords of the Admiralty's of 19th Sepr 1777

1. PRO, Colonial Office 5/127, 170. An intercepted letter.
2. Brigantine *Joseph*, illegally taken by the Massachusetts privateer schooner *Eagle*, and retaken by H.M. sloop *Merlin*. See Volume 7.

*Gazette of the State of South-Carolina*, MONDAY, JUNE 2, 1777

Charles-town, June 2.

The Scooner *Franklin*, Capt. Green, laden with Arms, &c. was chased ashore upon the Caicos Bank, by an English Frigate, on the 12th of May last; as was also the *Sturdy Beggar* Privateer of Baltimore. The Privateer was got off, but the Scooner not. But Capt. Glanbury, of Virginia, seeing the Scooner the next Day, went to her Assistance, saved part of the Cargo, took off the People, and has brought them to a safe Port. Capt Glanbury is apprehensive that Capt. Garrigues, in a Brigantine for Philadelphia, was taken by an Enemy Sloop on the 13th.

A Brigantine from London to Barbados, taken by the *Oliver Cromwell* Privateer of Philadelphia near St. Bartholomew's (and her 7th Prize) William Gregory, Prize-master, and ordered for Philadelphia, was spoke with, all well on board, on the 23d ult. in Lat. 34.30 N. and Long. 64.00 W from London. Her Cargo, in Dry Goods only, was said to be worth 14,000 Sterling.

An English Frigate came in Sight Yesterday Morning, having in Company, a North Country built Ship and a Brigantine; intercepted some Fishing Canoes that were on the East Bank; then stood to Sea again, steering to the South-East, and were out of Sight at 5 in the Evening, — carrying with them about 23 valuable slaves taken in the Canoes, mostly the property of Persons that will most severely feel the Loss, particularly a poor Widow, and some Industrious Mechanics; and amongst them a valuable Cabinet-maker, belonging to David Rhind, Esq; a Gentleman who is compelled to depart the State, on Account of his scrupulous Attachment to that very Government from which he sustains this Injury.

### 3 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Tuesday 3d	Employd in the Cabin altering & mending the Topsails —
[June, 1777]	nothing worth Notice —
39. 33N Latd	this 24 hours moderate weather we unttock'd our sheat
52-40W Longd	Anchr & Laid him on deck Put the Stream & Kedger into

the hold, to Lighten the Ship by the head; Capt Manley came & dined with me Titles & honours I despise them both – but such a favour must not be forgotten he told me he long'd to kiss me friday last for my Conduct respecting the *Somerset* – a great favr

1. "Journal of Captain Hector McNeill 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. Hereafter cited as Conner's Journal, MM. The other, kept by Benjamin Crowninshield, is titled "A Journal of our Intended Cruise in the Good Ship *Boston* Bound out a Cruse by God's parmission, Hector McNeill Esq'r Commander," MassHS. Hereafter cited as Crowninshield's Journal, MassHS.

### CAPTAIN JOHN PAUL JONES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen,

Portsmouth New Hampshire June 3d 1777

I take the Liberty, of acquainting you that in obedience to Orders from the Honble the Marine and Secret Committees of Congress, bearing date the 9th ulto, I immediately repaired here in Order to proceed in the French Ship *Amphitrite* from hence to Charlestown South Carolina and thence to France, the intention of the Secret Committee was first to avail of this Ships Guns and Men to make a Cruizing Voyage to France. On my arrival there my Orders are to proceed immediately to Paris, to put a Letter into your Hands, and then to take Command of a "Fine Frigate" and to receive Orders from you respecting my future Proceedings. But the Captain of the *Amphitrite* Monsr Fautrel, has absolutely refused to permit my Proceeding with him in any other Character than as a Passenger, as he thinks it will be a dishonor to the French Flag to suffer an American Commission to supersede his, nor will he consent to Sail for Carolina unless on Conditions such as Colo Langdon the Agent doth not think himself Authorized to Insure. A week hath elapsed since this Account, with duplicates hath been forwarded to the Honble Committee, at the same time Colo Langdon has proposed to them, that I should proceed directly to France in a new Continental Sloop of War of 18 Guns, which he is now fitting, and is in great forwardness,<sup>2</sup> he has also proposed that this Vessell, should be continued under my direction in Order to strengthen my hands and enable me the better to Effect any Services which you may find necessary.

The Captain of the *Mercure*, Monsr Heraut for Nantes by whom I send this, had the Politeness to offer a frank Acceptance of the Proposition which had been made to Monsr Fautrel, but I declined his Offer, as his Ship is of a very inconsiderable force (consisting only of 10 Three pounders) and as I did not think myself Authorized to depart from the Express letter of my Orders. I now wait the Secret Committee's determination which must reach this Place before either the *Amphitrite* or the New Ship, can be got in readiness for Sailing, and I think the probability is, that Colo Langdon's proposition will be Adopted.

I ardently wish to be again in Active Service, and in the meantime the Prospect I have of being shortly under your direction affords me a very



singular Pleasure for altho' I am personally unknown to you, I Altogether Esteem your Characters, and have the Honor to be, Gentlemen [&c.]

Jn<sup>o</sup> P Jones

The Honble. – B. Franklin, S. Dean, & A. Lee Esqrs  
Commissioners at the Court of Paris.

1. Franklin Papers, vol. 6, pt. 1, 45, APS.

2. *Ranger*.

#### JONATHAN GLOVER TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

[Extract]

MHead June 3 1777

... Capt Hines in your Spy Schr arrived has Not discovered any thing on his Crews, Neither has he Seen our fleet Sence yesterday week at which time they where Standing to the Estward, the Spy will Sail again in two hours, Should be glad you would Send Me for the Spy Schr two Barrills pork & four Barrills Bread, your Ship *Gural* [*Gruel*] I hope is Saft at Falmouth, as She had a fine Wind down. ...

I am Gentlemen with Grate Esteem [&c.]

Jon<sup>a</sup> Glover

N B. I have not yet found a Boy for Mr Savage

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 232.

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

[Boston] Tuesday June 3d 1777

Petition of Jerathmeel Peirce setting forth That he has fitted & manned the Schooner *Harlequin* James Dennis Commander for a Cruize against the Enemies of America praying that said Dennis may be commissioned as Commander of said Schooner Ordered That the Prayer of said Petition be granted & that a Commission be issued out to the abovementioned James Dennis as Commander of said Schooner – he complying with the Resolves of Congress – Bonds being given a Commission was issued out and Instructions delivered accordingly –

Petition of William Powell & James Bowdoin junr respecting two Captains of Vessels & a number belonging to said Vessels imployed in their Service who are now prisoners onboard the Guard Ship in New York praying that the Commissary of Prisoners of this State may receive Orders from Your Honors to effect their Exchange &c &c Ordered that the Prayer of the Petition be granted & that the Commissary of Prisoners be & he hereby is directed to send under a proper Guard Capt Richard Saint Hill & Capt Martin Cox Capt Young Capt North & Thomas Jolley Prisoners onboard the Guard Ship in this Harbour to Providence advising Governor Cooke thereof that he may send a Cartel for the Exchange of the above Persons Vizt Capt Saint Hill for Capt Collas Capt Young for Capt Barna-

bas Gardiner Capt Cocks & Capt North for Capt Flinn & some other Captain  
& Thomas Jolley Mate for Hayden Capt Gardners Mate all which  
Persons are now Prisoners on Board the Prison Ship at New York –

Petition of Joseph Marquand setting forth That he with Thomas Jones & John Stickney have fitted & equipped for a Cruize against the Enemies of America the Schooner *Washington* Commanded by Thomas Clough praying that he may be Commissioned for that purpose – Ordered that the Prayer of the Petition be granted & that a Commission be issued out to Thomas Clough as Commander of the above mentioned Schooner he complying with the Resolves of Congress –

1. Mass. Arch., vol. 21, 521–22.

# GENERAL SIR WILLIAM HOWE TO LORD GEORGE GERMAIN <sup>1</sup>

[Extract]

New York 3d June 1777

. . . I have communicated to the Admiral the Paragraph in your Lordships Dispatch No 5, respecting a proposed Diversion upon the Coasts of Massachusetts Bay, and I have the Honor to inform your Lordship, we have been sensible of the Advantages arising from that Mode of distressing the Enemy, but in this Instance we agree in Opinion, it is not practicable, without interfering materially with the more important Operations of the Campaign, that have received the Royal Approbation, and which are already too much curtailed by the Want of Land Force, to admit of a further Reduction. . . .

The Remount Horses for the 16th and 17th Dragoons are arrived in good Order, with the Loss of ten Horses on the Passage. The Officers of the Guards and British Recruits also arrived on the 24th May, the Anspach Troops, 432 German Recruits, and 51 German Chasseurs on the 3d Instant convoyed by the *Somerset*. The Troops appear to be in very good Health, and have disembarked upon Staten Island to refresh for a short Time. . . .

1. PRO, Colonial Office 5/94, 210–11.

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

June 1777

At Single Anchor in Newport Harbour

Monday 2nd

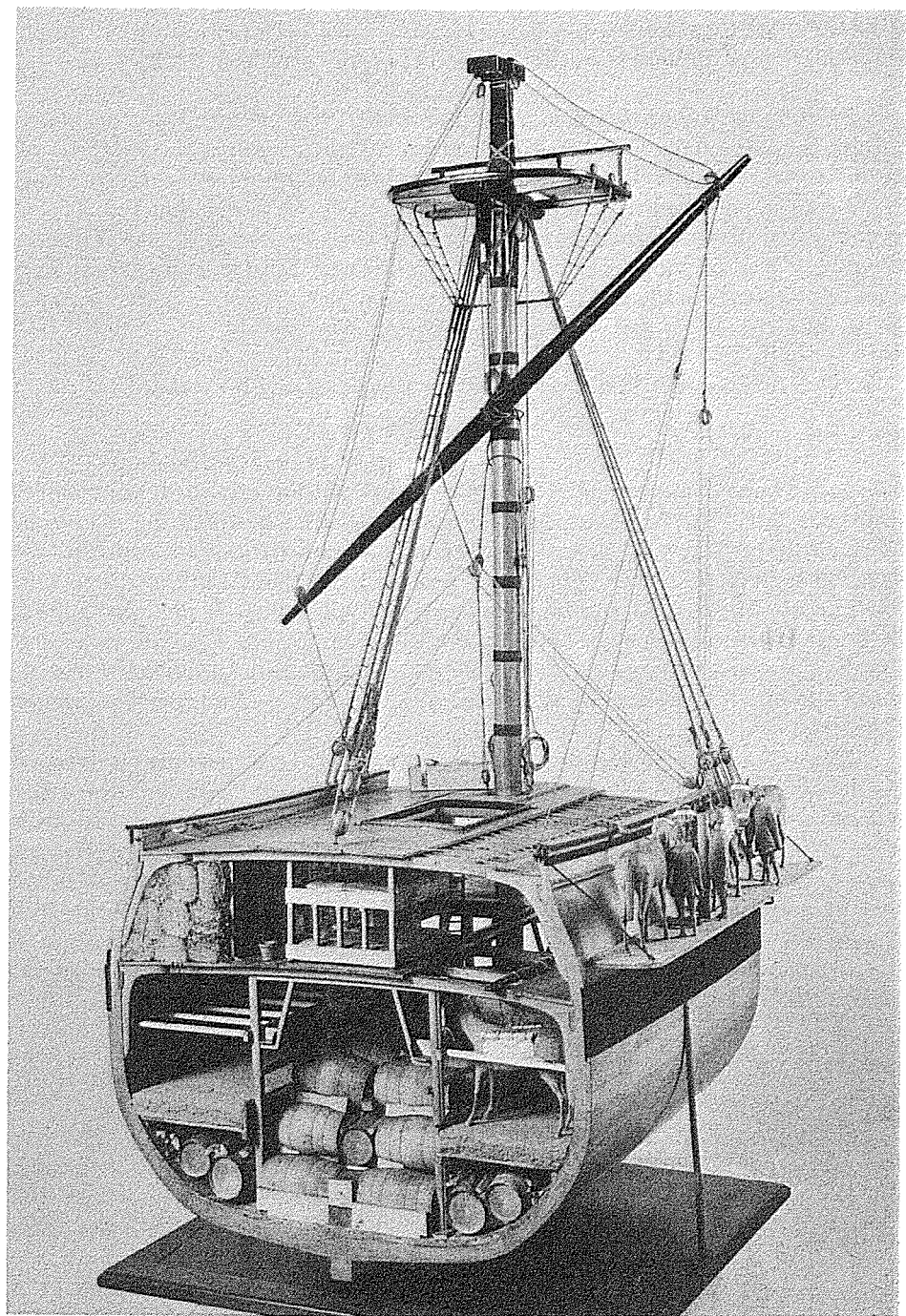
AM Recd Water Served fresh fish to the Ships Company.

First part Mode and fair Middle and latter fresh Breezes and Cloudy.

At 5 PM weighed and made sail in Company with the *Juno* and *Amazon*. at 8 Rhode Island Light house NW 3 or 4 Miles.

Tuesday 3rd

at 4 AM set small sails. at 6 Block Island NW 5 or 6 Leagues. at 9 AM the *Amazon* made the Sigl to come within hale, the purport of which was to propose that the



*British Horse Transport*

three Ships Shou'd Share Prize Money together during the  
Cruise which was unanimously agreed to by an Exchange  
of Three Cheers

1. PRO, Admiralty 51/650.

RESOLVE OF THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

In Marine Committee

June 3rd 1777

Resolved that in all Instances where Continental Vessels of War are captured by the Enemy, the Officers and Men are to be deemed as in the Service, and they or their Attorneys are to receive Pay until such Time as it shall be known that they have abandoned the Service, either by entering with the Enemy, or refusing or neglecting to return to their Country when a fit Opportunity presents.

Extract from the Minutes

pr Jos Pennell

1. Papers CC (Reports of the Commissioners of Accounts for the Cloathing, Hospital and Marine Departments, 1777-88), 31, 115, NA.

JESSE HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir

Baltimore June 3d - 1777

I Was yesterday On Bord the Brig *friendship* With Capt [John] Martin and John Crockket She is Very Leeky and Must Bee hove Down at any Rate, to Stop the Leeks, shee has Never Been Corkd Since shee Was Lanst [Launched], and as shee Must have a Over hall Would itt Not Bee Best to fit her for See and Send her Out with a Bout 14 hands and 4 or 6 of her Smallest Guns and in that Case shee Will Carry from 60 to 70 hhd of Tobacco, With Sum Bread and flowr, for at Present the Whole Vesell is Taken up to a Coma Date the Men With Rooms and Platforms - shee will Want 3 Co[i]lls of Riging and a Repair of Sails. thene Will Bee Wanted 1 New Cabbie But shee should Purchase that in the West indias and a Hevier anker - and to Bee Cork'd from her keell to her back if this is thought Best to Put her in Order and Lode her it is No Matter how Soon But Pleas Excuse this freedum as it is Done By the Requ[es]ts of Mr Crockket Otherways I should taken the Brig Out of Martins hands as By you[r] Direction But Mr Crockket told Mee you thought of fiting her Out But Was Told By Martin that shee Could Not till shee Was Cut in Two Which is a Mean Joke for Sartin it is that shee has Made Voiges and Can again <sup>2</sup> from [&c.]

Jesse Hollingsworth

Pleas Excuse this freedum and if Shee is to Bee Laid up With a plan to take Care of her it shall Bee Emedatly Done On the Next Notis, Tobacco here 40/ shillings Inspected -  
she is Not Loded till the Capes is Clear it Will Not Bee Done in time But

have her Over hald and Loded and when there is a Open at the Capes then  
Push for it But Must Leave this to your Better Judgment J: H

1. Red Books, XVIII, 106, Md. Arch.

2. In a letter to Governor Johnson, June 4, John Crockett agreed with Hollingsworth's findings, Executive Papers, Box 7, Md. Arch.

LORD GEORGE MACARTNEY, GOVERNOR OF GRENADA, TO  
VICE ADMIRAL JAMES YOUNG <sup>1</sup>

(Copy)

Grenada

St Georges June 3d 1777.

Sir Inclosed I have the honor to send You the Copy of a Letter, which I this day received from some of the principal Merchants of this Island requesting me to solicit You to grant a Convoy to their Ships bound for New York, in case that none is already appointed. I have only to add that the Fleet intended for that Port, is a very Valuable one, and that the principal Owners of it are some of the most respectable and opulent Men of this Colony I therefore must intreat that You will be so good as to give them such assistance and indulgence on this occasion as the public Service seems to require and the particular Circumstances of Your Squadron will permit. I have the Honor to be with great truth and Regard [&c.]

Macartney

[Enclosure]

(Copy)

My Lord

St Georges 3d June 1777

There are Six Vessels here loaded with the produce of this Island to a very considerable Value, Destined for New York for the Supply of His Majesty's Army and Navy on that Continent. We are well informed that there are five Vessels at Barbados in the same Situation, which with Vessels from the other Islands of which we have no particular Account, will when assembled at St Christophers, make a Fleet so considerable as to merit a direct Convoy for New York; to which Service we hope Admiral Young hath already appointed some one or more of his Majesty's Ships, either of his own Squadron, or of Lord Howe's; that may occasionally be returning to north america; but lest that should not be the case, and that the Importance of this Service should have escaped the Admirals early notice, we beg leave to Solicit Your Lordship's Interest with Him by a Letter requesting his attention to this object, with which we will immediately send off an Express Boat to Antigua. We have the Honor to be with great respect [&c.]

(Signed) {	Tho <sup>s</sup> Campbell & Co	Robert Threlfall
	Jam <sup>s</sup> Campbell & Co	Houstoun & Patterson
	Black & Woolsey	Will <sup>m</sup> Eccles & Co

His Excellency Lord Macartney

[Endorsed] Lord Macartney's Letter to Vice Admiral Young with Copy of

Letter from the Merchants of Grenada requesting a Convoy In the Admirals letter No 2. dated 12 July [*sic* June] 1777 <sup>2</sup>

1. PRO, Admiralty 1/310.

2. On June 8 Admiral Young responded to Lord Macartney: "it is not in my power to grant the Convoy they ask; having no Ship belonging to the Squadron under my Command that can be spared," PRO, Admiralty 1/310.

#### 4 June

JOURNAL OF H.M.S. *Ambuscade*, CAPTAIN JOHN MACARTNEY <sup>1</sup>

June 1777

Sequine Island NEBE $\frac{1}{2}$ E 4 Leagues

Wednesday 4th  $\frac{1}{2}$  past 12 do wr taken aback filled and stood up at 3 saw land on the larboard Bow TKd ship at 4 saw a sail to NW made sail out 2 Reefs top sails and set top gallt sails gave Chace set steering sails at 7 Sequine Island NBW $\frac{1}{2}$ W 7 or 8 Leagues Dist at 8 modt and Clear still in Chace at 9 got 4 12 pounders from forward Aft to bring The ship by the stern at 11 fired 2: 6 pounders to bring the Chace Too, she not bringing too we Continued Chace –

Modt and fair Sequin Island NW $\frac{1}{4}$ N 16 Leagues shortened sail brot too and sent the Cutter on board Chace found her to be The *swallow* Schooner (E: Woodberry Master) Bound to Gauduloo laden wh salt, fish and Lumber took the People out of her, sent an Officer and 3 Men on board to proceed to Hallifax at 3 Opened a Cask of Pork No 1144 Cts 300 Pcs short 1 Piece Took in 2d reef top sails  $\frac{1}{2}$  past 4 Parted Compy wh the Prize do wore ship hoisted the Cutter in and made sail at 7 modt breezes and Cloudy saw a sail to the NW out all reefs and made sail and gave Chace at 10 Chace a Sloop bearing NW at 11 fresh breezes and squally at 12 took in 2d reef top sails hauled main sail up

1. PRO, Admiralty 51/36.

CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE GENERAL ASSEMBLY <sup>1</sup>

Gentn/

Portsmouth June 4th 1777.

Being inform'd by Congress that the Honbl the Council & Assembly for the State of New Hampshire had made a tender of their Services to give every assistance in their Power toward Maning and equipping the *Raleigh* whenever she should be ordered to Sea; in consequence of which I beg leave to acquaint you that half of the Guns are now on board & the remainder will Come to hand in a few Days – chief of the Stores & provisions are on board But what is most wanted at present is Men – I therefore in the Name of the United States of America beg your Assistance – what I have chiefly in view is to beg permission of your Honours to Inlist Men from

the Different Companys now in the Service & pay of this State amongst which there are a number of Seamen, some of which have at different Times made Application to Enter on board & have been refus'd: If we could for the future be indulged with the Liberty of taking such Men as may Offer from those Companies, it would be a very great help towards compleating our Compliment (particularly from the Forts where there are many Seamen) and Seamen employ'd at Sea must be most Serviceable – had we been lucky enough to have procured the Guns during the Embargo we should have Man'd the Ship with less difficulty than now, when Trade & intercourse is free – but what most engages Seamen's attention is Privateers, not seeing the Wages & other Encouragement given by the Continent far exceeds any other Service whatever; If your Honours can assist me in any way to procure Men, I think it will be the only trouble I shall have occasion to give you – I should have waited on you myself had not my Duty required me on board – I am with great Respect, Gentn [&c.]

Tho<sup>s</sup> Thompson

✓ P. S. The Bearer Capt [George Jerry] Osborne will wait your Answer – To the Honble The Council & Assembly for the State of New Hampshire <sup>2</sup>

1. N.H. Arch.

2. This letter was received on June 5 and referred to a committee of the House of Representatives with the following action being taken later that day:

The Committee Appointed to Consider of the Letter & Request of Capt Thomas Thompson Commander of the Ship *Raleigh*, made report as their Opinion that he have liberty to Enlist any men in this State who are not Actually Engaged in the Continental Service – Signed Nichs Gilman Chairman – which report being read & Considered, & was received & Accepted, Journal of the New Hampshire House of Representatives (1776–1778), 133–34, N.H. Arch.

The Council concurred on June 6, New Hampshire Council Records, Council Book VII (1776–1778), 187, N.H. Arch.

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

[Boston] Wednesday June 4th 1777

Petition of Daniel Martin & Thomas Adams, Agents & Owners of the Privateer Schooner *Buckram*, setting forth That in the late Storm she was much Damaged & obliged to return & refit – that Thomas Snoden being more agreeable to the Men than Capt Marony praying that a new Commission may [be] issued to said Snoden as Commander of said Schooner –

Ordered that the Prayer of the above Petition be granted and that a Commission be issued out to Thomas Snoden as Commander of the above mentioned Schooner he complying with the Resolves of Congress – Bonds being given a Commission was issued out & Instructions delivered accordingly –

1. Mass. Arch., vol. 21, 523–24.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 4th June About 7 o'Clock this Morning a Rebel Sloop weighed from Howland's ferry, and having a favorable wind she went to

Sea. Seven shot were fired at her from the Redoubt at Fogland ferry, but without effect. She appeared to be Armed, and was full of men. It is surprising the Commodore does not station a vessel in the Seconnet passage, to prevent those of the Enemy from going out in this manner. The Galley or an armed transport would be sufficient. The *Diamond* Frigate is now stationed near Dyer's Island; but as The *Lark*, and the Galley are advanced above her, she does not appear to be of any use there. She certainly would be of some service in the Seconnet.

At 12 oClock this day, a Privateer brig and an Armed Sloop came out of Providence River, and stood down the Bay. When they came as far as the N. end of Prudence the Brig went in by Warwick point, and the Sloop stood down towards our Galley, which was stationed ahead of the *Lark* near Papasquash point. When she came within about a mile and half of her she fired a shot at the Galley, and then put about. The Galley immediately got under way and chased her, but the Sloop having the advantage got off. The Galley then fired 2 18 prs at her, both of which fell short, on which she gave over the Chace and returned to her station. When the Galley tacked the Sloop did the same, and kept plying back and forward in the bay till she was joined by the Brig, when they both made sail, and in the Evening returned towards Providence.

Several Sloops appeared in the mouth of Taunton River to day, and two of them came down to Howlands.

It having been found this morning and represented to General Prescott, that our battery at Fogland could not get so many shot at the Sloop which passed, as it could have done had the Guns been placed En Barbette, he ordered the Merlons to be taken down, which was completed by the Evening.

The *Unicorn* Frigate came in from a Cruize this day. She spoke with the *Isis* of 50 Guns, and the *Swift* Sloop off Block-Island yesterday, bound to New York, having parted from their Convoy of 17 sail of Victuallers, &c, in a gale of wind. No particular news from Europe by the *Isis*.

1. *Diary of Frederick Mackenzie* (Cambridge, 1930), I, 135-36. Hereafter cited as *Mackenzie's Diary*.

*Connecticut Journal*, WEDNESDAY, JUNE 3 [*sic* 4], 1777

New Haven, June 4.

Capt. David Hawley, of Stratford, in a small privateer, in the States service,<sup>1</sup> one day last week, captured three small vessels, to the westward of Huntington; two of them were loaded with wood, from Long Island, bound to New York; the other had taken in a cargo of provisions at Derby, which the Skipper pretended was to be carried to New London, where the vessel was owned, but in fact was bound to New York; they are all in safe ports.

1. Connecticut Navy sloop *Schuyler*.



ACCOUNT OF PROVISIONS FOR VICE ADMIRAL

Account of Provisions remaining on board sundry Victuallers off of New  
under the Command of the Vice Admiral the

Bread in Pounds	Rum in Gallons	Pieces of		Pounds of		
		Beef	Pork	Flour	Suet	Raisins
2,288,164	187,646	206,866	435,564	658,602	15,819	181,093
The above Provisions will serve Ten						
Bread	Rum	Beef	Pork	Flour, Suet and Raisins as Beef		
Days						
228	300	20	43	21		

1. PRO, Admiralty 1/487, 398-99.

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

[Philadelphia] Wednesday, June 4, 1777

The committee to whom was referred the memorial of the State of North Carolina, of the 23 of December last,<sup>2</sup> together with the papers accompanying the same, brought in a report, which was taken into consideration; Whereupon:

*Resolved*, That it be recommended to the State of Massachusetts bay, to order diligent enquiry to be made concerning the matter complained of in the said memorial; and, unless the master and owners of the privateer, mentioned in the said memorial, can shew good and sufficient cause to the contrary, to order full restitution to be made, and the offenders to be punished for their violation of the rights of our fellow citizens, and of the laws of nations; and to report to Congress the proceedings which shall be had in the premises.

- 1. Worthington C. Ford, *et al.*, eds., *Journals of the Continental Congress, 1774-1789* (Washington, 1904-1937), VIII, 415-16. Hereafter cited as Ford, ed., *JCC*.
- 2. Regarding illegal seizure of brigantine *Joseph* by Massachusetts privateer schooner *Eagle*. See Volume 7.

NATHANIEL COOPER TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

On board the Ship of warr  
*Defence* June the 4, 1777

To his Excellency Thomas Johnson Esqr  
The Petition of Nathaniel Cooper Humbly Begs Leave to Inform your Excellency that he is desirous of Leaving the Ship of Warr *Defence* but he is prevented by Capt George Cook Esqr

Your Petitioner has navour Sined the Artickels of Said Ship nor navour had any in tention of going in the [*sic*] her this Cruise he only Staid In the

RICHARD LORD HOWE'S FLEET IN NORTH AMERICA <sup>1</sup>

York for the Service of His Majesty's Fleet employed in North America  
Viscount Howe the 4th of June 1777.

Pease		Oatmeal		Rice as Oatmeal in Pounds	Butter in Pounds	Oil		Vinegar in Gallons
Bushs	Gs	Bushs	Gs			Galls	lbs	
16,143	4	14,498	5	282,948	184,272	12,377	3	25,890
Thousand Men at whole Allowance, as under (Vizt)								
Pease		Oatmeal		Rice as Oatmeal	Butter as Butter & Cheese	Oil as Butter & Cheese		Vinegar
Weeks								
51		31		18	24	13		41

Howe

Ship to oblige Capt Cook untill he Could Supply himself with proper Officer[s] wich he has done Your Petition[er] has Acted as Mate heretofour But Now Capt Cook has Supplied himself with one Your Petitioners Buisnis Calls him otherways therefour hopes your Excellency will have him Re-leas'd, and he as in duty bound will for hevour pray.<sup>2</sup>

1. Red Books, XIX, 26, Md. Arch.

2. In response to the petition, the commanding officer of *Defence* was ordered to bring Cooper before the Council, and to "be as well prepared as you can, to give us Information of the Reasons wherefore he is detained, if detained against his Will," Council Letter Book (1777-1779), Md. Arch.

"EXTRACT OF A LETTER, FROM A GENTLEMAN ON BOARD THE *Lustre*  
ORDNANCE STORE-SHIP, DATED DOMINICA, JUNE 4." <sup>1</sup>

The 1st instant we arrived here; a few days before one of his Majesty's armed cruisers; she brought in a vessel from St. Eustatia, laden with guns, and bound to Martinico; as the master of her said; but it is thought she was bound to America, as one of her seaman has declared so, since which, however, the French have detained all the English ships in the ports of that island.

1. *London Chronicle*, July 26 to July 29, 1777.

JOURNAL OF H.M.S. *Ariadne*, CAPTAIN THOMAS PRINGLE <sup>1</sup>

June 1777                      Madeira No 64.24    Et    872 leags  
Wednesday 4              at 2 pm Saw a Sail in the SW and gave Chace    at 5 saw  
the Island Barbados bearing W diste 10 leagues.    at 10  
pm came up with the Chace after firing several Shot and  
Volleys of small arms at her – proved to be the *Musquito*  
Brig privateer last from Guadaloupe & belonging to Vir-

ginia John Harris master Exchanged the Prisoners and sent a Mate Midshipman and 12 Seamen on board. –

1. PRO, Admiralty 51/60.

## 5 June

### JOURNAL OF H.M.S. *Mermaid*, CAPTAIN JAMES HAWKER <sup>1</sup>

June 1777

Seal Islands N about 4 Leagues

Thursday 5

AM gave Chase – at 6 Fir'd a Shot & brought To the Chase, She prov'd to be the *Two Bettseys* a Brig taken in the Channel by an American Privateer took the Prisoners out of her.<sup>2</sup>

Squally with some Rain Cape Sable N 8° 22' W Distant 10 Leagues.

1. PRO, Admiralty 51/4260.

2. From Gibraltar to London with nuts and wine, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68. She had been taken by the Massachusetts Navy brig *Freedom* on April 23. See Volume 8, 793, 793n.

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

June 1777

Sequin Island NW  $\frac{1}{4}$  N 16 Leagues

Thursday 5th

at 1 TKd ship at 2 modt and Clear fresh breezes and Cloudy at 4 TKd ship set main sail at 2 [5] out reefs top sails saw the land on the Lee Bow Dist 8 or 9 Leagues at 9 fresh breezes and fair  $\frac{1}{2}$  past TKd ship read the Articles of War Relative to the treatment of Prisoners taken on board off Prizes  $\frac{1}{2}$  past 9 saw a sail to the Etward: Divided to the Captain Officers and Ships Company seven Hundred and Seventy eight Dollars four shillings Congress paper Money taken on Board The Prize Sloop *Two Brothers* Agreeable to Act of Parliament at 12 Manhigan Island NW 4 or 5 Lgs Wooden Ball Island 7 or 8 Leagues TKd ship –

Fresh breezes and Cloudy shared some potatoes taken out of the *swallow* schooner among Officers and ships Company at 4 modt and Cloudy  $\frac{1}{2}$  past TKd ship at 6 do wr Down top gallt Yards at 8 TKd ship Manhigan Island NW 3 Leagues

1. PRO, Admiralty 51/36.

### MASSACHUSETTS BOARD OF WAR TO JONATHAN GLOVER <sup>1</sup>

Colo Jona Glover,  
Sir,

War-Office,  
[Boston] June 5th 1777

Inclos'd you have Copy of a Letter from Governour Cook to the President of the Council: –<sup>2</sup> The Fleet therein mention'd are suppos'd to be intended to interrupt & destroy if possible our Fleet under Commodore Manly: – You will therefore dispatch the first Spy Boat that may be with

you, in quest of our Fleet with a Letter to the Commodore, & a Copy of Governour Cooke's Letter inclos'd that he may be upon his Guard & not suffer himself to be deceiv'd or decoy'd by any stratagem of our crafty Foe. We are, respecty [&c.]

By order of the Board,  
Sam<sup>l</sup> Phps Savage Prest.

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776-1780, 77.
2. Cooke's letter of June 4 informing of several British ships coming out of Newport and standing to the eastward, Mass. Arch., vol. 152, Board of War Letters, 1776-1777, 23, 23a.

JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

[Extract]  
sir

Boston 5th June 1777

I am without any of your late favrs I Last Evg Recd a Ltr from Mr [Robert] Morris he Says the *Esther* was Chased a Shore Near the Capes Virginia and he hopes the loss wont be great as the Cargo and Materials are sav'd and will sell high.<sup>2</sup> he is much pleas'd with the purchase of the *Active* pray by next post send me the Cost & outfit as he is desirous to have it Speedily please to compleat the Ac/c and I leave it with him as to the Commissn Wither 5 or 2½ PrCt on the purchase & outfit . . .

J Bradford

Mr Morris writes it is impossible to pass the Capes . . .

1. John Bradford Letter Books, vol. 1, LC.
2. Ship *Esther* was a prize of the Continental Navy brig *Cabot*, and was purchased for use by Congress. See Volumes 6 and 7.

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

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. in Behalf of John Skimmer, Commander of and all concerned in the Continental armed Schooner *Lee*, against the sloop *Betsey*, of about 58 Tons burthen, Nat. Homek, late Master; in Behalf of Jonathan Harriden [Haraden], Commander of the armed Brigantine *Tyrannicide*, in the Service of this State, and concerned in said Brigantine, against the Ship *Lonsdale*, of about 200 Tons burthen, James Grayson, late Master; in Behalf of John Clouston, Commander of the armed Brigantine *Freedom*, in the Service of this State, and all concerned in said Brigantine, against the Brigantine *Penelope*, of about 130 Tons burthen, William Booth, late Master, and against the Brigantine *Brittania*, of about 130 Tons burthen, William Wicker, late Master; in Behalf of Benjamin Dean, Commander of the private armed Sloop *Revenge*, and all concerned therein, against the Brigantine *Betsey*, William Smith, late Master. All which Vessels and their Cargoes so libelled, are said to have been taken and brought into the Middle District aforesaid; and for the trial of the Justice of these Captures, the Maritime Court for the

said District will be held at Boston, in the County of Suffolk, on Tuesday the 24th Day of June, 1777, at the Hour of Ten in the Forenoon; when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, June 5, 1777.

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

May it please your Excellency,

Bedford, June 5th 1777. —

With Satisfaction I inform your Excellency that we have got the Ship fitted in good Order for the Sea, have about 150 Men on board, and propose to sail on a Cruise this Day, and hope by the Blessing of God to be able to give your Excellency a Satisfactory Account of our Success in a short time. I am With the greatest Respect [&c.]

Seth Harding

1. Conn. Arch., 1st Series, IX, 174, ConnSL.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON<sup>1</sup>

June 1777

Thursday 5th

Cape Codd No 67° 12' Wt Diste 19 Leagues

at 4 AM Spread P Sigl at 8 set Spritsail Topsail & Driver.  
at 10 Chaced P Sigl at 1½ past made the sigl for seeing  
a Sail in the NWt Qr *Amazon* made our Sigl to Chace.  
Made sail.

First part fresh breezes and fair Wr middle and latter  
Mode & Cloudy Wr

at 1 shortened sail & brot too Main T:Sail to the Mast.  
found the Chace to be the *Lucy* Brig from Cork for Que-  
bec, had been taken by the Privateer *Providence* Sloop.<sup>2</sup>  
sent 1 Man onboard & received from her 3 Men belonging  
to the above Privateer. at 6 the Brig bore away for Hali-  
fax. at 7 Dble Reefed fore and Main Top Sails

1. PRO, Admiralty 51/650.

2. *Lucy* had been captured on May 19 by the Continental Navy sloop *Providence*, Lieutenant Jonathan Pitcher, N. S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769-1777, 544.

GOVERNOR NICHOLAS COOKE TO REAR ADMIRAL SIR PETER PARKER<sup>1</sup>

State of Rhode Island &c.

Sir

Providence June 5th 1777.

I send by the Cartel Vessel, Five Prisoners Seamen who lately belonged to the *Grey-Hound* Man of War, they were sent to me by the Commissary of Prisoners in the State of the Massachusetts Bay in order to be exchanged for John Turney, Thomas Robins, John Tar, — Flint, & James Macom Inhabitants of the Massachusetts, who were Captivated by the *Milford* Frigate, & put on board the *Renown* Ship of War, — I should be extremely

obliged to you, to cause the above Named Five Persons to be released, & sent up by the Cartel. I am Sir [&c.]

N. C. –

1. Letters from the Governor, vol. 2, R. I. Arch.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 5th June A Rebel Sloop attempted to pass the battery at Fogland this morning, in order to proceed to Sea; when the advantage of having the guns En Barbette was fully demonstrated. Ten shot were fired at her before she came opposite the Redoubt, three of which struck her, and damaged her so much that she was obliged to give up the attempt, and run into the bottom of the little bay behind the N. point of Fogland. She remained there till 6 in the Evening, when having a fair wind she went back to Howland's ferry. Our battery had four shot at her as she was going off, some of which fell very near her. Had the Battery been originally constructed in this manner, very few of Rebel vessels would have been able to pass, without being considerably damaged.

1. *Mackenzie's Diary*, I, 136–37.

#### JOURNAL OF THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

[Fishkill] Die Jovis, 10 HO. A. M. June 5, 1777.

A letter from John Broome relative to salt was read and filed.

The committee to whom was referred the application of Captain [William] Rogers of the armed sloop *Montgomerie*, belonging to this State, delivered in their report, which was read, and thereupon

*Resolved*, That the sum of one thousand pounds be advanced to Captain Rogers, to enable him to pay the wages of the crew of the armed sloop *Montgomerie*, and to reimburse him sundry sums of money by him advanced for the said vessel.

That Captain Rogers render his accounts relative to the said vessel of war and of the expenditure of the money advanced to him, as soon as may be, to this Council of Safety or a future Legislature of this State, that a final settlement may be made relative thereto.

That Lieutenant-Colo. John Broom[e] be requested and directed to see that the officers and crew of the said vessel are immediately discharged, and to sell or cause to be sold, the vessel of war, the *Montgomerie*, with her stores, to the best advantage for this State; and that as soon as the crew is discharged, he appoint some proper person to take the care and charge of the said vessel until she is sold.

Die Jovis, 4 ho. P. M. June 5, 1777.

A letter from Genl. Putnam, dated the 4th inst. was received and read, and is as follows, to wit:

Gentlemen – The armies are still inactive except in preparations for the ensuing campaign; our expectations of an attack in some quarter are daily corroborated by intelligence through different channels. We are distressed for the ships and galleys to

guard the river. Genl. Washington expects they are now at the chain. A single galley of the enemy is constantly cruising up and down the river at pleasure, has been as far as Fort Independence, and can stop the ferry at any time; we have nothing on water that can oppose her. The crew land, and plunder the inhabitants for more than 50 miles, without molestation. I have desired Genl. Clinton to write you on this subject, and beg leave to enforce the urgency of it in the strongest manner.

I am, Gentlemen, [&c.]

Israel Putnam.

*Ordered*, That the said letter be referred, and delivered to Mr. Robert R. Livingston and Judge Hobart.

1. *New York Provincial Congress*, I, 954, 955-56.

BRIGADIER GENERAL GEORGE CLINTON TO PIERRE VAN CORTLANDT, PRESIDENT  
OF THE NEW YORK COUNCIL OF SAFETY<sup>1</sup>

[Extract]

Sir,

Fort Montgomery 5th June 1777

I was desired by General Putnam two Days ago to write to the Council of Safety of this State requesting they would use every Means in their Power to forward the Continental Frigates down to this Post,<sup>2</sup> he likewise desired me to mention that as very Considerable Additional works at the public Expence were directed to be made for the more effectual Obstruction of the Navigation of the River at Fort Montgomery, in which this State is so much Interested, it was expected that the two State Privateers would be sent down to the Chain with the other Vessels, to which I presume there can be no Objection as at that Place they may be of great Service & I cant see that they can be of any in any other Place in the River, especially since the Shipping are out of the Creek & will be armed for their own Defence. . . .

1. George Clinton Papers, no. 533, N.Y. Arch. Portions burned in the 1911 New York State Library fire have been supplied from the printed version, Hugh Hastings, ed., *The Public Papers of George Clinton, First Governor of New York* (Albany, 1899-1914).

2. *Montgomery and Congress* lying off Poughkeepsie.

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

Number 30.

*Eagle* Off New York

Sir,

June the 5th 1777.

By the *Augusta* I had the Satisfaction to receive your Dispatch of the 4th of March, signifying the Intentions of the Lords Commissioners of the Admiralty respecting the Destination of the *Apollo*, *Proteus* and *Porpoise* for Quebec; and the Appointment of the *Isis* and *Swift*, together with the *Camel* and *Bute*, for conveying several Transports with Stores and British Recruits for this Port.

In a second Letter of the same Date, I had the further Satisfaction to be advised that their Lordships had been pleased to order the *Albion*,

*Somerset*, *Nonsuch* and *Raisonable* for this Service. – I am extremely happy to learn at the same time that my Endeavors in the Discharge of my Duty, have been honored with their Lordships Approbation.

The *Nonsuch* arrived here the 25th past. And the *Camel* and *Bute* the 28th with all the Transports, three excepted, of the Convoy that sailed at the same time from Portsmouth. They had continued under the Conduct of Captain Finch of the *Camel* only, since the 6th of May: The *Isis* and *Swift* having been separated on the Passage. Two of the missing Transports came in a few Days before, and the third a few Days after Captain Finch. But the *Isis* and *Swift* are still absent.

On the 3d Instant Captain Ourry arrived in the *Somerset*, with the Transports he had in Charge; But the *Mercury* parted Company the third Day after they left the British Coast. The Troops by both these Convoys are in good Health.

As there was reason to believe it might be soon requisite to embark on a considerable part of the Army, timely preparation has been made for the purpose. And as my Attendance wou[ld] be necessary with the Transports in consequence I have recalled Commodore Hotham from the Delaware, to direct the Naval Operations having reference to the Defence of this Capital Post, and for carrying on the current Service of the Port.

I shall probably be obliged to leave the *Preston* and *Centurion* with the Commodore, and one or two Frigates besides those stationed in the Sound, as specified in the General Return inclosed; Many of the Seamen from those two Fifty-Gun Ships, with a part of the *Eagle's* Complement, being now ordered for Duty dependant on the earlier Movements of the Army. The *Eagle*, *Nonsuch*, *Augusta* and *Somerset*, are the only two-decked Ships I can yet be assured of having properly fitted to take with me when it may be necessary to leave this Port.

I wrote by the *Success* Merchant-Ship the 18th past, being the earliest Opportunity to inform You of the Arrival of the *Augusta*, and the Event of the Landing on the Coast of Connecticut to destroy the Magazines at Danbury in that Province. A Duplicate of the Letter is transmitted herewith.

I have little to communicate by this Conveyance regarding the Service of the detached Squadrons, more than is explained of their particular Destinations in the General Return. The Ships appropriated for the Delaware and Chesepeak Bay, have been confined to the requisite Anchorages within the Capes, on each Station: For preventing the Export of the American Produce to France, which appears to be a capital Object of the Enemy's Attention and Dependance. The Number of Captures will be less, but the Benefits greater to the public Service. Those principal Channels being secured, Detachments of lesser Force are made at times to disturb the Commerce of the Enemy in the many shoaler Inlets along the Coasts of the middle Provinces. And as soon as the *Hinchinbrook* has released the *Galatea* off of Augustine, the three Frigates so appropriated in the Return, will be solely employed to obstruct the Intercourse with the rebellious Inhabitants of the Southern Provinces.



The Difficulties to effect that Restraint, will become greater in the Northern Colonies by tempestuous Weather in the Winter, and almost incessant Fogs in the milder Seasons.

Besides the Frigates necessary to be stationed on cruising Service, it is evident that an adequate Number must be appropriated for the successive Relief of the Ships, as well as Seamen, for whom little Refreshment can yet be procured, even during their Stay in port.

You will receive herewith a particular of the Captures made by this Fleet since the Commencement of the present Year. Some Ships with Military and other Stores are said to have arrived in, and some Armed Vessels escaped from, the different ports on this extensive Coast. Such Resources I presume to think unpracticable to prevent, more especially with respect to Vessels of the smaller Classes in each Kind, until the Enemy can be dispossessed of their posts. Several Privateers have been chased by different Cruizers: But from the better Sailing-State in which the former can with facility be kept, and other local Advantages, without Effect.

The Preparations of the Transports for the Reception of the Troops, having engaged many Carpenters who were before assisting in the temporary Yard, the Works have not been lately carried on there with the usual Dispatch. The small Number of Artificers otherwise to be procured (mostly furnished from the *Eagle*) have been employed in fitting the *Vigilant*, and an Armed Brig mounting Fourteen four-pounders that I have ordered to be taken upon Valuation into the Service, to replace the *Hinchinbrook* Schooner.

This Brig, fitted out from South Carolina, and called the *Defence*, was intercepted by the *Roebuck* and *Perseus* on their Return from the West Indies. I have moved Lieutenant Ellis with the Crew of the Schooner into the Brig, with an Addition of thirty four Men to complete her Complement in Proportion to the Difference in Force of the two Vessels. Being now ready for the Sea, Lieutenant Ellis will immediately proceed to his Station on the Coasts of East Florida.

The *Vigilant* will be completed in every respect by the End of the Week. And as no proper Artillery can be otherwise provided for her, she will be furnished with Fourteen twenty-four Pounders that can be spared from the *Centurion*.

The Occasion for the Service of the Workmen in the Yard having fully employed the Number that could be procured, it became necessary to contract with a Master Shipwright resident in the Town of New York to refit the *Raven*, which struck some time since on a Rock in the Passage up the East River, and received so much Damage as to be with Difficulty brought back for the purpose. Being hove down, it appeared that she had lost a piece of the After part of the Keel, and of the Stern-post; And the whole Sheathing was so much decayed, that it was judged expedient to rip it off. The Sloop is now refitted for Summer Service; But being on a single Bottom, must return to Europe in the Fall of the Year. The *Rose*, which

other more pressing Services would not admit of having earlier inspected; must be next put into Condition in the same Manner.

The *Repulse* has been missing ever since the 16th of last December. She separated in a Gale of Wind from the *Galatea* and *Nautilus*, off of the Bermuda Islands. For some time, I flattered myself the Separation might have been caused by some Injury to her Masts; And that Advice would be received in due time, of her Arrival at one of the West India ports. But the last Letters from the different Islands not exceeding a Month in Date, I think it certain that some fatal Accident has happened to the Ship: Whereby, exclusive of other Considerations, the King's Service has suffered a great Loss in the person of Captain Davis, the Commander.

The *Camel* will be soon ready to proceed to Sea. But as I am only instructed, with respect to that Ship, the *Bute*, *Proteus* and *Porpoise*, that they are meant generally to convoy the Trade from the West Indies, without Distinction of the Stations for which they are respectively intended; And as the *Isis*, by which I shall probably receive those particulars, is still absent, I am induced, the Season of the Year considered, to order Captain Finch away immediately to the Leeward Islands, with Advice to Vice Admiral Young of the Circumstances, that he may retain the *Camel*, or direct her to Jamaica, as he thinks expedient for the purpose of her destined Employment. I have been the rather so induced, in consequence of Letters from Vice Admiral Gayton informing me that he shall detain the *Lively* to proceed with Convoy about this time to England; as the Ship was found on Examination, incapable of being properly fitted abroad.

The Rudder of the *Bute* being loose, and the Ship otherwise in a very impaired State, as expressed in the enclosed Report, her Departure is necessarily postponed. But their Lordships may be assured, no time will be lost in putting her into Condition for proceeding after the *Camel*, or as otherwise appointed in the Orders I expect to receive by the *Isis*.

I forward by this Opportunity an Extract from Captain Jacobs's Answer to the Inquiry I was directed to make by your Letter of the 27th of last October, touching a Complaint from the Spanish Ambassador concerning a Spanish Vessel called the *Vergen del Carmen*; And two Letters (to be disposed of as their Lordships see fit) addressed to Monsr de Sartine, and found onboard a French Schooner named the *Marie*, stopped by His Majesty's Ship the *Pearl* close in upon the Coast of Maryland the 10th of last April.

On the 22d of last January Captain [John] Brisbane sailed in the *Flora*, to convoy some Victualling Transports in the Service of the Army, to the Leeward Islands. He arrived at Antigua the 3d of March. By Sickness, Desertion of several Men to serve in the Armed Vessels fitted by Individuals in that Island, and other incidental Delays, he was not able to proceed on his Return to this port after the Ship had been careened, until the 4th of May. He arrived the 31st of the same Month, after an Absence of more than Eighteen Weeks. – Not seeing Cause of Censure in the Conduct of the

Captain on that Account, I only take Notice of the Retardment, as it may affect the Service of the Ships careening in the West Indies; and that their Lordships may the rather approve of the Expedient, if necessary in future (for facilitating the timely Repair of the Cruizing Ships) to apply to Commissioner Arbuthnot that a Part of the Artificers may be sent from Halifax, for being employed here during the Season of the Year which will not admit for sending the Ships to be refitted at that Port.

The time approaching when it may be requisite to employ the Transports on Military Duties, I have thought it reasonable and highly beneficial for the King's Service, to order a Gratuity to the Masters and Crews of Transports who distinguished themselves by a particular Zeal and Spirit in the Operations of the last Campaign, as I have had the Honor to communicate in my former Dispatches, in the Proportions as shewn in the Account enclosed. I have reason to believe it will be attended with very good Effects, and therefore hope their Lordships will approve and authorise the Allowance.

Sir George Collier will be attentive to afford all possible Protection to the Fisheries at Canso and Isle Madame. And I hope there may be Opportunity to employ one of the Frigates in the St Laurence for the same purpose, with respect to the Fisheries on the Western Shore of the Gulf; according to the Instructions already given to that Effect.

The *Townsend* Ordnance Transport will be cleared with all Dispatch, And employed, with a View to her timely return to Europe before the Term of her Engagement ceases, as the King's Service may require.

By the *Somerset*, I received your Letters of the 3d and 5th of April; And the Notice signified by their Lordships Order of the 27th of March, that the King had been most graciously pleased to grant His pardon to James Woolspring, under Sentence of Death for Desertion from the *Phoenix*.

I shall with great Satisfaction receive such Lights as their Lordships shall judge fit to furnish me with, for my Guidance in the Construction of the Act of Parliament for the Government of the King's Forces by Sea: Many, and some material Disadvantages accruing to His Majesty's Service, from the Difference of Opinions that now subsist in the Fleet thereon.

I expect to receive Advices daily from Quebec concluding that the earliest Information will be given to Sir William Howe of the Movement of the Northern Army. I shall upon Receipt thereof, be better enabled to judge what alterations are requisite to be made in the General Instructions that were sent to Captain Pearson by the *Tartar*; And shall endeavor to adapt the same as will be most for the Benefit of His Majesty's Service accordingly.

I must beg leave by this Opportunity to mention again the very great Occasion for a Supply of Beds and Slops of all Kinds in the Fleet. And the Want of Beds for the Troops when embarked in the Transports, as more particularly communicated by Captain Bourmaster to the Commissioners of the Navy.

You will receive herewith an Account of the State and Condition of

the Ships of this Fleet collected from the latest Returns; And of the Remains of Provisions for the time and Number of Men therein expressed.

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

Howe

Philip Stephens Esqr

Secretary of the Admiralty.

[Endorsed] R 10 July/ (9 Inclosures)

1. PRO, Admiralty 1/487, 381-87.

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA <sup>1</sup>

*Eagle*  
off New York  
5th June 1777. }

Disposition of His Majesty's Ships and Vessels employed in North America  
under the Command of the Vice Admiral the Viscount Howe.

Rate	Ships Names	Guns	Men	Commanders	Appointments	
3	<i>Eagle</i>	64	520	{ V. Adml Ld Howe Capt Duncan		} OF New York
—	<i>Nonsuch</i>	—	500	Curtis		
—	<i>Augusta</i>	—	—	Griffith		
—	<i>Somerset</i>	—	520	Reynolds		
				Ourry	Watering at Staten Island	
4	<i>Preston</i>	50	367	{ Commo Hotham Capt Uppleby		
—	<i>Centurion</i>	—	350	Brathwaite		
—	<i>Isis</i>	—	—	Cornwallis	Watering at Staten Island	
Sloop	<i>Raven</i>	14	125	Stanhope	ordered to Prince's Bay	
—	<i>Dispatch</i>	—	—	Mason	Arrived the 7th inst.	
—	<i>Swift</i>	—	—	Lieut Titcher }	Watering	
A. Sh.	<i>Vigilant</i>	22	150	Capt Henry	Fitting for Sea	
Bomb	<i>Carcass</i>		70	Howorth		
—	<i>Thunder</i>		80			
F. Sh.	<i>Strombolo</i>	8	45	Clayton		

H. Sh.	<i>Jersey</i>		140		Halsted	
A. Sh.	<i>York</i>	12	50	Lieut	Wallbeoff	
Brig	<i>Hinchinbrook</i>		74		Ellis	{ Ordered to the Delaware River & from thence to St Augustine
St Sh.	<i>Adventure</i>		40		Hallum	
—	<i>Elephant</i>				Bechinoe	
5	<i>Richmond</i>	32	220	Capt	Gidoin	} Up the North River
Gally	<i>Dependance</i>		40	Lieut	Clarke	
5	<i>Niger</i>	32	220	Capt	Talbot	} In the Sound
Sloop	<i>Swan</i>	14	125		Ayscough	
—	<i>Falcon</i>	—	—		Harmood	
—	<i>Scorpion</i>	—	—		Browne	
Brig	<i>Halifax</i>			Lieut	Quarme	
A.V.	<i>Cornwallis</i>		40	Lieut	Brown	} In Rariton River
Gally	<i>Crane</i>			Mr	Hitchcock	
6	<i>Rose</i>	20	160	Capt	Reid	At Sandy Hook

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA<sup>1</sup>—[continued]

Rate	Ships Names	Guns	Men	Commanders	Appointments
4	<i>Chatham</i>	50	367	Commo Sir P. Parker Capt Caulfield	To the Northwd of Gould Island
—	<i>Renown</i>	—	350	Banks	Between the No Ferry on the Narrhiganset Shore & the Island of Conanicaught
5	<i>Amazon</i>	32	220	Jacobs	Between the NE Part of Prudence Island & Arnold's Point on Rhode Island
—	<i>Diamond</i>	—	—	Feilding	Off Boston
—	<i>Lark</i>	—	—	Smith	Sent to convoy the <i>Mercury Packet</i> 100 Leagues into the Sea
—	<i>Juno</i>	—	—	Dalrymple	To the Northwd of Dyer's Isld between Coggeshill's Point and the Isld of Prudence
—	<i>Orpheus</i>	—	—	Hudson	Between Calf Pasture Pt on the Narrhiganset Shore & Pine Hill upon Prudence Isld
6	<i>Cerberus</i>	28	200	Symons	Sent to convoy Victuallers 50 Leagues into the Sea & then to cruize off Fisher's Island
—	<i>Greyhound</i>	—	—	Dickson	Off Boston
—	<i>Unicorn</i>	20	160	Ford	Off Nantucket Shoals
Sloop Gally	<i>Kingsfisher Alarm</i>	16	125	Graeme D'Auvergne	In the Seaconnet Passage

Under the Orders of the Commodore  
Sir Peter Parker  
By Disposition dated 18th May

5	<i>Ambuscade</i>	32	220	Capt Macartney	Sent to cruize from the No Part of St Georges Bank to the opposite Coast of Nova Scotia; thence to repair to Rhode Island Do Do & to repair to Halifax
6	<i>Mermaid</i>	28	200	Hawker	
5	<i>Flora</i>	32	220	Capt Brisbane	Sent to Rhode Island to receive Orders from Sr P. Parker
5	<i>Phoenix</i>	44	280	Capt Parker	} On the Coasts of Virginia
—	<i>Emerald</i>	32	220	Caldwell	
—	<i>Thames</i>	—	—	Howe	
Sloop	<i>Senegal</i>	14	125	Molloy	
5	<i>Roebuck</i>	44	280	Capt Hamond	} In the River Delaware
—	<i>Pearl</i>	32	220	Linzee	
6	<i>Camilla</i>	20	160	Phipps	
Sloop	<i>Merlin</i>	18	125	Reeve	
A.V.	<i>Haerlem</i>		50	Lieut Knight	
5	<i>Brune</i>	32	220	Capt Ferguson	} On the Coast of Carolina South- ward to the Port of St Augustine  Ordered from St Augustine to this Port
6	<i>Galatea</i>	20	160	Jordan	
—	<i>Perseus</i>	—	—	Elphinstone	
—	<i>Daphne</i>	—	—	Chinnery	

JUNE 1777



DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA<sup>1</sup>—[continued]

Rate	Ships Names	Guns	Men	Commanders	Appointments
5	<i>Repulse</i>	32	220	Capt Davis	Missing. Last Orders to cruize off Bermuda
6	<i>Lively</i>	20	160	Bishop	detained at Jamaica
—	<i>Solebay</i>	28	200	Symonds	Heaving down at Jamaica, the 5th May
Sloop	<i>Nautilus</i>	16	125	Collins	At Bermuda
Sloop	<i>Otter</i>	12	125	Capt Squire	Sent to Antigua to clean and refit
5	<i>Rainbow</i>	44	280	Capt Sr G. Collier	<div>           At Halifax and on the Coasts of Nova Scotia and New England         </div>
6	<i>Syren</i>	28	200	Furneaux	
—	<i>Milford</i>	—	—	Sr W. C. Burnaby	
—	<i>Scarborough</i>	20	160	Barkley	
—	<i>Sphinx</i>	—	—	Hunt	
Sloop	<i>Albany</i>	16	125	Mowat	
—	<i>Hope</i>	8	80	Dawson	
—	<i>Hunter</i>		110	Boyle	
—	<i>Vulture</i>		125	Feattus	
Brig	<i>Diligent</i>		30	Lieut Dod	

ordered to take Convoy to the West Indies. To clean & refit at Antigua & thence back to New York

ordered to be stationed at the Isld of St John, when cleaned & refitted

6	<i>Tartar</i>	28	200	Capt Ommanney	Gone to Quebec	} In the River St Lawrence
—	<i>Triton</i>	—	—	Lutwidge	dismantled in the Cul de Sac at Quebec	
—	<i>Garland</i>	20	160	Pearson		
Sloop	<i>Viper</i>	10	110	Graves		
Brig	<i>Canceaux</i>	—	55	Lieut Schank	At Sorel	
—	<i>Gaspee</i>		30	Scott	At Coudre	
Schr	<i>Magdalen</i>		30	Ley		
—	<i>Brunswic</i>			Longcroft	At Chamblee	
6	<i>Camel</i>	20	160	Capt Finch	Under Orders to proceed to Antigua	
A.V.	<i>Bute</i>			Hill	Refitting	

Howe

[Endorsed] Disposition of His Majesty's Ships & Vessels employed in North America under the Command of the Vice Admiral the Viscount Howe. 5th June 1777. No 1 In Lord Howes No 30

1. PRO, Admiralty 1/487, 388-89.

JOSEPH TRUMBULL, COMMISSARY GENERAL, TO JARED TRACY <sup>1</sup>

[Extract]

Dear Sir

Camp Middle Brook 5th June 1777.

Your Favr of 19th Ultio is before me & observe the Contents. The Enemy and not the Governor of Virginia has Embargoe'd our Vessells in Chesepeak Bay – they have so many Ships & small Craft in the mouth of the Bay, that they cannot get out to Sea, all the small Vessells are unloaded of their flour and the Vessells employed in Transporting Pork, Bacon, Corn Pease &c &c &c to the Head of Elk – and so across to Christiana Bridge, thence to Phila & Trenton by Water & thence here for the use of this Army. The Larger Vessells are Watching their opportunity to get out. . . .

1. Miscellaneous Letters, Force Transcripts, LC.

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

[Philadelphia] Thursday, June 5, 1777

*Resolved*, That Mr. [Roger] Sherman, Mr. [Henry] Marchant, and Mr. [Nicholas] Vandyke, be added to the Marine Committee.

1. Ford, ed., *JCC*, VIII, 417, 420.

JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

May [June] 1777

[off Cape Henlopen]

Monday 26

[Wednesday 4]

A.M. at 8 the *Pearl's* Barge & Cutter came on Board at 9 Saw 3 Sail in the Offing and Sent the *Ballahoo* & Prize Schooner after them.

First & latter pts Modt & fair P.M. This being his Majesty's Birth Day fired a Salute of 21 Guns, as did all the other Ships, at 4 the *Ballahoo* return'd with Advice that one of the Chace had run into Indian River, and the Prize Schooner Lay off Shore, Sent the Boats and weighed and made Sail after 2 Sail to SSE at 8 Spoke the *Ballahoo* which inform'd us the Chace was the Prize Schooner and another taken by the *Merlin* Anch'd in 12 fath. Light House WSW 1½ Miles and Sent the Cutter & Yaul to Indian River after the Vessel that had got in there <sup>2</sup>

Tuesday 27

[Thursday 5]

A.M. at 4 Sent the *Ballahoo* to Indian River, at 8 Sent the Prize Schooner to Indian River & weighed and made Sail, Anchd 12 fath. Light House SSW half Mile from the Beach, at 10 Saw the *Camilla* underway, Sent to bring off a Man from the Beach, Made the *Camilla's* Signal to Anchor

Do Wr P.M. *Camilla* Anch'd 3 Miles to the Eastwd at

4 *Ballahoo* return'd weigh'd & drop'd into Old Kiln Road in 7 fath. Light House SbE $\frac{1}{2}$ E 1 Mile.

1. PRO, Admiralty 51/4311.

2. Three unnamed schooners, burnt in Indian River, one described as a new vessel bound to the West Indies with tobacco and beeswax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

JENIFER & HOOE TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir,

Alexandria June 5th 1777

This Instant Capt [Robert] Conway in the *Molly* arrived from Martinico & we send by Capt Kelty the Letters for Your Excellency that came by him.

The Capt informs us he left Martinico on the 16th of May in Compy with a Phila Armed Brig & an Armed Sloop of ours bound here – that he parted with them in a Gale of Wind just off soundings; that he has been chased but escaped by sailing, & often gave chase but every Vessell he overhauled were Friends – that he passed the Capes on Friday Night last, saw two Frigates, & was inform'd by a Vessell he brought too in the Bay that an Armed Brig lay in the North Channell – that he believes none of them saw him as he came in – that he thinks there is no chance of Capt Keltys getting out at present – And he is of opinion two such Vessells as Capt Davys and his could easily keep the North Cape open, as large Ships cannot reach them & they would be an overmatch for Tenders. He has on board 125 Barrls Powder for the Congress. 11 Casks 2 Cases & 4 Bales dry Goods for us, amongst them but 20 Blanketts, wch if you think worth sending for may be added to those already sent. Capt Conway informs us he is still at your Command either upon a Cruize, or to take out a Cargo – but says with the necessary Stores the Sloop will not take in more than 40 hhds Tobacco. if he is order'd to Sea the Vessell wants a Sett of Shrouds, if only on any Station about the Bay the old ones will do, in the former event orders to Mr Lowndes to furnish them will be necessary, as rigging cannot be had here. We have the Honor to be [&c.]

1. Executive Papers, Box 7, Md. Arch.

VIRGINIA NAVY BOARD TO LIEUTENANT ROBERT BLAWS <sup>1</sup>

To Lieut Robert Blaws of the *Caswell* Galley

Sir

The Board have received your Commission, in a manner which they cannot but think ungenteeled, and evidently reflecting on you, for besides that, the rule of Propriety dictates the Board should have received information thereof from the Captain, to whom you ought to have intimated an Intention to resign, – another good reason points out that no Officer be Permitted to resign his Commission to relieve himself from the Stigma of arrest and Censure or Punishment for ill conduct, which may sometimes be the case. These reflections have induced the Board to return the Commis-

sion wishing you to adopt other means of resignation, less unbecoming an officer to use or irksome in them to receive. —

Navy Board  
June 5th 1777. }

Signed,  
Thomas Whiting 1st Comsr

1. Navy Board Letter Book, VSL.

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

June 1777                      Cape Henry N 8° W   8 Leagues  
Thursday 5th      at 5 AM saw a Sail ahead, Answered Her Signal, at 8 AM Joined His Majesty's ship *Phoenix*.  
at 5 PM the *Phoenix* in Company, saw 3 Sail to the WBS, gave Chace, saw 10 Sail off Cape Henry, afterwards 19 Sail running up the Bay, in Chace of them, fired at them 6 Six pounders Shotted, at 8 standing into Chesapeake Bay, lost sight of the Chace, anchor'd with the small Bower in 8 fathom Water, at 10 Anchored here His Majesty's Ship *Phoenix*

1. PRO, Admiralty 51/311.

*North-Carolina Gazette*, FRIDAY, JULY 18, 1777

Charles-Town, S.C. June 5.

On Saturday the Brigantine of war *Comet*, Capt. [Edward] Allen, returned from a cruize, in which he took one prize, mentioned in our last to have arrived. On Sunday the 25th of last month, after a very hard gale of wind, early in the morning he descried two sail, one a large ship right astern in shore, the other a sloop on the weather quarter; the ship appeared to be at anchor, or lying to; the sloop bore down on the *Comet*, and came within half a league of her, then returned towards the ship. Captain Allen having got every thing ready to engage, stood after them. At twelve o'clock the sloop and ship were observed to speak, the *Comet* being then about three leagues to windward. By an observation taken then, Capt. Allen found he was 20 leagues to the southward of St. Augustine bar. Wind at S.E. The ship and sloop bore away before the wind with a crowded sail; the *Comet* gave chase; upon the enemy's perceiving it, both ship and sloop hove too. At half past two the *Comet* came up within musket shot of them, when the ship was discovered to be armed; she carried 16 guns, and the sloop, supposed to be Captain Moubray's, 14. Capt. Allen immediately run under the ship's stern, as if intending to go on her lee side, gave her three broadsides, and then run in for the land. The sloop thereupon tacked, and the ship weared immediately, and both gave chase. Capt. Allen, finding the sloop weathered and got ahead of him, and the ship coming up astern, wore ship, and with all the sail he could set stood along shore. with the wind large. The ship came up on the *Comet*'s weather quarter, and three or four broadsides were exchanged; the ship's rigging and sails being much hurt, she fell astern

to refit; then the sloop came up on the lee quarter within half pistol shot, and after giving three cheers, poured in a broadside; the compliment was soon returned by the *Comet*, and there ensued a very hot engagement, which lasted upwards of half an hour; after which the sloop, being greatly damaged in her hull, sails and rigging, fell to leeward. The ship having refitted, came up on the *Comet's* weather quarter, and within musket shot exchanged several broadsides; she then dropped astern. Night coming on, Captain Allen kept his wind, in hopes of drawing the ship from the sloop, but as soon as she could get room to wear under the *Comet's* stern, she bore away for her consort. The *Comet* kept her wind all night, and next morning saw nothing of the enemy. On board both vessels were a number of soldiers, whose musketry did most of the damage sustained on board the *Comet*, which was two men killed, and four wounded.

Capt. Allen informs us that, notwithstanding the great disparity between his vessel and the *Apalachicola*, taken by him the 21st. ult. Capt. [William] Morwick did not strike till most of his sails and rigging were cut away, and all his shot expended. The cargo of his prize turns out more valuable than at first imagined; the invoices being thrown overboard, the precise quantities cannot be ascertained. The following articles are in it, viz. 126 barrels of flour 67 casks of beef, 40 casks of butter, 50 muskets, 2000 lb. of gunpowder, 30 cwt. of lead balls, 2 cwt. of saltpetre, 246 pair of mens shoes, blankets, a large quantity of British, Irish and German linens, a large assortment of most kinds of ironmongery, canvass, silver gorgets, bracelets, ear bobs, vermilion, tomahawks &c. for the Indians, broadcloths, plains, flannels, ready made linen and check shirts, huckaback, checks, stripes, calicoes, chintzes, stationary, 20 casks of porter, 40 do. of bottled beer, cheese, hats, cotton romals, a variety of saddlery, pewter, haberdashery, earthen and glass ware, &c. &c. &c.

Captain Ogilvie, who was master of the *Apalachicola* on the voyage to London from St. Augustine, and was a passenger in her when taken by Capt. Allen, informs us, that in the end of December last, a few leagues to the westward of Bermuda, he fell in with the sloop *Mary*, Thomas Jones master, from Edenton to Cape Nichola Mole, then a mere wreck. Captain Ogilvie took the master and his six sailors on board, and carried them to England. In the Downs the sailors were pressed by a boat from the *Speedwell* sloop of war; some of them giving information that Capt. Jones had been lieutenant of an American privateer, he was also taken away, and was on board the *Speedwell* the last time Capt. Ogilvie heard of him.

## 6 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston* <sup>1</sup>

Friday 6th	at 7 A M Sounded in 45 fath on the Grand Bank
[June]	the first part this 24 hours the Weather Clear'd so that we
43 . 18N. Latd	Saw Several Sail of Fishermen on the bank, Manly order'd

50. 10W Longd a brig from Dartmouth to be burn'd after taking out the people –

1. McNeill's Journal, MM. Conner's Journal: "Friday June 6th 1777 This 24 hours Begins with plesent Weather at 3 p.m. Capt manly in Boat Come on Bord a 4 pm Saw a Sail Leeyard a 6 Come up with hir She proved to be a Brig from St John's a fishing on grand Bank histed out our Boat and went on Bord took out the priseners and Set hir on fire Saw a Small Schooner to Leeyard," MM.

TRIAL IN NOVA SCOTIA VICE ADMIRALTY COURT OF THE RECAPTURED  
BRIG *Charles* <sup>1</sup>

Nova Scotia Court of Vice Admiralty 31st May 1777	}	James Hawker Esqr Commander of his Majesty's Ship of War the <i>Mermaid</i> , VS the Brigantine <i>Charles</i> , & her Cargo, Jefferey Tapley Master. –
	}	Libell filed, & entred, Order made thereon, as on file Register's Office June 3d 1777 –

Peter Martin Midshipman on Board his Majestys ship of War the *Mermaid*, being duly sworne Deposeth that some time in May last, being then to the southward, of Port Rosaway on the Coast of Nova Scotia, the said Ship *Mermaid* fell in with, the Brigantine *Charles* one Jefferey Tapley Master, which Brig they Boarded and found she was in the, Possession of the Rebels who were proceeding with her, to the first Port, they could make, in the Rebelious Colonies, that Capt Hawker, took Possession of her, took out the Rebels, & mann'd her with, his own, People, & sent her into this Port where she now is

Peter Martin

Sworne before me Charles Morris junr Regr  
Jefferey Tapley Master of the Brig *Charles*, being duly Sworne deposeth, that on the 11th day of May last, being at Anchor on the Banks of Newfoundland, a Privateer Schooner, calld, the *Lee*, John Skimmer Master, mounting 10 Carriage Gunns, & 18 Swivells, & 4 Cohorns, took the said Brig and, took out of her, 10 Men, and, then mann'd her with the Rebels, and shap'd their Course, for Boston in New Englan'd, that on the 23d day of May, they, fell in with, the *Mermaid* Man of War, who retook the said Brig and, brought, her safe into, this, Port of Halifax – <sup>2</sup>  
Jefferey Tapley

Sworne before me Charles Morris junr Regr –

Monday 4th June	}	Claim of the Brigantine <i>Charles</i> file'd & entre'd as on file Agreeable to the order of Court, a Warrant of Survey, & Appraisement issue'd as on file
Friday 6th June, 1777	}	Court open'd by makeing Proclamation as usual Libell, order, & return, thereon rea'd Claim of Mr Elliott Elmes for and in behalf of the owners

insurers, & all Concern'd rea'd The, Warrant of, Survey,  
 & return thereon rea'd –  
 The Depositions taken, before, the Register also read –  
 The Advocate, Genl then, mov'd, for a Decree which was  
 Pronounce'd as on file  
 Court adjourn'd without Day –

1. N.S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769–1777, 530–31.

2. *Lee* was the last of Washington's armed schooners still in commission. The prize crew, William Hooper, prize master, Richard Pendrick, John Patsey, and Samuel Hicks, was sent to the prison ship in Halifax harbor on June 16, 1777, Muster roll, H.M.S. *Mermaid*, PRO, Admiralty 36/7761.

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

June 1777 Cape Ann So 66°.51 Wt Diste 19 Leagues.  
 Friday 6th at 5 AM made the Sigl for seeing a Sail in the NW Qr do  
 the *Amazon* made the Signal to Chace. made sail. at 11  
 set Studding Sails and Driver.  
 First part Mode and Cloudy Wr Middle and latter fresh  
 Breezes and hazey Wr  
 at 1 PM shortened Sail and Spoke the Chace, a Sloop from  
 Carolina, laden with Rice<sup>2</sup> sent 2 Men onboard her and  
 brot her People onboard the Ship. at 3 parted Company  
 with the Sloop she being bd to Halifax made sail at 8  
 Tacked P Sigl at 11 up Fore Sail.

1. PRO, Admiralty 51/650.

2. Sloop *Betsey*, Samuel Wardwell, master, from South Carolina to Boston, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

### JOURNAL OF THE NEW YORK COUNCIL OF SAFETY<sup>1</sup>

[Fishkill] Die Veneris, 9 HO. A. M. June 6, 1777.

Mr. Robert R. Livingston reported the draft of a letter to General Putnam, in answer to his of the fourth instant, relative to the Continental ships and row galleys, which was read and approved, and is in the words following, to wit:

Sir – The Council has desired me, in answer to yours of the fourth instant, to inform you that the late Convention were sensible of the importance of equipping the Continental ships in Hudson's river, and repeatedly wrote to Congress and applied to His Excellency the General, on that subject. Had the means been in their hands, they would, without waiting any further directions, have employed them for that purpose. But such is the situation of this State, from the loss of its seaport, and the dispersion of its inhabitants, that it would be utterly impossible to procure seamen enough to man a single galley, or if even they could be obtained, the want of cannon and many other stores would be an insuperable obstacle to fitting out the ships. Many of the cannon that belong to or could be purchased in this State, have been lost or transported



out of this State. We were obliged to borrow a few from the State of Connecticut for the forts in the Highlands.

The Council understood from Major-General Greene's letter, that His Excellency the General, would provide means for arming and manning the ships, and accordingly sent them down at his request. It gives them great pain to find from your favour, that any thing should be expected from this State, which their unfortunate situation puts it out of their power to procure.

They beg leave to suggest to you whether the most speedy and effectual means for equipping the ships would not be to obtain men and guns from one of the neighbouring States, or from the ships that are blocked up at Providence and are like to be useless for sometime. Marines might be furnished out of the Continental troops.

As, sir, you seem sensible of the importance of this business, the Council rely upon your endeavours to see it accomplished; in doing which, they will give you all the assistance which the slender means in their power enable them to afford.

As the Council are informed that the post at Peekskill is now strongly guarded, they flatter themselves that scouting parties in the county of Westchester will prevent any future depredations of the enemy, and deprive them of all supplies from that county.

I am, sir, &c.

Major-General Putnam.

*Ordered*, That a copy be signed by the President, and transmitted.

Die Veneris, 4 ho. P. M. June 6, 1777.

A letter from the Honourable Phil. Livingston and William Duer, Esqr. at Congress, dated the 31st May, enclosing a resolution of Congress, of the 23rd May, were read, and are in the words following, viz:

Philada. 31st May, 1777.

Sir – We transmit you the resolution of Congress, of 23rd May, 1777, relative to the manning and fitting out two galleys for the defence of the North River. We wish that Mr. [Lewis] Morris who was desired by Convention to write on this subject, had transmitted his letter to the board of war through us, as we then should have been able (in all probability) to have obtained a resolution for fitting those gallies at the Continental expense. For want of previous information, the resolution enclosed was passed without that attention which might otherwise have been paid to it.

We by no means are of opinion that there is any similarity betwixt the State of New-York and other States who have fitted out vessels of this nature.

The use of these vessels in Hudson's river is chiefly to protect the chain near the forts in the Highlands, and by that means keep up the communication betwixt the southern and eastern States. In other States they have been built for the purpose of protecting their own harbours and towns. The purpose, therefore, for which

the vessels on Hudson's river are intended, being Continental, the expense ought, in our opinion, to be the same.

If the Council of Safety should be of the same opinion with us, and write to Congress on this subject, we shall procure a reconsideration of this resolution, and exert ourselves to make the fitting and manning these vessels a Continental charge. In the mean time, we think it will be for the interest and safety of the State to exert themselves in equipping and manning these vessels with the utmost despatch.

We are directed by Mr. [Francis] Lewis to inform you that the accounts of the sloop *Montgomery* will be forwarded in two or three days, together with the share of prize money due to the captors.

We are, sir, with great respect [&c.]  
Phil. Livingston,  
Wm. Duer.

To the Honble Pierre Van Cortlandt,  
President of the Council of Safety  
of the State of New-York.

P.S. Capt. Cook having no money to carry him out of town, we have furnished him with a loan of seventy dollars, for which we enclose you his receipt.

1. *New York Provincial Congress*, I, 957-58.

BRIGADIER GENERAL GEORGE CLINTON TO CAPTAIN JOHN HODGE <sup>1</sup>

Sir, Fort Montgomery 6th June 1777

I am directed by his Honor Genl Putnam, to desire that you will exert yourself to the utmost of your Power in fixing & bringing down with all possible Expedition to the Chain at this Place, the Continental Frigate under your Command, where you will receive Guns for her & such additional Men as you may want to Man her - His Excellency Genl Washington expects the Frigates and Gallies are already at that Station which renders us more anxious for their Speedy Arival. I am with Esteem [&c.]

Geo. Clinton

We shall be obliged to put 9 Pounders on Board one of the Ships is not a pity we could not have the 18 pounders at Sallisburry.

To Capt Hodge

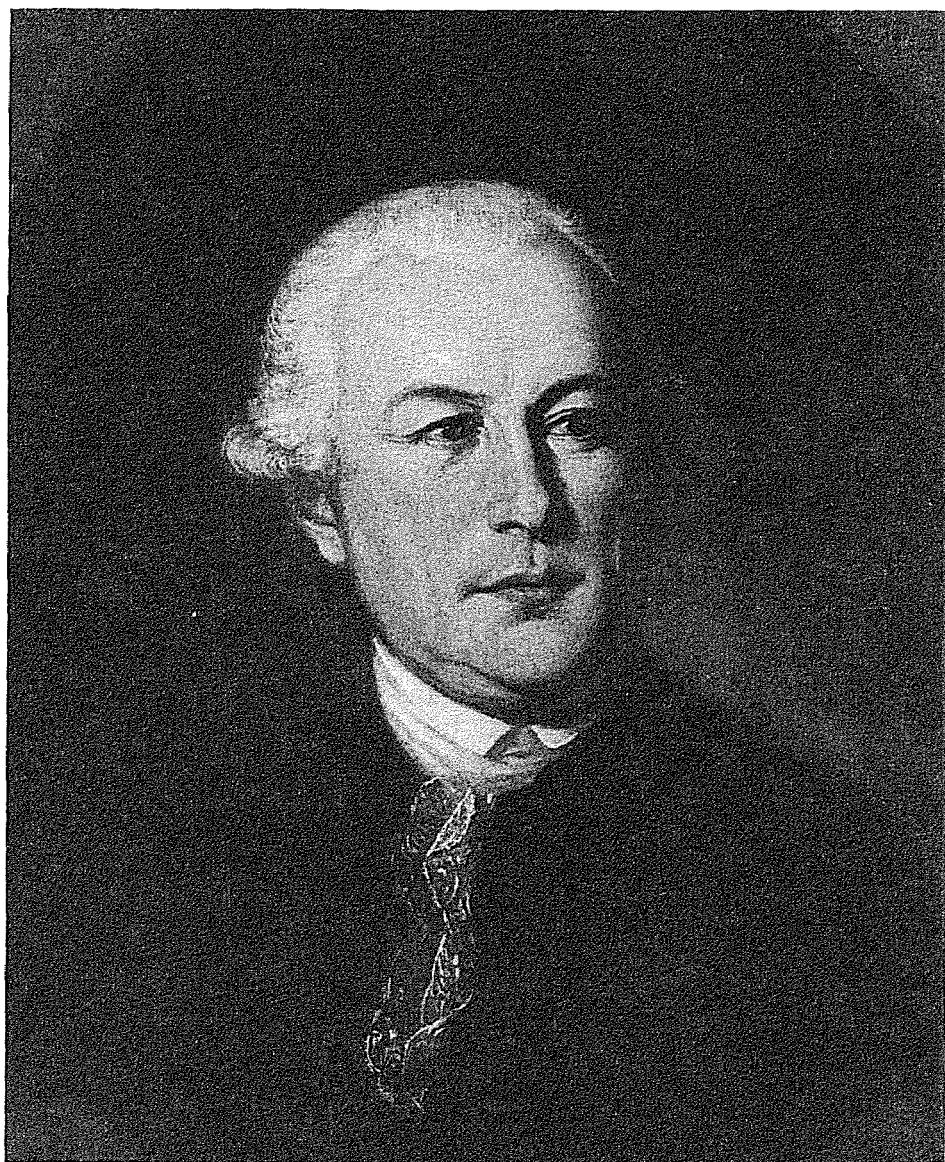
[Endorsed] 7th June 1777 Copy Letters to the Cpts of Frigates at Poughkeepsie

1. George Clinton Papers, no. 535, N.Y. Arch. Hodge commanded the Continental frigate *Montgomery* at Poughkeepsie.

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

[Philadelphia] Friday, June 6, 1777

That a commission be granted to Elias Boudinot, Esqr. as commissary general of prisoners of war; the said commission to be dated the 15 day of April last, and Mr. Boudinot to be allowed the pay and rations of a colonel:



*Elias Boudinot*

That Elias Boudinot, Esqr., commissary general of prisoners be empowered to appoint two deputy commissaries of prisoners; the said deputies to be allowed the pay and rations of majors.

*Resolved*, That the Secret Committee and the Marine Committee be, and they are hereby, directed to lay before Congress, an account of their proceedings, and of the public money by them expended:

*Resolved*, That any five members of the Marine Committee be empowered to form a board and proceed to business.

1. Ford, ed., *JCC*, VIII, 421-22.

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

##### State Navy Board

[Philadelphia] June 6. 1777

Captain Blewer, and Joseph Marsh being appointed yesterday by the Board to survey the Chevaux de Frize, and to sound the middle Channel, do report, that there is sufficient Water for a Vessel drawing from Twelve to Eighteen feet water.

Resolved, that Mr Marsh be appointed to attend the building of a sufficient number of Chevaux de Frize for the Obstructing of the Middle Channel.

1. Record Group 27, Navy Board Minute Books, vol. 1 (Feb. 13-July 7, 1777), Pa. Arch. Hereafter cited as Navy Board Minute Books, vol. 1, Pa. Arch.

#### MARYLAND COUNCIL TO BENJAMIN RUMSEY <sup>1</sup>

[Extract]

Sir.

In Council Annapolis 6th June 1777.

We have no Prospect of being able soon to get the Row Gallies which we have already commissioned, rigged or manned, we can get neither Cordage or Hands, and therefore believe nothing better can be done with that at Joppa than is already done with her; we shall be obliged to you to continue the Hands to keep her upper Works wet and take Care of her . . .

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

#### MARYLAND COUNCIL TO CAPTAIN ROBERT CONWAY, ALEXANDRIA <sup>1</sup>

Sir.

In Council Annapolis 6th June 1777.

We learn from Mr Hooe that your Sloop must have new Shrouds before she goes out again. You will therefore apply to Mr Lowndes, who we request to furnish you in preference of any, except the *Defence*, and proceed to Annapolis. Mr Hooe writes <sup>2</sup> that it would be agreeable to you to go on a Cruise, we are inclined to fit you out for that Purpose, as the Freights and small Cargoes do not appear to us to justify the Expence of the Number of Men necessary for an armed Vessel, we will soon determine, on seeing you, whether the *Molly* is to fight or trade. We are &ca  
Capt Conway

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

2. See Jenifer & Hooe to Governor Thomas Johnson, June 5.

VIRGINIA NAVY BOARD TO THE COUNTY LIEUTENANT OF ACCOMACK <sup>1</sup>

To the County Lieut of Accomack. –

Sir, The *Lewis* Galley Capt [Celey] Saunders is Ordered by the Board to repair to your Shore and stationed at Cherrystones for the Protection of the Trade and Inhabitants. – Capt Saunders is directed to abide by and pay obedience to any Orders you may from Time to Time judge necessary to be given. You will therefore be pleased to give him such Instructions as may appear proper. –

Navy Board

6th June 1777

Signed,

Thomas Whiting 1st Comsr

Same Letter written to the County Lieutenant of Northampton. –

1. Navy Board Letter Book, VSL. On June 18 the Commissioner wrote again to both county lieutenants, advising them that the *Safeguard* Galley, Captain George Elliott, was being sent to the Eastern Shore also, Navy Board Letter Book, VSL.

GOVERNOR EDWARD HAY TO THE LORDS COMMISSIONERS, TREASURY <sup>1</sup>

My Lords,

Barbadoes 6th June 1777

I have the honor to acquaint your Lordships that Thomas Pringle Esqr Commander of His Majs Ship *Ariadne* has taken an American Privatier called the *Musquito* of Fourteen Guns and seventy men and upwards, and brought her Yesterday into Carlisle Bay in this Island. Capn Pringle purposes to take all the officers of the Privatier with him, and to leave the common Men here, who will be landed this afternoon to the Number of Sixty and upwards.<sup>2</sup> I have given Orders to the Deputy Provost Marshall to receive them and to put them under close Confinement in the common Goal with a sufficient Guard to prevent their Escape, and that a moderate and competent daily allowance of Provision be given to each man, the Expence of which I make myself answerable for. These men will be kept under Confinement until I receive your Lordships Commands in what manner I am to dispose of them. I will likewise beg the Favour of your Lordships to give me directions who I may apply to for my Reimbursement of the Charges I shall have been at in maintaining these prisoners, and other Expences relative thereto.

As I have hitherto received no Instructions relative to Rebel Prisoners I hope your Lordships will do me the honor to give me such general Orders as may be a rule for me to act by, upon any future occasion of the like nature.

French or Spanish Prisoners in time of War with those Nations used sometimes to be dispersed among the Merchant Ships of the homeward bound Convoys. I do not dare to venture to do so with these Americans for fear they should be put on Shore in England and left at their Liberty. I have the honor to be with great respect Your Lordships [&c.]

Edw<sup>d</sup> Hay

1. PRO, Colonial Office 5/127, 415.

2. Journal of H.M.S. *Ariadne*, June 6, "sent on shore 56 of the Prisoners," PRO, Admiralty 51/60.

## 7 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Saturday 7th [June]  
44. 37N Latd  
48-26W Longd

at 5 A M saw a Ship which we Joined at 7 She Exchanged a broadside with manly & then run – we Made all the Sail after her We possibly Could, Lost Jas Taylor,  
at half P M Manley came alongside the chace & Engaged her Verey close about 40 Minuets before we got up on firing a few guns from our Ship She Struck – it prove'd to be the *Fox* a british Frigate of 28 Guns, commanded by Captain Patrick Fotheringham  
a great Number of fishermen came down to us we Shewing British Collours after the Action was over – on board some of these Capt Manley Order'd the prisoners to be put<sup>2</sup>

1. McNeill's Journal, MM. Conner's Journal: "Satterday June 7th 1777 a 5 AM. we maid a large Sail Laying by our two Ships Stood for him at 6 am Capt manly and She Exchanged Som Guns and then She Run & We in full Chace after hir this 24 hours Begins with a fres Breas and Cleer Weather betwixt the hour of 12 and one p:m Capt Manly Began to Engaige Broaide Side & Broad Side our Ship Coming up fast as posable at last up we come and Gave them a noble Broad Side Which maid them to Strike a medeatly a Bout half after one Capt manly had Som men killed and So had the frigate Cald the *fox* Besides Both frigates Ware Damaged in thire Sails & Rigin the *fox* had Som of hir yards Shot a way We had But littil Damage Done to us now Lifes Lost thanks be to god after the Engage[ment] was over the fishing vesels taking us to be british Ships they Come Down to us for purtection," MM.
2. McNeill's journal lists by name seventy-two British prisoners put on board the fishing boats, and seventeen, mostly commissioned and petty officers, taken on board the *Boston*. William Jennison, Marine Lieutenant in the *Boston*, gives more information about the prisoners; "by 3 oClock p m All the prisoners were brought on board the Commodore and *Boston* – The Capt of the *Fox* first came on board the *Boston*, but was ordered on board the Commodore's Ship much against Capt Frothingham's Wishes, as Capt McNeil was a more Gentlemanly Character than Commodore Manly – at 6 p m upwards of 30 Vessels had collected under our Flags which had all English Ensigns kept up as a Decoy – Among the number of Vessels was [a] Brig into which the Commodore ordered all the prisoners to be put on board under a [commis]siond Officer to proceed to Saint Johns in Newfoundland to release an equal numb[er of] Prisoners – Capt McNeil remonstrated against this Measure, which the Commodore persisted in – We supposed our Ships not farther from St Johns than 200 miles, and on the Arrival of the Brig (as a Cartel) a Sail Boat impelled by Wind & Oars could pass to Halifax in 12 hours – which would give the Admiral on that Station a Chance of intercepting our Squadron in its Return to Boston – The Brig sailed at 9 oClock p m – named *Polly*," William Jennison's Journal, LC.

*Providence Gazette*, SATURDAY, JUNE 7, 1777

Providence, June 7.

The Officers and Men, late belonging to the Privateer *Hawk[e]* commanded by Arthur Crawford, who have not received the Whole of their Prize-Money, in the first Division, are hereby notified that the Subscriber is at last enabled to pay them off; for which Purpose he requests them to call on him, at his Father's, as soon as possible.

Geo. Olney, (one of the Agents.[])

JOURNAL OF THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

Die Sabbati, 10 HO. A.M. June 7, 1777.

*Resolved*, that the Honourable the Congress, have from the commencement of the war with Great Britain, considered the security of Hudson's river as an object of the utmost importance to the safety of America: and thereupon, ordered at the Continental expense the erecting of fortifications thereon, and by various resolutions empowered the Commander-in-Chief, and the late Convention of this State, to obstruct the navigation thereof and to build vessels of war for its security.

*Resolved*, That it appears to this Council from the representations of the Honourable Major-General Putnam, of the fourth instant, that it is necessary for the defence of the river that the Continental galleys now in Hudson's river be fitted and manned; and that the general cause of America may not suffer by any delay in manning the same.

*Resolved*, That Captain Cook, who is commander of the *Lady Washington* galley, by appointment from His Excellency General Washington be requested to cause the said galleys to be properly manned and fitted for service and that this Council will advance the money necessary for that purpose.

1. *New York Provincial Congress*, I, 999.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO FOUR NAVAL LIEUTENANTS <sup>1</sup>

By Captain Andrew Snape Hamond &amp;ca

An attack being intended upon the Rebels Vessels now in Maurice River by the Boats of the Squadron this night at 12 O'Clock, You are with the Tender under your command to hold yourself in readiness to proceed in the evening towards that River to assist the Boats in their operations against the Said Vessels, and obey any orders you may receive from Captain [Charles] Phipps who commands the expedition.

As it is understood from the difficulty of the Navigation into the River, that it cannot with Safety be entered in the night, you are to take care to be as near the entrance as is thought prudent by day break in the Morning so as to go into the River on the rising Tide which at that time will Serve.

Given on bd the *Roebuck* in  
Delaware Bay the 7th June 1777

A. S. H.

To

Mr Hele – Comg the <i>Hotham</i>	} Tender
Whitworth <i>Stanley</i>	
Brewere <i>Ballahoo</i>	
Rogers <i>Gl Washington</i>	

The Watch Word for the Night is Cape MayAnswer – Ballahoo

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

## 8 June (Sunday)

THREE BRITISH NAVAL LIEUTENANTS TO CAPTAIN THOMAS PRINGLE, R.N. <sup>1</sup>

To Captain Pringle late Commander of His Majestys Fleet on the Lake Champlain

Sir

A letter from you to the secretary of the Admiralty dated on board the *Maria* at Crown Point Octr 15th 1776 appeared in the *London Gazette* of Novr 23d following,<sup>2</sup> which has only reached us now, wherein you congratulate with pleasure their Lordships upon the victory compleated on the 13th of that month by His Majesty's Fleet under your command on the lake Champlain, and proceed to claim the merit of that service to yourself and Lieutenant [James Richard] Dacres as the principal agents without mentioning the name of any other officer employed in it – Now Sir in order to do justice, and to undeceive the public who must have formed a very wrong idea of that affair from your letter, we do affirm it to be untrue! And that in the preparing and fitting out of the fleet, and also in its operations afterwards, no officer or other person employed therein had so small a share as yourself. But to proceed and trace your letter throughout – “upon the 11th I came up with the Rebel fleet command by Benedict Arnold: They were at anchor under the island of Valcour and formed a strong line extending from the island to the west side of the continent” – Although you had information of their being there the night before, you formed no plan nor made any disposition of the fleet under your command to attack them, which you was advised to do the next day before you had seen them; this neglect, whether proceeding from want of capacity or want of inclination, was the true reason of their not being brought to action, and not so very unfavourable a wind as you are pleased to say. It is farther to be observed that when the rebel fleet was discovered, and the *Inflexible* and *Carleton* went in chace of them, the *Thunderer*, the *Loyal Convert*, and the Gun boats also followed, but irregularly, having no order how to proceed: But each endeavoring to the utmost of his power to attack and destroy the enemy, and did effectual service on the occasion, while yourself in the *Maria* lay too with the topsails, and was the only person in the fleet who showed no inclination to fight. You farther say “the *Carleton* schooner commanded by Mr Dacres by much perseverance at last got in to their assistance; but as none of the other vessels of the fleet could then get up I did not think it by any means advisable to continue so partial and unequal a combat.” – Nothing can be more untrue & ungenerous than this assertion. The *Inflexible* was in the bay and fired several broadsides with much effect, having sunk one of the rebel Gundalos, and was the cause of the *Royal savage* being run on shore and abandoned by the rebels. The *Loyal Convert* was also in the bay, whose commander boarded the *Royal savage*, made some of her crew not then escaped prisoners, turned her guns upon the rebel fleet, and fought till half of the men who boarded with him were kill'd; from which circumstance, and the *Convert* having fallen to leeward, he was obliged to quit her, which vessel was most shamefully lost, by your



not sending the assistance to get her off as he (Lieut Longcroft) desired. The *Maria* which was the best sailer you brought to an anchor yourself, Lieutenant Starke having refused it as an act truly unbecoming on such an occasion. But let us proceed, you say "consequently with the approbation of His Excellency General Carleton, who did me the honor of being on board the *Maria*, I called off the *Carleton* and Gunboats, and brought the whole fleet to an anchor in a line as near as possible to the rebels, that their retreat might be cut off." This Sir is also untrue! The fact is, your signals were confused and not understood as Mr Dacres declared; the Gunboats were called off by the generals aid de camp by his order, and the *Carleton* was towed off by the *Inflexibles* boats independent of you: and the fleet was not brought to an anchor as near as possible to the rebels, for the *Maria* weighd and run out about half a mile from the place where you had anchored her before as did also the *Carleton* still farther, and the *Inflexible* was ordered by you to anchor near the *Maria* not to make the line too extensive: By which means, the rear of the British line was at least one mile from the western shore, and the van beyond the small island at the Southern end of Valcour. From this disposition Sir, and not from the extreme obscurity of the night as you are pleased to say, the rebels escaped:— And had it not been for a most fortunate shift of wind from NNW to South, you never would have seen them more. The Gunboats also which were a very considerable part of the fleet, were not put in the line, nor formed into any order whatever, nor was any order or signal for attack given to the officers commanding them, in case the rebels had been discovered making their escape. But to proceed "upon the 13th I again saw eleven sail of their fleet making off to Crown Point, who after a chase of seven hours I came up with in the *Maria*, leaving the *Carleton* and *Inflexible* astern"; — It is true the *Maria* got up with the rebel fleet owing to her being the best sailer, and not owing to you, who took in your oars and lowered the topgallant sails, and also kept at a greater distance when abreast of the *Congress* galley, than any officer inspired with true courage in his countrys cause would have done. But let us ask you why the *Maria*, as also the *Inflexible* and *Carleton* did not continue the chase after the rest of the rebel fleet, when the *Congress* and the four Gondalos had run on shore, instead of being ordered to ply to windward again to prevent the rebels from burning them, which was then seen to be already effected? Had this been done, the Galley, the Schooner and the Gondal that escaped, must inevitably have been taken; or shared the same fate. But how the narrowness of the Lake, or the wind being off[f] shore, which were not true, were circumstances in their favor we can not conceive —

As to the number of killd and wounded in the fleet you never took the trouble to know it, and had not others, touched with compassion for the widows and orphans of those brave men who fell in their countrys cause, made enquiry into the matter, they must have been deprived of the benefits His Majesty is pleased to allow them.

As to the Modesty and merit of Mr Dacres which you are pleased so strenuously to recommend we do not call them in question, but we think

it no proof of either, in him or you, to suppress that of others, particularly of the officers of the Artillery who commanded the Gunboats, that did more service in the first days action than all the rest of the fleet, and exerted themselves with a spirit & intrepidity equal to british seamen, or any other men that ever existed – But we must observe as a mark of the modesty & merit so well recommended, that your letter such as it is here shewn to be was smuggled from the fleet in so clandestine a manner, that no other officer had any notice of such design till about half an hour before its departure. But you will certainly acknowledge that you received a copy of Lieutenant Schank's letter to Captain Douglas on the same occasion, which was sent you from Quebec, as the account of the action therein related differed so widely from yours, no part of which you ever denied, as may be seen by Captain Douglas's letter to Mr Schank, in answer.

It may now be inferred from what is here related, which we are ready to give proof of to those who have authority to decide thereon, that in addition to the promotion you have already received for your valour & good conduct, you are still entitled to a farther reward by act of parliament, clearly pointed out in the 12th & 13th articles of war – We call upon Lieutenant [George] Scott and Lieutt [Thomas] Butler of the Royal Navy, as also the officers of the 29th Regt and of the Royal artillery, who were witnesses of almost every transaction here related – To the truth of which we set our hands at St Johns June the 8th 1777

Signed John Schank John Starke Edw<sup>d</sup> Longcroft  
[Endorsed] A true copy of the original which was designed to be published –  
Jn<sup>o</sup> Starke

1. FTML.

2. See Volume 6, 1274–75.

JOURNAL OF CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY FRIGATE  
*Boston* <sup>1</sup>

Sunday	this 24 hours Cloudy Squalley weather and a large Sea
June 8th	the people on board the Prize employ'd putting her in a
44–47N [Latd]	condition to keep company, the head of her Miz Mast be-
47–48W	ing gone they lost the Miz Topmast <sup>2</sup>
[Longd]	

1. McNeill's Journal, MM.

2. H.M.S. Fox.

JOURNAL OF H.M.S. *Mermaid*, CAPTAIN JAMES HAWKER <sup>1</sup>

June 1777	Cape Negro NWbW Distce 10 Leagues
Saturday 7	at 4 AM Seal Isds NNW 6 Leagues, at Noon Saw a Sail
	in the NW gave Chase.
	Do Wr The Land just in sight The Chase Run into
	Barrington Bay, came to with the Br in 6 fathm water,
	sent the 1st Leauten and the Master with the Boats mann'd
	and Arm'd in Chase of Her, at 5 weighed & Run further
	in

Sunday 8

at 1 AM. The Boat returned from pursuing the Chase which proved to be a Privateer without being able to Board her, as She was apprized of their Intentions & made her Escape through the SW passage of Barrington, at 7 Saw a Sloop in Diable Bay sent the Long Boat & Pinnace with the Master to Examine her Moderate & Clear Seal Isld NW $\frac{1}{2}$ bW Dist 4 or 5 Leagues PM the Boat return'd from the Sloop having taken possession of her,<sup>2</sup> gave chase to a Sail in the N.W.

1. PRO, Admiralty 51/4260.

2. *Elizabeth*, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777-1782, 13.

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

Number 31.

*Eagle* Off New York

Sir,

June the 8th 1777.

The *Isis* arriving here with the *Swift* the 7th Instant, I have received the Orders from the Lords Commissioners of the Admiralty of the 18th of March last, regarding the Destination of the *Camel* and *Bute*; and your several Letters of the 19th, 20th and 22d of that Month.

I received the same Day from Sir peter Parker, the Particulars respecting the Escape of the Ships armed by the Rebels at Boston, as contained in the paper of Intelligence, which with the Commodore's Letter and my Answer, is sent enclosed.<sup>2</sup>

The Commodore not mentioning any other Circumstances in his Letter relative to that Matter, besides the Day the Armed Ships sailed from Boston, and the time the *Diamond* returned to Rhode-Island, I am not able to form any satisfactory Opinion of the Course and probable Destination of those Ships. My present Instructions to the Commodore have therefore been confined entirely to the farther Security of the Transports sent to receive the Forage collected in the Bay of Fundy.

The Attendance of the Ships of War which might otherwise be spared from occasional Service within the Limits of this Port, being necessary to co-operate in the expected Movements of the Army, I am not able, at this Crisis, to make any Detachment from the Number, to proceed in pursuit of the Enemy, which under other Circumstances would be proper. The Return transmitted with my Letter of the 5th, will shew the Appointments made for the Guard of the port of Boston when the Enemy put to Sea.

Captain [Christopher] Mason arrived here also on the 7th Instant in the *Dispatch*; with the *Springfield* and two more Transports, part of the Convoy that sailed from England under the Charge of Captain [Richard] Onslow. As the Separation happened when they were not more than one h[undred] and fifty Leagues from this port, the Arrival of [the] *Saint Albans* with the rest of the Transports may be daily expected.

The *Camel* will proceed immediately for Antigua: Captain Finch being charged with the Packet that was to be conveyed by that Opportunity to Vice Admiral Young; Together with the Dispatch of which the Copy is

hereunto annexed. The same Information will be communicated to Vice Admiral Gayton by the *Bute*, as soon as the most necessary Repairs stated in the Account of that Ship's Defects enclosed with my former Letter, can be completed.

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

Howe

Philip Stephens Esqr

Secretary of the Admiralty

[Endorsed] 8 June 1777 Ld Visct Howe R 10 July (4 Inclosures)

1. PRO, Admiralty 1/487, 401-02.

2. See Volume 8, 1049.

VICE ADMIRAL RICHARD LORD HOWE TO REAR ADMIRAL SIR PETER PARKER <sup>1</sup>

Copy

*Eagle* Off New York

Sir,

June the 8th 1777.

I was last night favored with your letter of the 31st of May by the *Kingfisher*, respecting the Contents of a Paper of Intelligence received from Captain Feilding therewith enclosed.

As you have not mentioned any other Circumstances of the Case in your Letter besides the day the Enemy's Ships are said to have escaped from Boston, and the time the *Diamond* arrived at Rhode Island, I am unable to form any Opinion of the Course & probable Destination of the Rebels, since their Departure from Boston. But as some Transports have been employed to collect Forage at the different Ports in the Bay of Fundy as expressed in the Return enclosed, and I have not been informed that they have yet sailed from thence, for Halifax or this Port; I think it advisable that the *Flora* (now on her passage to Rhode Island) should be immediately dispatched to the Station of the three Frigates You had ordered to Sea under Capt Jacobs. That being joined by one of those Frigates, or by the *Mermaid* and *Ambuscade* or either of them, Capt Brisbane should forthwith Repair to the Bay of Fundy; And taking the Transports under Convoy if still in that Bay, or otherwise proceeding to Halifax to make further Enquiry concerning them, to conduct them (in case he meets them) to this Port.

Having performed that Service he will be to return to you at Rhode Island, [or] elsewhere to proceed as you may direct; if he [does] not receive any contrary Instructions on his arrival here as aforesaid.

If he should not fall in with either of the several Ships of the Squadron before mentioned [in] six days after his Arrival off of the East End of Georges Bank, I would then have him repair for Intelligence of the Transports to Halifax. He is on his arrival there, to communicate the Information of the Escape of the Continental Armed-Ships from Boston, to the Senior Captain of the Ships of War at that Port, and to the Lieutenant Governor, and Commander of the Land Forces [in] the Province: And afterwards to conduct himself for the purpose of his present appointment, as [the] Service may require.

You will however be pleased to observe, that these General Ideas, oc-

curing upon such knowledge of the Enemy's Motions as I have yet only received, are not meant to preclude you from making any Change in the Appointments which you see reason, upon more perfect Information [of] the Enemy's Intentions, in your Discretion to direct. I have the honor to be, Sir, [&c.]

Howe

The Commodore Sir Peter Parker

[Endorsed] 8th June 1777 Copy of a Letter to Sir Peter Parker. No. 3,  
In Lord Howe's No 31

1. PRO, Admiralty 1/487, 407.

VICE ADMIRAL RICHARD LORD HOWE TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Copy.  
Sir,

*Eagle* Off New York  
June the 8th 1777.

Enclosed herewith I have the Honor to transmit to You a Dispatch from the Lords Commissioners of the Admiralty, which I received yesterday by the *Isis*.

The *Camel* being ready, Captain [William Clement] Finch puts to Sea immediately as their Lordships have directed, to take your Orders for his further Proceedings.

I think it proper to trouble You at the same time with a paper of Intelligence I received last Night from the Commodore Sir peter Parker, who commands a detached Squadron stationed at Rhode Island. As the Commodore does not mention in his Letter relative thereto, any other Circumstance besides the Day the Armed Ships are said to have escaped from Boston, the 21st past; and the Day the *Diamond*, by which he received the Intelligence, arrived at Rhode Island, being the 29th of the same Month; I am not able to form any satisfactory Opinion of the Course and probable Destination of the Enemy's Ships since such their supposed Departure from Boston.

If you will please to fix a Longitude at which the Convoys from the Leeward Islands shall attempt to pass the Meridian of Bermuda, and the time near about which they will be to sail at the different Seasons; I will endeavor by suitable Appointmen[ts] from this Squadron, to co-operate effectually in the Means for securing a safe Passage to the homeward-bound Trade on their return to Europe.

The Nomination You have been pleased [to] make to vacant Offices in the Ships of the Squadron under my Command touching lately at Antigua, being inconsistent with the Authority annexed [to] my Appointment, it became incumbent on me to displace the Officers upon their Arrival. And as I am to presume that their presence may be necessary in the Ships to which they properly belong, Lieutenant [Thomas] Windsor and such of the other Officers who are prepared to profit by the Opportunity, have been directed to take their passage in the *Camel*, to receive your Commands for their further Proceedings in Consequence.

I have the Honor to be, Sir, [&c.]

Howe

The Vice Admiral Young

Commander in Chief

&ca &ca &ca Antigua

[Endorsed] Copy 8th June 1777. Letter to Vice Admiral Young.

No 4 In Lord Howe's No 31

1. PRO, Admiralty 1/487, 411-12.

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

By the Viscount Howe Vice Admiral of the  
White and Commander in Chief of his Maj-  
esty's Ships & Vessels Employ'd & to be  
Employed &c in No America –

Pursuant to the Instructions I have received from the Lord Commis-  
sioners of the Admiralty, for the employment of his Majesty's Ship the *Isis*  
according to their further Intentions: You are hereby Authorised & re-  
quested to apply for, and in your future proceedings be gove[r]ned by the  
Directions you shall from time to time receive from me, or any other Chief  
Officer of the Division or Detachment of the Squadron under my Command  
wherein you may be hereafter placed –

You are to Comply with the several Signals and Instructions for the  
Government of the Squadron and establishment of a more uniform disci-  
pline in the Ships, which you will receive herewith untill further Orders.<sup>2</sup>

Given on board his Majesty's Ship

*Eagle* off New York the 8th of June 1777

Howe

To The Honble Captn Wm Cornwallis

Commander of his Majesty's Ship *Isis*

By Command of the Vice Admiral Jos<sup>h</sup> Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.
  2. The signals and instructions received by Captain Cornwallis, and routinely by other ar-  
riving commanding officers, were:
    - Distinguishing Signals respecting the Officers of the Navy
    - General Signals for the Officers of the Army to Repair on board the Admiral
    - Signals Respecting the Colonels or other Commanding Officers and Adjutants  
of Particular Regiments
    - Instructions and Standing Orders for the Government and Discipline of the  
Ships of War [14 pages]
    - Additional Instructions respecting the Conduct of the Fleet preparative to, and  
in Action with the Enemy
    - Signals & Instructions for the Conduct of the Officers commanding Schooners or  
other Armed Vessels stationed to give Notice of any attempts of the Enemy during  
the Night
    - Signals & Instructions for the Out Guard boats and Others when on duty during  
the Night
- Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778),  
NYHS.

VICE ADMIRAL RICHARD LORD HOWE'S STANDING INSTRUCTIONS  
TO THE FLEET <sup>1</sup>

Instructions and Standing Orders for the Government and Discipline of the  
Ships of War

Whereas an Uniform system of discipline established in this Squadron, would be productive of many essential Benefits; the subsequent Regulations prepared in that view, are to be conformed to, and Continued in force 'till further Order.

I

Every Ship is to be provided with a Publick Orderly Book wherein is to be Entered all Orders and directions issued for the current daily services; likewise such parts of all General Orders given from time to time and extracts of these Instructions, as may be necessary for the Instruction of the inferior Officers, and Ship's Companys in the duties required of them; for which purpose the Officers summoned by signal on board the Admiral, or Commander of any Division, whereof they make a Part are to attend with the Orderly Book of the Ships to which they belong, to transcribe from that of the Admiral or other Commanding Officer's Ship, such Orders & directions as are then to be given out.

The Orderly Book to be kept on the Quarter Deck, Subject to the inspection of every Person belonging to the Ship —

II

The Petty Officers & Seamen of the Ship's Company, are to be formed into two or three divisions, according to the Complement and Classes of the Ship; each Division to be under the inspection of a Lieutenant, & subdivided into Squads, with a Midshipman appointed to each, who are respectively to be responsible for the good Order & discipline of the Men entrusted to their Care. In forming these divisions & subdivisions, regard is to be had to make them as convenient as may be to the Mens Stations, in the Quarter & Watch Bills, & to their Berths; and each Officer is to keep an exact list of the Names of the Men in their divisions & Squads, noticing thereon their several stations & number of their hammock: and the like references are to be made on the Watch & Quarter Bills, to their division or Squad, for the more ready calling them to their duty, or being able to account for their absence —

In Port they are to Call the Men over by the said lists, morning & evening, at such hours as the Captain of the Ship shall appoint, and finding any Absent or faulty, report it to the Commanding Officer on board at the time; & to enable them to perform this part of their duty with regularity, notice is always to be given them when any man under their Care has leave of Absence, or otherwise, or for what time, that they may attend to the time of his return —

III

The Marines and Soldiers are to be put into divisions under their Proper Officers, as in the Preceding Article —

At Sea their relieves & tours of duty (except when placed as Centry) are to be the same as the seamens' but in Port when the more necessary services of the Ship and their Number will admit of it, they are to be divided into three Guards, and to mount for twenty four hours, or a shorter time as the Captain of the Ship sees fit; They are always to mount their Guard in their Uniforms, and after sunset, the Centinels are to give the Word, All's Well, every ten Minutes or quarter of an hour, beginning with the one on the starboard side of the Poop, repeating it forward on that side, and round back again on the Larboard; In case of not being answered the Centinel who repeated the word last to alarm the Guard. —

The Centinels are to challenge all boats coming to, or passing near the Ship in the Night: And not permitt any to come on board, nor any Persons to enter, or go from the Ship after sunset and before sunrise without leave first obtained from the Officer of the Watch; They are not to suffer any noise to be made on their Posts other than what is necessary in the business of the Ship; and in Case of any Misdemeanor or Neglect of Duty, they are to be regularly relieved before any Punishment is inflicted on them upon that account —

The Marines are not to be forced to go aloft, nor, on the other hand, are they to be restrained from rendering themselves expert in a seamen's duty, at proper Opportunitys agreeable to the Standing Instructions —

#### IV

It is recommended to the Captains to form their Ships' Companys at three Watches at Sea, whenever their Number, health, abilities & diligence will admit of that Indulgence, especially the Petty Officers, that they may execute their duty with greater Punctuallity and exactness whilst it is their turn to be upon the Watch: In order to facilitate this arrangement, the Admiral has the Intention to give timely notice whenever he is about to Tack, or to make any other alteration that may require more Assistance —

#### V

Cleanliness & wholesome Air between decks, being of the utmost Consequence to health, every convenient means of Preserving, and obtaining those important requisites, are to be used: The upper deck washed daily, the lower deck twice, or Oftner, & the Orlop at least once a Week, the Weather and other necessary services admitting thereof —

The Beams & Plank over the sick Berths are to be occasionally washed with Vinegar; these Also to be fumigated once a Month or oftner in damp Weather, by burning tar with a logger head, or firing small quantities of gunpowder, if the sick are in a State to Admit their being moved up from between decks; as it will be necessary the Ports & Hatches should be Closed during these Operations —

The Wind sails are to be kept down the hatches in day time; and the ventilators worked uninterruptedly, night and day —

The Hammocoes are to be got up in fine weather and stowed in the nettings, or constantly lashed up when not occupied; and no greather Number of Chests, or other incumbrances, allowed between decks, to inter-



rupt the free Circulation of Air, than what are absolutely necessary for the requisite accomodation of the Ship's Company —

The times of washing the lower & orlop decks, fumigating the Ship, and every other means taken for the preservation of health, are to be set down in the log book; or the reasons why they were omitted —

#### VI

As a sufficient quantity of dry, warm cloathing, to afford the men a change when needfull, will much contribute to the beneficial Purposes before mentioned, it is highly necessary an accurate account should be had of the several articles each man is furnished with as well as to prevent thefts & frauds. The Lieutenants having command of divisions are always therefore to take a muster of the cloathing of each man under the degree of a Petty Officer in their respective divisions, as soon as may be after the Ship puts to Sea, and cause an entry to be made thereof in a book provided for that Purpose. Every casual alteration by loss, exchange, purchase, or donation is to be noticed therein; that it may be had recourse to for comparing the claimant's demand on any Complaint of theft, to ascertain the facts: And the men for whose peculiar benefit this regulation is calculated, should be exhorted to punctuallity in giving notice of such alterations to their Officers, for the mutual Justification of all Parties —

No Person is to appropriate to his own use any cloaths, of what kind soever, negligently left about the decks, under pretence of not being able to find an Owner for them; But he is to bring such Cloathing to the Officer of the Watch, for his directions in the disposal of it. And if it is discovered to be in his Possession for any other intent, it shall be deemed a theft, and the Offender punished accordingly —

The Midshipmen are to examine the cloathing of their respective Squads weekly; to take care that the men keep themselves clean; that they do not lose or otherwise dispose of their necessary cloathing; and that their hammocks are scrubbed & washed at proper intervals: For which Purpose the ordering up a certain number every morning in succession, will probably be necessary. They are to make due reports on these heads to the Commanding Lieutenants of their divisions —

The Lieutenants are to see the Midshipmen carefully perform this part of their duty, and acquaint their Captains from time to time what necessary cloathing each man wants; that orders may be given for supplying them, as far as it may be done consistent with the General Instructions concerning slops —

On the First Muster of the Cloathing the Lieutenants are to direct such Part thereof as may be requisite for the Men at Sea, to be stowed in their hammocks; that there may be no Occasion to keep between decks a greater Number of Chests than are absolutely necessary —

#### VII

Whenever boats are sent from the Ship on duty, or otherwise, care should be taken that none go in them but the regular boats Crews; or such others as shall be appointed by the commanding Officer, instead of any one

sick or absent; and it is Particularly recommended to the respective Officers, not to keep nor suffer the Boats to remain on Shore longer than is absolutely necessary, and never after dark, which is too frequently the cause of desertion —

When boats are sent for water or Stores, the Officer of whatever Rank he be, who is sent in the charge of them, is to stay and attend Punctually to that duty, and be carefull to keep the men together; and so soon as they have got in their lading, he is to proceed directly, (wind & tide permitting) back to the Ship. The touching on Shore and letting the Men leave the Boat, is generally productive of the embezzlement of Stores, if they have any in, and other irregularitys —

Upon all Occasions where boats are sent on any service, in the execution of which they may expect opposition, care shu'd be taken to furnish them with Proper Arms and Ammunition, & likewise with water & Provisions, if they are likely to be absent for so long a time, as to make it necessary for the men to have refreshment —

Particular Attention should be had, never to suffer the boats to lye beating alongside the Ship, but always to keep them moored astern, with proper boat keepers, & the fenders out, & at night to hoist them in, having a boat on each side, with the tackles on her, ready to be put into the Water, on any emergency —

### VIII

A Midshipman of the Watch to inspect between decks once at least every hour during the Night, to see no tobacco is smoaked, or lights burning in any Part of the Ship, but such as are allowed; that the Centinels are not negligent on their Posts and that the Ventilators are worked —

### IX

A Mate or Midshipman is to attend the several Warrant Officers to their storerooms, when any stores are wanted, to prevent accidents by carelessness and inattention to the Lights: And the Warrant Officers respectively are strictly enjoined not to receive or lodge in their Storerooms, any Spirituous Liquors, or other Articles whatsoever, except the Stores committed to their Charge, for the Service of the Ship —

### X

A Constant lookout is to be kept at the Mast heads while at Sea, or in any other situation where it may be necessary to watch the approach or passage of Strange Ships: The Men appointed to this duty are generally to be relieved every half hour: But in case they are the first discoverers of any such Ship or the land, then, by way of reward, they are to be relieved immediately: As on the Contrary, they are to be kept up for double duty, if, through their neglect, such discovery is first made from any other Part of the Ship —

The Midshipmen of the Watch, or other discreet Persons, are to be successively charged with looking out for Signals from the Admiral's or any other Ship; And no Signals are to be made but on very extraordinary and urgent Occasions without the previous knowledge & direction of the Commander of the Ship —

## XI

The Lieutenant of the Watch is to see marked in the logbook all Signals; every Change of Sail; the Proportion of leeway the Ship shall in his judgement make; and all other observations & occurrences that may happen while he is in Charge of the Ship, by day or night, and attest such entrys with the initial letters of his Name —

## XII

The Ship's Companys are to be exercised at all convenient times with the Great Guns & Small arms, untill they become expert in the Use & Management of them agreeable to their several Stations in the Quarter Bills. And the sooner to perfect them, this is to be practiced every day at sea in fair Weather when at third Watch by a certain Number off duty, but when at watch and watch, confined to those on duty. When the Seamen quartered to the Great Guns have acquired a compleat knowledge of that part of their duty, they are to be instructed in the use of small arms, and lists kept of those so qualified, in readiness to make a report of their Number to the Admiral when called upon —

The Captains are at liberty to fire in the exercise of the small arms when they see fit. But are never to use Powder or Ball in that of the Great Guns without an Order or Signal from the Admiral —

## XIII

It is expected the Captains will take every opportunity when fitting or getting ready for sea, and all other seasonable times, to accustom their raw men to go aloft, and to have them instructed & Practiced in the several dutys incident to fitting or working a Ship, that they may be qualified, as soon as possible, to do the duty of Able Seamen; For this hand they are at liberty to loose, hand, furl, or unbend a Course, or topsail when they see fit, without regarding the Admiral's example in those instances: They will with the same view also be permitted to change a topmast or topsail yard then aloft; first signifying such their desire to the Admiral, and no Particular [signal] occuring to the contrary —

## XIV

A Sufficient Number of Guns are to be kept loaded with Powder only, for making Signals, and False Fires and Signal Lanthorns always brought up, and Placed ready for that purpose at the Close of Day. When Signals are made in the Night, care is to be taken to keep the Lanthorns covered till Placed; and then to show all the Lights at once: Spare ones are to be in readiness to replace any that may be blown out, and when the Signal is taken in, they are to be covered again. The utmost care is also to be taken (especially in Flag Ships) when any Signal is to be made that no other Lights, except the distinguishing ones, be seen from any other Part of the Ship, nor any carried about uncovered when sailing or cruizing at Sea; in order to Prevent the Inconveniencies which might arise, by such lights being mistaken for a Signal —

## XV

As it is highly Proper all the Ships should be kept in a Constant State of readiness for Action, Particularly to prevent any surprize in the Night,

it is strongly recommended to the several Captains to see the Officers in their different departments, have every thing depending on them in that state: Slings for the yards, Puddings, Dolphins, preventer Braces, and Stoppers, ready to apply at the shortest notice; fire buckets at hand, Spare tiller fitted, wings clear, fire booms Placed conveniently for use, passages to the Magazines always clear before night, after Platform in state to receive the wounded, a Sufficient Number of Lanthorns prepared; & that the Casks of Drinking Water (disposed in proper Places for the refreshment of the men at their Quarters in time of Action) be kept Constantly filled and in good Condition —

Spare Arms, Spikes, Ammunition, &c should at all times be ready, & carefully disposed for the seamen quartered on the upper deck & forecastle, for either boarding or being boarded, and Great advantage may be derived from the use of fine Sennet splinter nettings, when time & materials can be had for making them —

When at Anchor the Bow Chace should be loaded with grape shot, and broad axes always laid at hand to cut; and Slip buoys put on the Cable to slip whenever directed so to do —

#### XVI

On Discovery of Strange ships in the night, the Officer of the Watch is to make it known to the Captain, without loss of time: but if they are seen near, & suddenly, his first attention is to be directed to get the Ship immediately under Command, by filling sail without delay if before lying to; making more, or less sail, as shall be requisite to keep her disengaged, untill duly Prepared for Action, or that he receives the Captain's further Orders thereon. In such exigency he is to give Notice of his discovery by a Midshipman to his Commander, and the other Principal Officers of the Ship, according to the directions which he shall have received in that respect —

#### XVII

On the beat to Arms, or other general call of the Ship's Company to Quarters in the Night, it is meant that the divisions of the Ship's Company, not of the watch, with the commissioned and inferior Officers appropriated to them, should attend to see the crows, handspikes, rammers, sponges, Powder horns, Priming wires, or tubes, and shot, & Wads provided and properly placed for the Guns on the lower deck; the Guns unlashed, but not run out; the tackles bighted in lengths, and laid along by the side of them; match carefully disposed in the tubs; one lighted lanthorn hung up behind each Gun amidships; and a Provision of sand or cinders to strew upon the decks, in a small [tub] placed between every two Guns —

The Marine Serjeants are to provide spare ammunition for the Marine quarters, and the grenades; taking care to have them properly covered; and separately secured —

The Ship's steward, and his mates, or other persons appointed to act with him under the Surgeons directions, should be charged with the Care of placing, at the same time, lights for his occasions —

Particular men quartered at each gun below and aloft, instead of Boys,

who are not of trust to be relied on for this important duty, should be appointed and noted in the several lists, to receive from those charged with the distribution of them, the proper number of Cartridges in cases, for their respective guns; which cases should be placed on the opposite side to that on which it is expected to engage, and moved over, from time to time, in the progress of the Action, as occasion may require. The men so appointed should be made sensible, by a proper intimation, of the consequence of this service confided to their special discretion & care.

It is recommended, for an invariable practice in action, (more especially during the night) to be provided to make as many discharges as can be prudently attempted, on the first junction with the enemy; not only on account of the impression a vigorous effort of this kind cannot fail to make from a Ship well placed, but as the difference of drift in any two Ships, and the difficulty of keeping their Stations from damage to their rigging are such, as quickly to separate them to a distance from each other, and render their subsequent discharges precarious, or of no effect —

A very particular attention is necessary to be had to the lower deck Ports in Squally weather, or on occasion of putting in stays, or hauling to the wind suddenly in time of Action; the Officers on the lower decks should be timely informed of the Captain's intentions thereon, for their Government accordingly; and the Benefits of frequent use in the lashing and securing in exercise, by the men quartered to them, will be sensibly experienced on these occurrences —

#### XVIII

It is to be observed, that it is not meant, by anything before mentioned, to restrain the Captains from making such special arrangements and provisions for the better discipline and good government of their Ships, as they see occasion to establish; the details, in either instance, where it has been touched upon in these instructions, have been introduced rather with an explanatory meaning than to a complete and circumstantial limitation —

Nevertheless with respect to the Provisions unnoticed; as, (amongst others) for preventing excess in the use of spirituous liquors, or the necessary appointment of the Men to different stations for working the Ship, left to be added; it is the object of these instructions to have the details, in all cases, expressed in the orderly Book as full as the nature of them will admit, for the Information of Persons concerned; that no Plea of Ignorance, or want of sufficient opportunity to become acquainted with the Particular dutys required of them, may with reason be alledged in excuse of any omission or misconduct therein —

#### XIX

Whenever a demand is made for stores at any of the dock yards or Ports where naval officers are established, the warrant officers in whose department it is, are to accompany it with an abstract of their supplies, expence, and remains; that the officer of such yard or Port may be enabled to judge of the regularity of the demand, before it is comply'd with, and particular attention is to be had that no conversion be made, of Stores, to other purposes than those for which they were intended, without a written order; nor any

fallacious expence of them set down in the expence books. As however meritorious the intention of such practices may have been, they have given rise to much complaint in the Publick Offices, of abuses committed under those pretexts, and therefore it is necessary for the Kings service they should be suppressed —

And the respective Warrant Officers are to take notice that if any of the Stores under their care shall be misapplied, damaged, or wasted, for want of their representing to their Captain, or Commanding Officer, anything that might have prevented it, the same will be considered as a notorious breach of their duty, and they will be made to answer for it accordingly —

## XX

All suitable opportunitys are to be taken for keeping the ships complete in their stores, water, & Provisions, up to the time expressed in the last Orders the Captains have received in that respect; without waiting for other instructions therein —

As the advancement of the Public service requires an equitable participation of the Aids, whether in men or Stores, that can be spared for the benefit of this armament; it is with confidence inferred, that the Captains will not suffer any errors in the returns made of men or Stores, or Qualitys or sufficiencies of either to escape their notice & correction —

Given on board His Majestys Ship *Eagle* off New York 8th day of June 1777

Howe

To the Honble Captain Wm Cornwallis, Commander of His Majesty's Ship *Isis*. By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS. Marginal synopses by Cornwallis have been omitted.

VICE ADMIRAL RICHARD LORD HOWE'S ADDITIONAL INSTRUCTIONS  
TO THE FLEET <sup>1</sup>

Additional Instructions respecting the Conduct of the Fleet preparative to, and in Action with the Enemy —

Art 1

The Chief Purpose of a regular disposition of the Ships limited to Place and Distance in the stated order of Battle, being that they may remain as little as possible exposed on their approach to the Fire of more than the Particular Ships corresponding in Station in the Enemy's Line; Or be subject to receive any injury from each other; And as a Strict adherence thereto, may on many occasions be found prejudicial to the Service by restraining the Captains from taking advantage of the favourable incidents which may occur in the Progress of a General Action; it is the Object of these Instructions to facillitate the Means of improving such opportunitys by an Authorised deviation from those restrictive appointments.

2nd

This meant that the British Van should be extended to the headmost Ship of the Enemy's Van at all times, preparative to General Action in

regular Order of Battle between the two Fleets, Tho' they Consist of a greater Number of Ships. And it is equally desirable on that Occasion, that the same Care, should be taken in the Rear, to engage more particularly the Sternmost Ships of their Rear; that no unoccupied Ships may be left at either extremity of their Line, to facillitate any attempt to double on some Part of the British Fleet. Tho' it is judged that such use of their superiority, proposed to be made by an unexperienced Enemy, will be proportionally guarded against, as the Ships of the Fleet, subject to be affected thereby, shall be more Closely engaged with their immediate Opponents in the Enemy's Line.

In respect to the limitation and Rule, for the Government of the Captains with whom the Option must remain in either case, with Relation to the particular Parts of the Enemy's line, wherein it may be advisable to leave such unoccupied Ships in the meantime; It is recommended to those commanding Ships of greater force to disregard or pass the weaker and worst sailing ships of the Enemy and confine their first Endeavours solely to disable the stronger and more active, as their accidental Situations in the Line afford Opportunity —

### 3rd

In the case of weathering the Enemy's Van preparatory to a General Action, being then approaching each other on different Tacks, the Fleet is to continue standing on as before untill further direction. And as soon as the Admiral has judged the Van to be advanced far enough on towards the rear of the Enemy to allow a Sufficient space for the Ships to form and bring up properly against those opposed to them in the Enemy's Line respectively when come too on the other Tack; He may be expected to make the Signal for the Rear to tack first, or the whole Fleet to tack together, as he sees most Convenient for coming upon the Line of Bearing best suited to the Position of the Enemy and he will afterwards shape a Course for bringing the Ships into Action with them accordingly. The several Commanders will therefore be prepared for such Evolution.

But if any Number of Ships of the Enemy's Rear should Tack, an equal Number of the Sternmost Ships in the British Line are to do the Same in Succession after that which will then become the leading Ship; and being thereby formed in line ahead parallel to those of the Enemy, tacking as aforesaid, are to engage them in that situation unless otherwise by Signal directed —

### IV

When arriving up with the Enemy on the same tack having the Wind of them; and they are observed to be lying too or waiting under an easy Sail by the Wind in line of Battle ahead but at such a distance to Leeward that the Fleet is not liable to be materially injured by their Fire, the Admiral will then most probably chuse to continue on upon the same Course, untill the Van of the Fleet appears to be advanced within a sufficient distance of the Extent of the Enemy's Van. He may be thereupon expected to make the Signal for shapeing a Course to join the Enemy and to come to Action with them on bringing up Each Ship of the Fleet opposed

to that of the Enemy corresponding in Situation respectively as before expressed —

## V

But if the Admiral should think Proper under the same Circumstances in respect to the Enemy, to attempt upon their Rear previous to the Pursuit of a General Action and makes the Signal 4 or 5. page 11 in the Sigl Book delivered; The leading Ship of the Van is to open a Convenient distance; and upon arriving up with the Enemy to give their sternmost Ships his Fire upon the Quarter, then Tack or Wear & fall into the Rear of the Line according to the purport of the respective Signals — This Method of Attack is to be Continued in succession by the Ships of the Fleet, or any Particular division so appointed untill further Signal, Care being always taken to leave room as requisite for each other in the Execution of this Service —

## VI

When from any movement of the Enemy, it is thought improper longer to continue the Manner of attack specified in the Preceeding Article, and that the Admiral would have the next succeeding ships to take their Stations for the purpose of bringing on a General Action; He will most Probably make the Signal 3. Page 11 to invert the line in Succession primarily instituted for the Circumstance of arriving up at a small distance to the Windward of the Enemy upon the same Tack. The then headmost Ship of the British line is thereupon to be placed against the Sternmost Ship, not before disabled in the Enemy's line, the Ship her second astern is to pass without her to attack the next Ship of the Enemy; and the others to do the Same in Order throughout the Enemy's line; The meaning of this last appointment being to guard in some Cases against the Injury the headmost Ships would be exposed to in passing onward under the Fire of the Enemy's whole Line to the attack of their leading Ship, in the Van; as is generally understood to be required in such relative Positions of the two Fleets, by the XIX Article of the General printed fighting Instructions; The most necessary Purposes of which the particular Signals, and Instructions delivered for the Government of the Ships on the present Occasion are meant to supply —

## VII

On meeting with a Fleet of the Enemy inferior in Number of Ships to that under the Admiral's Command; Or if, by the early Desertion of their Posts in Battle, the British Fleet should become superior to them in the Line; the Ships of the Van or Rear in either Circumstance over and above the Number of the Enemy so drawn up, are to quit their Stations in the Line without waiting for further Signals or Instructions to that Effect; the Captains thereof are to endeavour to distress & annoy any of the nearest Ships of the Fleet particularly opposed to them; Or otherwise to assist or relieve any disabled Ships thereof as they can be employed with most Advantage —

## VIII

At it may be necessary on some Occasions to set the Ships of the Fleet at liberty to steer for those Opposed to them respectively in the Enemy's



line, independant of that necessary regard to the uniformity in distance, Course & Movements to be at other times observed, When the Signal 8 Page 23 is made for that Purpose, it will be incumbent on the Captains of the Fleet to keep those Ships of the Enemy, to which they are thus separately directed, upon the same Constant Bearings if possible as they advance towards them —

Suitable Care however is to be taken by them mutually, not to cross upon one or otherwise subject themselves to any hazard of falling on board each other in Execution hereof — For which end when they are so stationed or Confined in their Situations by the Ships near them, that they have not sufficient space to shape or vary their Course correspondent to the alterations in the Enemy's Position made according to their usual Practice on such Occasions; They will best remedy that Inconvenience by a Proportionable increase or decrease of Sail carried so as to be assured of effecting the Intended Junction as near together as may be with all convenient dispatch —

They are permitted on bringing up against the Enemy to take their Station on either Part to windward or to Leeward of their Opponents as they see most suitable for boarding or Closing with them to advantage to disable them more Speedily —

They must nevertheless be mindful that they are not drawn away by any impression feigned or actually appearing to be made upon the Enemy, so far that they can not have assistance from the Fleet occasionally; Being in such Circumstances to Consider wherein they may render the most effectual Service against the Enemy and to govern themselves accordingly —

#### IX

The Purpose of this Signal being to have a timely preparation made in the Ships or Division referred to, when it is proposed to attack any Ships of the Enemy protected by their batteries in Port, or otherwise obliged to Anchor inshore for their security, And when neither the Time or Circumstances of the Case do admit of giving earlier notice of the Admirals intentions therein; It has therefore been thought expedient to specify in explanation thereof, some of the most necessary Provisions for the military Service thence likely to ensue —

The Captains of the Ships so Pointed out, are to prepare for such service in due time, by having springs upon their Bowers, and the End of their Sheet Cable, taken into their Stern Ports, for stopping short without winding when they are to sail to their Anchoring Stations, against the works of the Enemy with the wind aft —

Their different boats are to be hoisted out and Hawsers coiled in their Launches or Longboats, with their Stream or Coasting Anchors, in Readiness to Aid or Transport their own Ships to their destined Stations; Or to assist other Ships of the Fleet on the same Occasion —

Their spare Topmasts & Yards (Wind & Weather permitting) will be best secured from Injury in Action, by being lashed along side under their lower deck Ports, or towed astern in smooth Water when no Opportunity offers for leaving them in the care of any other Ships or Vessels attending upon the Fleet —

It is recommended to them whilst advancing to their Stations under the Fire of the Enemy to keep their unoccupied men laid Close down upon the decks on the Off side from the Enemys Ships or Works; to prevent disorder amongst them by untimely Accidents, and that they may be less exposed untill the Ships are duly placed —

Given on board His Majesty's Ship *Eagle* off New York the 8th day of June 1777

Howe

To The Honble Captn William Cornwallis Commander of His Majs Ship *Isis*

By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS. Marginal synopses by Cornwallis have been omitted.

VICE ADMIRAL RICHARD LORD HOWE'S ORDERS TO COMMANDING OFFICERS  
OF SCHOONERS AND SMALL ARMED VESSELS <sup>1</sup>

Signals & Instructions for the Conduct  
of the Officers commanding Schooners or  
other Armed Vessels stationed to give  
Notice of any attempts of the Enemy  
during the Night —

Object of their appointment	Officers, Commanding Schooners or other arm'd Vessels stationed to Windward of the Fleet to give notice of any Attempts of the Enemy during the Night, are not to expose the Vessel under their Command to any unnecessary hazard or Loss, by approaching nearer to the Enemy's battery's upon inconsiderable Occasions, or advancing too carelessly into Shoal Water; But in their Whole Conduct they are to have in view as their Chief Object a timely discovery and notice to the Fleet of the approach of an Enemy by day and Night
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I

Not to suffer Strange Ships &c to approach the Fleet in the Night	They are not to suffer any strange ships, boats, or Vessels, whatsoever to approach near to, or to pass within the circuit of the Fleet during the Night. But having taken their Stations to Windward of the Fleet, or in such direction as shall be from time to time appointed the Commanders are to be attentive to the motions of the Enemy, and to give the earliest notice of their approach, and to use every means in their Power to frustrate any preparation they discover to have been made for molesting the Transports or doing Injury to any other Part of the Fleet.
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II

Nor Boats unexamined	They are to seize and detain all Boats passing within or near the Fleet after the Watch is set: except the Guard boats declaring themselves to be such when hailed: or such other boats as upon examination they find to be employed upon the King's Service & are able to give the
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Watch word when demanded; and seeing occasion at any time to demand the Watch word as above, they are to take care to do it in such a Private manner, that upon receiving it from the Person approaching them for that Purpose it may not be disclosed to any Stander-by

## III

Discovering an Enemy superior to them assisted by the Guard boats

Upon discovering the Approach of An Enemy from whose attempts any Injury is to be apprehended to the Fleet, and in Opposition to which the Commanders of the Guard Vessels do not imagine their own force or means, with the Assistance of the Guard boats attending would be sufficient, they are to burn many False Fires, shew lights, & fire Guns successively untill they are Answered from the Admiral by one False Fire & one Light at the Ensign Staff: Or that they Observe the Admiral has made some signal to the Fleet with lights or Guns, which indicates his notice of the intended alarm, And they are to return to acquaint him or any other Principal Officer nearer to him with the particulars of the discovery they have made

## IV

When able to oppose to the Enemy with the Guard boats.

But upon discovering any attempts upon the Enemy in opposition to which they have need of, and think themselves able with the assistance of the Ordinary Armed boats of the Fleet to Act with Effect; they are then to burn two False Fires at the same time, shew two lights of equal height where they may be most easily distinguished and fire one or more Guns successively, untill they are answered by one False Fire, and one Light as before: Or that the Signal is made by the Admiral for the Guard Boats to repair to their Assistance accordingly. And for their further encouragement on these Occasions they may be assured that their merits shall be represented & noticed to their further advantage accordingly

## V

To give the earliest information upon all Subjects of Alarm  
And destroy all Signals & Instructions before the capture of the Vessel

They are to be Careful to give the earliest Information upon these subjects of alarm, that the Circumstances thereof will admit: In order that the Admiral may have the most timely notice for sending such Assistance or taking other Preventive measures as the Case may require. And if the Commanders of the Arm[ed] Vessels should be at any time in danger of being taken by the Enemy, they are to be particular[l]y careful previously to destroy these & all other Signals and Instructions in their Possession relating to the Guard & Conduct of the Fleet

Given on board His Majs Ship the *Eagle* off New York the 8 June 1777

Howe

To The Honble Captain Wm Cornwallis

Commander of his Majs Ship *Isis*.

By Command of the Vice Admiral      Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR THE GUARD BOATS  
IN NEW YORK HARBOR <sup>1</sup>

Signals & Instructions for the Out Guard  
boats and Others when on duty during the  
Night

I

When the Guard boats upon the Out Guard discover any danger to be apprehended by the Fleet from the Attempts of an Enemy of Force superior to themselves assisted by the Guard boats in waiting, & Guard (or Armed) Vessels to be appointed for the same service united; they are to burn Many false fires & fire musquets without discontinuance untill Answered from the Admiral by one False Fire & one Light at the Ensign Staff they are thereupon to return forthwith to communicate the Particulars to the Admiral & to the Ships of War nearest to them –

II

But upon the approach or expected attempts of an Enemy in Opposition to which the Assistance of the Guard boats in waiting and the Guard (or Armed) Vessel, is deemed sufficient; The Lieutenant of the Guard is to burn two False Fires at the same time & fire single musquets successively 'till the Signal is answered as before; The Guard boats in waiting are thereupon to be dispatch'd forthwith from the nearest Ships, to the Assistance of that Guard without waiting for further direction from the Admiral, upon their Arrival the Lieutenant of the Guard is to attack the Enemy as he sees Practicable; Having attention to his further security by sending to make his Situation known to the Admiral, or other Commanding Officer nearest to him as Circumstances will admit –

III

Upon the Appearance of an Enemy giving Cause of Alarm, or discovering strange Ships approaching the Fleet on the side of his Guard, & which he thinks himself already of sufficient force to seize upon & subdue: He is then to burn only one False Fire: But to repeat the same from time to time as he sees Occasion, untill he is Answered by the Admiral or some of the nearest Ships as before, He is thereupon to Advance supported by a proper disposition of the Boats, (some according to his force being appointed to fire into the Stern or other most exposed Part of the Enemy whilst he board with the rest) to examine more particulary into the Cause of Alarm, or to Oppose and Attack the Enemy as he is able And he may be assured that his Endeavours to distinguish himself upon such Occasions will be suitably made known & rewarded.

IV

He is to send upon any cause of Alarm, the earliest Information he is able

of his Conjectures on the Subject of it, to the Admiral or the nearest Ship in order that the most timely assistance may be furnished for his support. And if the Admiral would have the Guard boats in waiting to repair to strengthen that Guard – He will signify his Intentions to that effect by the Proper Signal mentioned in the Sixth Article. But it is to be observed that the Out Guard boats of the other Divisions when such are employed, are not to quit their Posts on these and similar Occasions (unless very near at hand or that by the position of the Wind rendering themselves to Leeward of the Fleet, no ill Consequence can happen from their Absence) untill the Signal for the Fleet is cut or Slip or the general Signal for calling in all the Guard-boats is made; Lest the first Alarm given by the Enemy, should have been only meant to divert the Attention of the Fleet from any meditated insult on some other Part, equally Practicable from the direction of the Wind at that time

## V

Private Ships seeing any of these Signals made from the Guard boats, and that they are not quickly observed, on board the Admiral are to repeat the same by signal as for seeing strange Ships in such Quarters (distinguishing for these Occasions as in the subsequent Article) & fire a Gun if necessary

## VI

When the Admiral from any appearance of danger or otherwise would have all the out Guard-boats return to their respective Ships: He will shew one Light at the Ensign Staff & one at the Mizen Peek, & fire a Gun –

If he would have the Guard boats in waiting to repair to the Assistance of either of the advanced Divisions he will shew four lights of equal height where they may be most easily seen & fire one Gun –

But if he thinks it necessary at the sametime to mark the Quarter of the Compass on which he would have the Boats particulary to Chace; He will hoist for these Occasions if it be to the North East, one Light at the Mizen Peek, if to the North West two Lights, to the South East, three Lights, and to the South West four Lights at the same place. But if from further Information in any of the foregoing instances, he should afterwards think fit to recall these last from the Chace; He will fire one Gun as a preparative to the Signal, and presently afterwards burn two false fires together, And he will repeat this Signal if he deems it necessary some time after.

Given onboard his Majesty's Ship *Eagle* off  
New York the 8th June 1777

Howe

To The Honble Captain Wm Cornwallis  
Commander of his Majs Ship *Isis*.

By Command of the Vice Adml J. Davies.

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

#### VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR THE PROTECTION OF TRANSPORTS <sup>1</sup>

By the Viscount Howe, Vice Admiral of the  
White & Commander in Chief of His Majs

Ships & Vessels, employ'd & to be employ'd in  
North America

General Object of the Instructions His Majestys Ship the *Isis* under your command being to Continue in this Port, until further order, for the Protection of the Transports assembled here, & to be employ'd on such Services as may occur, having references to the Operations of the Army: You are during your continuance of that Service, to observe relative thereunto, & for the better security of Transports whilst at Anchor, the following General Instructions –

I

The Ships to be kept in constant readiness for service Each Ship of the Fleet is to remain in such Station whilst at Anchor, as may be from time to time directed, according to the change of Circumstances incident to a service of this complicated nature; But of which the Captains will always have sufficient Notice, The Ships are to be kept in constant readiness to cut, or Slip, and put to sea, or to proceed on any Action or Service within the Port as Occasion may require, and that no discovery may be made by the Enemy of the Precautions taken for the security of the Transports & other Vessels attending upon the Fleet during the Night; the Captains of the Ships of War are allways to have an Armed boat lying along side, or otherwise in readiness to be immediately put into the Water; to be employ'd in stopping & examining all Vessels whatever endeavouring to pass near, or thro' the Fleet, by their several Stations: which attempts they are to prevent by every means in their Power; And they are moreover to Keep at least one third of their Ships crews under Arms, as the other necessary Duties of fatigue or Service in the course of the preceeding days will permitt In order that they may be found better prepared against any sudden Attempts which the Enemy shall presume to undertake –

An Armed boat ready prepared

one third of the Ships Crews under Arms.

II

No Boats those on the Public Service excepted to pass thro' the Fleet after the Watch is set No boats are to be suffered to pass the Ships of war without being challenged: nor Officers or others to be absent from their Proper Ships after the watch is set; Except the Guard-boats, declaring themselves to be such when hailed, or such boats, & Persons as may be employed on the business of the Service: All other boats are to be stopped and examined, & if found to be absent from their respective Ships, contrary to the intent of these Instructions, they are to be detained, and a report is to be made of the Circumstances to the Commander in Chief in the morning. Pursuant whereunto all Persons passing thro' the Fleet after the watch is set, are to Obey the Call of the Centinels from the different Ships & to relate on demand

All Boats to Obey the Call of the Centinels

from the Ships  
or to be forced  
so to do upon  
refusal

the occasion of such their Absence from their proper Ships accordingly: As Orders will be given to fire upon such Persons as shall resist, or refuse Obedience to this Injunction

### III

Stations pre-  
scribed to the  
Guard boats &  
Conduct to be  
Observed  
therein

under direction  
of the Lieu-  
tenant of the  
Guard  
Not to suffer  
any Boat or Ves-  
sel to pass  
unexamined

The Guard  
boats of each  
division when  
more than one  
to be under  
the direction of  
the respective  
Guard Officers –  
who are to re-  
port in the  
Morning

The Guard boats for the out guards that will be dailey appointed in due time, being suitably provided with Fire Arms, Cutlasses, Half Pikes, Grenades, & Fire Grapnels, and commanded each by a trusty Petty Officer, are to be Kept always passing backwards & forwards on each part (not exceeding one or two Miles at the discretion of the Lieutenant of the Guard) to windward of the Fleet as the tide & weather will Allow – And when it may be necessary to relieve the boats crews from the fatigue of a too constant duty of this kind, they are to be permitted to wait along side, any of the weathermost Ships, Armed Vessels, or Frigates lying without the Body of the Fleet; Or to return to be changed successively at their respective Ships, as the Lieutenant of the Guard shall direct – They are not to permitt any boat to pass them during the Night but such (as have been first examined) they see reason so to do comformable to the purport of the preceeding Article; nor to suffer any Vessel whatever to approach the Squadron at that time

The Guard boats of each Division, (if more than one is thought necessary to be so appointed) are to be commanded by a Lieutenant, named dailey for that duty. which Officer is to collect from the different boats under his Orders, & deliver a report of the Occurrences on his Guard to the Admiral or other Chief Officer appointed to receive the same by Eight of the Clock the next day; But the boats of his Division are to be dismissed to return to their respective Ships at relief of the Watch (or Gun firing in the Morning.

### IV

The Watch  
Word to whom  
communicated –

If any Officer  
thinks it neces-  
sary to call  
the Guard boat  
on board for ex-  
amination

A Watchword will be dailey given for the Guard boats to distinguish each other; They are only to be communi- cated to the Lieutenant having the Watch in the different Ships, & the Officer commanding each of the Guard boats – And if the Lieutenant of the Watch in any ship sees Oc- casion to call a Guard boat onboard to him of which he is doubtful in the Night & demands the Word; it is to be privately given by the Officer of the Guard boat, to the Lieutenant meeting him at the Ships side for that Pur- pose –

## V

Omission to hail a Guard boat to be reported – When it shall happen that any Guard boat passes a Ship of War from whence it has not been hailed – agreeable to the tenor of these Instructions the Circumstances of the Omission with the Ships name are to be reported –

## VI

Force to be used from the Ships if necessary to Compel obedience for the Examination of any Boat or Vessel passing near the Fleet The Ships of War Anchored on different Parts of the Fleets are to use force occasionally for the examination and detention of any Boats or Vessels Steering into, or passing near the Fleet at any time contrary to the intent of this appointment. On which account & for the due observance of these Regulations, the most public communication of them is to be made in the different Ships respectively –

Given onboard His Majesty's Ship the *Eagle*  
off New York the 8th June 1777

Howe

To The Hon'ble Captain Wm Cornwallis

Commander of His Majs Ship *Isis*

By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR DISPOSAL OF  
PRIZES TAKEN BY HIS SQUADRON <sup>1</sup>

By the Viscount Howe, Vice Admiral of the White, and Commander in Chief of His Majesty's Ships & Vessels, Employed & to be Employed in North America

Whereas I understand it has been judged expedient, to send to Europe American Vessels seized as Prizes, by Virtue of an Act passed in the second session of the present Parliment, for prohibiting all Trade, and Intercourse, with the several Colonies therein mentioned: And as great Prejudice would ensue to the Service by such reduction of the Ships Complements as a Continuance of that Practice must necessarily Occasion; you are therefore hereby directed, when you shall have opportunity to make Prize of any Ships or Vessels of the descriptions in the said Act contained, to send them to Hallifax, or to any nearer Port on this Continent, where a Court of Admiralty may be legally Constituted for the Condemnation thereof; or to Sandy Hook or any other Anchoring Station at which any Part of the Fleet may be then assembled – there to remain under Protection of the Fleet until a suitable Opportunity offers for sending such Prizes with Convoy to some Port in America where such Court of Admiralty may be so duly constituted as aforesaid

Given on board His Majs Ship *Eagle*  
off New York the 8th June 1777

Howe



To The Honble Captain Wm Cornwallis

Commander of his Majestys Ship *Isis*.

By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS. Appended is a memorandum reading: "The Captains of Ships of War employed on Cruising service are to transmit to the Admiral as opportunity's may offer; Accounts of the Prizes they take, according to the following form." The form provides: when taken, where taken, name of vessel, name of master, name of owner, residence of the owners, tonnage, number of men and guns, from whence and where bound, the lading, how rigged, to what port sent by the captor, and to whose care consigned.

VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR DISPOSAL OF  
PRIZES OF LITTLE VALUE<sup>1</sup>

By the Viscount Howe Vice Admiral of the  
White & Commander in Chief of his Maj-  
esty's Ships & Vessels Employed & to be Em-  
ployed in North America

Whereas the Kings Service has received great prejudice in the decrease of the Ships Complements from the Recapture of Vessels the Property of the Kings disaffected subjects, taken & manned by the Ships of War, (which can not be spared from services of greater moment) to see such Prizes safe into Port, Wherefore for Answering the more important Purposes of the Act of the second session of the Present Parliament, for prohibiting all Intercourse with the several Colonies therein mentioned, & untill the constitutional authority of Government is so far restored in some Part of the said Colonies, that the benefit intended may be secured to the Captors, according to the Provisions of that Act; It is recommended to the several Captains making Prize of such Vessels of little Worth to take out the Crews with the most valuable Parts of the Cargoes where it can be consistently done; & to destroy the Vessels; rather than to risk the loss of useful Men, now so much wanted for the Service, in attempting to send such Prizes of little Consequence, to distant Ports for Condemnation –

And altho' the Captains are empowered by the before recited Act, to enter the Men navigating such Prizes to serve as part of the Complement in the Ships they Command: It is nevertheless to be remembered that any Confidence put in men so acquired is likely to be productive of great disappointments

Given on board His Majs Ship *Eagle*  
off New York the 8th June 1777

Howe

To The Honble Captain Wm Cornwallis

Commander of his Majestys Ship the *Isis*

By Command of the Vice Admiral Joseph Davies

1. Captain William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS REGARDING SEAMEN  
ABSENT FROM THEIR SHIPS <sup>1</sup>

Memo

*Eagle* off New-York 8 June 1777 –

The Captains and Commanders of the Ships and Vessels of War are desired not to give leave for any of their Seamen or Marines to be absent from their Duty on Shore at any time without a Certificate under their hands respectively specifying the time and occasion for which such Leave of absence has been granted: Those who are found wandering on Shore without such Certificate will be deemed Stragglers: and if absent more than twenty four Hours taken up as Deserters.

Proper Rewards will be published for apprehending all Persons acting in either Case contrary to this Injunction and the amount will be charged against the Wages of the Delinquent whereof due Notice is to be given to the several Ships Companies accordingly.

Howe

To The Hble Capt: Wm Cornwallis  
Commander of His Majesty's Ship the *Isis*. –  
By Command of the Vice Admiral Jos<sup>h</sup> Davies

1. Cornwallis Papers, II, NMM.

VICE ADMIRAL RICHARD LORD HOWE'S INSTRUCTIONS FOR THE  
CONSERVATION OF GUNPOWDER <sup>1</sup>

Memorandum

As the most frugal Expence of Stores of every Species furnished for the Use of the Squadron will be requisite: no Salutes with Guns, are to be exchanged between the Ships thereof; those of Flag Officers or Commanders with Captains under them, upon their first Junction only, excepted.

Given onboard His Majesty's Ship the *Eagle* off  
New-York the 8 of June 1777.

Howe

To The Honble Cap: Wm Cornwallis  
Commander of His Majesty's Ship the *Isis*.  
By Command of the Vice Admiral Jos<sup>h</sup> Davies

1. Cornwallis Papers, II, NMM.

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

[Extract]

[Philadelphia] June 8. 1777

Upon an Invitation from the Board of War of Pensilvania, a Committee was appointed a few days ago to go down Delaware River and take a View of the Works there, erected with a View to prevent the Enemy from coming up to Philadelphia by Water. Mr. [William] Duer, your humble servant and Mr. [Arthur] Middleton made the Committee.

Yesterday we went, in three Boats, with Eight Oars each. Mr. [David] Rittenhouse, Coll. [John] Bull and Coll. [Joseph] Deane, went from the Pensilvania Board of War. General Arnold, General De Coudrai, an experienced french officer of Artillery, Monsr. Le Brune, an Engineer, and Mr. [Nicholas] Rogers an Aid de Camp of Gen. De Coudray were in Company.

We had a Band of Musick in Company which is very agreeable upon the Water.

We went first to Billingsport, about 10 Miles down the River on the Jersey side, where the River is obstructed with Vesseaux de Frizes, and where a large Fort is laid out with a great deal of Work done upon it.

We then came back to Fort Island, or Province Island, where the River is obstructed again, and the only Passage for shippis is commanded by a Fort of 18. 18. Pounders. Here lay the Fire ships, Fire Rafts, floating Batteries, Gallies and the *Andrew Doria*, and the fine new Frigate *Delaware*.

We then crossed the River and went to Red Point [Red Bank] on the Jersey side, where Coll. Bull has thrown up the strongest Works that I have ever seen. Here We dined, and after Dinner Coll. Bull ordered out his Regiment upon the Parade, where they went through their Exercises and Maneuvres, very well.

We had a long Passage home and made it 9 o Clock before We reached the Wharf. We suffered much with the Heat, yet upon the whole it was an agreeable day. . . .

1. L. H. Butterfield, ed., *The Adams Papers, Series II, Adams Family Correspondence* (Cambridge, 1963), II, 259-60.

## 9 June

### JOURNAL OF CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Monday	towards noon Sent our boat on board for the officers
June 9th	bedding & chests, &c <sup>2</sup>
43-48N Latd	this day I wrote to Capt Manley & advised him to go to
46-33W Longd	chas Town So Carolina there to refitt & Joine Capt Biddle <sup>3</sup>

1. McNeill's Journal, MM.

2. Belonging to the officers of H.M.S. *Fox* and taken on board the Continental Navy frigate *Boston*.

3. Continental Navy frigate *Randolph*, under Nicholas Biddle's command, had been driven by storm into Charleston.

### CAPTAIN JOHN PAUL JONES TO LEONARD JARVIS, DARTMOUTH<sup>1</sup>

Sir

Boston 9th June 1777 -

Your esteemed favor of 21st Ulto duely Appeared - At the same time I recd orders from Congress to repair immediatly to Portsmouth in order to Proceed to France in the Ship *Amphitrite* - I returned here a day or two Ago - And now Send you a list of Persons concerned in the capture of the Ship *Alexander* - the bearer Mr [Joseph] Vesey deserves to Share with the first

class of Officers – however he will rest satisfied with less rather than make a difficulty – I think it Just that when there are fewer than the compliment in any classes those who belong to Such classes Are entitled to no greater Share than they could have claimed had the compliment been full – And the remainder ought to be thrown into the Part Aloted for any classes whose numbers exceeds the compliment – And this Addition with the Ten deserving Shares will I am persuaded make up a compitent share for every Officer. –

There was Seven Puncheons of Beef of about 300 lb each and twenty six Bags of Bread of about 100 lb each taken out of the *Melish* for the Use of the *Alfred*, but the Value must lay with you to determine. – As I wish to have my Affairs Sittled before my departure from the continent – you will much Oblige me by forwarding my three twentieths of the *Alexander*, as Commodore Hopkins has no title to any Part – I should also be glade of whatever Part of the Proceeds of the Ship *Melish* & Brigantine *Active* you can consistently transmit at present – the remainder when my Pretentions are determined in consequence of Your Application to Congress thro' Captn Bradford – I thank You for your last letter and am with due respect Sir [&c.]

J. P. J.

1. Papers of John Paul Jones, 6582, LC.

*Boston Gazette*, MONDAY, JUNE 9, 1777

Boston, June 9.

Friday last arrived in a safe port the *Snow Sally*, a prize taken by Capt. Harreden in the brig *Tyrannicide*, belonging to this State, having on board a variety of European Goods, among which are 3 or 4000 Blankets, this Vessel, with the *Intrepid*, *Salisbury*, *Janet and Ann*, were loaded by a Merchant in London, and sailed in Company, their Cargoes amounting to £22,000 and consigned to a Gentleman in Quebec – We hope Capt. Harreden will meet with the other three Vessels, as we understand he was in pursuit of them when the prize master left him – The *Sally's* Cargo amounts to near 6000 l. sterl. and in Articles as beneficial for the States of America as for Mr. Carlton, or any British subjects at Quebec.<sup>1</sup>

We also learn that Capt. Harreden has taken a Transport, bound from Ireland for New-York, with 63 Hessian Soldiers on board, which may be hourly looked for.

1. *Sally*, 120 tons, Stephen Jones, master, was condemned and with cargo sold for £21,281.16.1. After charges and commissions for the agents had been deducted, the state and captors each received £10,284.0.3, Mass. Arch., vol. 159, 742–43.

JOSEPH CRANDALL TO GOVERNOR NICHOLAS COOKE<sup>1</sup>

Warren June the 9 A D 1777

To his Excellency the Honourable Nicholas Cook Esqr Governour, and the Counsil also Desiring his Excellency Would Please to Let me have the true form of the Articles And Regulations Belonging to the Schooner *Spitfire* Now Lying at warren a fixing as fast as Possible and I am in hopes of Geting

Ready for Cruising Very Soon But for the Want of the Rules and Regulations People Are Backward about Entering on Board the Vessel But if I Could have the Right Rules And Regulations Belonging to the vessel There would Be a far Bigger Prospect Of Getting her mand, But for the want of Them I Lay under a great Disadvantage People Being a fraid of Critticks in them Do Not Care to undertake untill they might See the Rules and Articles, So no more at Present from [&c.]

Joseph Crandall –

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

“EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE *Eagle*,  
OFF NEW YORK, JUNE 9”<sup>1</sup>

The Preparations for the Campaign are compleated, and the major Part of the Troops already in the Field: the Generals [William] Howe and De Heister left New York two Days since for the Jerseys; the Army are in the highest Health and Spirits and I assure you hold all Obstacles to their Success in sovereign Contempt. The Recruits lately arrived from England, with the *Isis* and *Somerset*, had a very favourable Passage.

The Enemy occupy the Pennsylvanian Side of the Delaware, having it is said evacuated the Jerseys; they have thrown up a Chain of Works, which I suppose they will desert with their usual Expedition. It is really laughable to observe the Pains our Paragraph-Mongers are at, at home, to magnify the Importance of the Posts possessed by the Rebels, and their superior Intelligence with respect to local Advantages and Knowledge of the Country. Will any Person believe they can again occupy Works more tenable than those from which we have seen 30,000 Men fly with the most dastardly Precipitation? It may be urged, that they were intimidated by our Shipping; this however could not hold true at Fort Washington; had the Rebels chose to have supported their Works on the Jersey Shore, we know by Experience no Ships could have prevented the Garrison in the Fort from receiving Supplies of Provisions and Men. The Advocates for the Americans think the Rivers, which so plentifully intersect this Country, will greatly impede our Progress; I believe very little: The most judicious Means have been taken to obviate this Difficulty; – The Pontoons are of a new and excellent Construction; and we Yesterday dispatched 20 flat Boats to attend the Army: Each of these will transport 70 Men; they move over land on Carriages, which are put together when required, and drawn by four Horses at a considerable Pace. I was present when Lord Howe and the General viewed them; in less than twelve Minutes the Carriages were taken out of the Boats, the Wheels put on, the Boats rolled up, and the whole in Motion; they promise to be of great Utility in the Course of the Campaign.

General Lee is removed to the *Centurion*, for greater Security; He is permitted to walk the Quarter Deck.

We cruized in the *Phoenix* from the 25th of December, to the 15th of March off Virginia: in which Time we took, sunk, or burnt 14 Sail, all laden: We had a Series of tempestuous Weather; we went twice into Virginia; the

first Time carrying a Flag of Truce to York for Exchange of Prisoners. The People there are the most deluded imaginable, forced to accept Information thro' the Channel of their Committees: They have no Idea of their real Situation; Losses are concealed, Defeats made Victories, and French Assistance represented as at the Door. By such Subterfuges, three fourths of the Rebels are engaged in the nominal Support of a desperate Cause.

In a few Days we go round to the Delaware, to co-operate with the Army. My Lord Howe comes on board immediately. We take a considerable Fleet with us – the *Augusta*, *Somerset*, *St. Albans*, *Nonsuch*, *Isis*, *Preston*, *Centurion*, and several Frigates are at present here.

1. *Lloyd's Evening Post and British Chronicle*, London, July 16 to July 18, 1777.

## 10 June

### JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Teusday, 10th [June] this 24 hours easey weather but a large Swell – Employ'd fitting & waiting for the prize on bd of which they are able to make but Little Sail.  
43–32N Latd  
56–22W Longd the first part moderate easey weather got a spare yard from on board Manley for the *Fox's* Main Yard, – got the yard across & riggd it

1. McNeill's Journal, MM.

### PROVISIONS SUPPLIED THE CONTINENTAL NAVY FRIGATE *Raleigh*<sup>1</sup>

Received of John Langdon four Hhds rum Qty four hundred & seventy three Galls – Two Teirces Rice Two Bbs flower wt Nt three hundred two Liters & four pounds Two Bbs pork & Two Tons & half Bread Ninety Two & half Bushs potatoes & six & ¼ Bushs peas for use ship *Raleigh* from Apl 5th To June 10th 1777 –

1. John Langdon Papers, Receipts, April 1–July 31, 1777, NHHS.

### MASSACHUSETTS BOARD OF WAR TO THE FALMOUTH COMMITTEE<sup>1</sup>

To the Comee of Correspondence, Inspection  
& Safety, of the Town of Falmouth.

War-Office,

Gentn

[Boston] June 10th 1777

Government thinks fit to advise you thro' this Board that on Sunday last 10 o'clock A M, a Sloop was chas'd off the Gurnet as far as the Heights of Marshfeild by Two Frigates & one other Large Ship, which from the distance between her Masts when she put about appear'd to be at least a 50 Gun Ship. Our Informant had a full View of these three Ships, & judged them to be British tho' they shew'd no Colours – We make no doubt they are still in the Bay, & are very apprehensive that the Ship with Hessians,<sup>2</sup> as well as other Vessels bound in may fall into their Hands, unless they receive timely Notice of their Danger, – We therefore intreat you will publish as

speedily as possible this News to the Eastward to the End that all concern'd may be upon their Guard. We are, Gentn [&c.]

Sam<sup>l</sup> Phps Savage, Prest

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776-1780, 79.

2. Prize of the Massachusetts Navy brigs *Massachusetts* and *Tyrannicide*.

CAPTAIN JOHN WHEELWRIGHT TO CUSHING & WHITE <sup>1</sup>

Gentlemen

Plimouth June 10th 1777

I would inform you that I am Now in a fair way to get my Compliment of Men I have now Seventy men and Expect more on Monday if not Shall not wait but Proceed on my Cruize & am hapy & I am Sorey you Should be So unfortunate as to have the Slupe Detain'd so Long but beleive me Gentelmen I done all in my Power we have greate harmony on Bord the ones that I have Swear they Never will Leave me while She Remains above Warter I Shall have no Occasion for Provisions I have fed them Chieffy on grog I am in hopes of having a good Prize before I Shall want any Provisions and then we will replenish I have bought half a Negro but have not Paid for him I hope this will find you in good helth and Both your famileys my Compliment to mistres White my Compliments to Capt Prince and family from Yours to Serve

John Wheelwright <sup>2</sup>

P S Mister White Pray let me know how you and your good Lady does.

1. Andre de Coppet Collection, PUL.

2. Wheelwright commanded the Massachusetts privateer sloop *Satisfaction*, 14 guns, Mass. Arch., Revolutionary Rolls, VII, 133.

LOUIS DANIEL CHARRIER TO CAPTAIN JOHN PAUL JONES, BOSTON <sup>1</sup>

Sir

You Undoubtedly must have heard of the Unfortunate Sene that happen'd to me the Very hour you had Appointed me to wait Upon you yester Evening, but I Doubt whether You are yet Inform'd of my Es[ca]pe, I therefore take this Method to lett you know that I am in Place of Safety, and waiting for Orders from you to March to Any Place you will Please to Appoint me. Captain hinman was the Means of my getting away, his Boat was a Shore the Officer that was in the Boat knowd m[y] Case and on my Desire he lett the Boat Draw Under Our Stern and I got out of the Gun room Port and Slid down by the Rudder Shoe & got Safe a Board the *Alfred*, Captain hinman happen'd to be ther[e] he was kind enough as to lend me his Paniss [pinnace] who Carry'd me to Charlestown ferry where I had a horse waiting. I directly Mounted, and thanks to God and to the kind [illegible] hinman, got Soon out of Reach of the Lions Claws.

And Am Now Sir Intirely at your Commands therefore I Beg you would honor me with them. If I am to Go at Any Distance from here I Shall be Obliged to Make Use of your kind Offer, and Desire you would furnish me with as much Cash as you'll think I Shall want in my Journey, for horshiring and Other Expences. I have A long Silve[r] Spoon and fork and a Mathematical Instrument case and Many other little things which I Shall

remit you honor Me I beg of you with a few lines by the return of the Bearer who will wait your leasure I remain with Respect [&c.]

Louis Daniel Charrier <sup>2</sup>

Bedford the 10th June 1777

1. Papers of John Paul Jones, 6583, 6584, LC.

2. What Louis Charrier had escaped from is unknown. Jones seems to have engaged him to recruit for *l'Amphitrite*, and in July was ordered by Jones to recruit in Salem and Marblehead for the *Ranger*. Charrier sailed to France with Jones in *Ranger*, Papers of John Paul Jones, 6600, 6688, LC.

NICHOLAS & JOHN BROWN TO CAPTAIN ANDREW WORTH <sup>1</sup>

Capt Andrew Worth Sr

Providence June 10th 1777

You being Master of our Brigg *Live Oak* now at Highannus You'l Call at Bedford on Your Return and purchase a Suteable Anchor for Sd Brigg as Cheepe as You Can, & Git Some Small Vessell to cary the Same with the Eight hhds Lofe Sugar Now in Mr Leonard Jervis's Care onboard Said Brigg and then proceede with Said Brigg to Charlestown in the Most Safe Way you can to Escape the Enemy, theer Deliver Mr Nathal Russill our Letter and the Sugar afforesaid & Receive of him a Full Load of Rice and Indico with which You are to proceede with all Dispatch for Nants in France & dd Our Letter to Messrs Plyern Penett & Co Merchants their & to whome You are Addressed, You'l theirefore Receive their Directions Respecting the Landing of the Cargo and Receive of them about 4000 Bushels Salt, or as Much as You May think, with the other Articals contained in the Memo Sent to Said House – will Load the Brigg as Deep as You May think best for our Interest, what Nessassary Money you may want for the use of the Ship at Carolina or in France You'l Call on the Respective Merchants above sd for as allso for your allowences, & to pay the people according to agreement, if any thing Happens to You which Renders you unable to Perform the Buissiness of the Voyage, Your Mate Mr David Squires is to Obsearve these orders & act in your place. on Your Return from France You'l put in to the First Safe port You Can Come at within the United States but we Reither Recummend Portsmouth or Newbery Port & that You Send us an Express with Your Letters as Soone as You arive, we wish you a Short & prasperus Voyage and are Your Friends & owners –

Nich<sup>o</sup> Brown      John Brown

[Endorsed] June 10th 1777 the above & within is a True Copy of My Orders Recd this Day which I promise to obsearve

Andrew Worth

1. Brown Papers, JCBL.

LIBELS FILED AGAINST PRIZES OF CONNECTICUT PRIVATEER SLOOP *America* <sup>1</sup>

New-London, 10th June, 1777.

Notice is hereby given, That Libels are filed before the Honorable Samuel Coit, Esq; against the following Vessels, viz. Sloop *Britannia*, burthen about 45 Tons, Obadiah Rogers late Master; Sloop *Generous Friend*, burthen about 80 Tons, John Freebody late Master; Schooner *Success*,



burthen about 40 Tons, Peleg Borden late Master; Sloop *Polly*, burthen about 40 Tons, James King late Master; their Appurtenances, Boats and Cargoes; also against a Sloop of about 50 Tons supposed to be the *Britannia* or *Success*, her Appurtenances, Boats and Cargo, which last Vessel was deserted. The foregoing Libels, filed as aforesaid, being in favour of Asa Palmer, Commander of the armed Sloop *America*, and his Associates, the Captors and Owners of said Sloop. All which Vessels and their Cargoes aforesaid were taken and brought into the County of New-London, by said Asa Palmer and his Associates.

For the Trial of the Justice of said Captures the Maritime Court for the County of New-London will be held in Norwich, in said County, on Monday, 7th Day of July, at 2 o'clock Afternoon; of which all Persons claiming Property, or otherwise concerned, may appear and shew Reason, if any they have, why the said Vessels, &c. should not be adjudged as lawful Prize to the Captors. Per Order of the Judge.

Win. Saltonstall, Regr.

1. *Connecticut Gazette*, June 13, 1777.

PIERRE VAN CORTLANDT TO BRIGADIER GENERAL GEORGE CLINTON<sup>1</sup>

[Extract]

Sir,

State of New York Kingston June 10th 1777

The Council have desired me to inform you in answer to your favour of the fifth Instant that they have exerted themselves to their Utmost to forward the Continental Frigates but as the State is without Cannon and Seamen it is impossible that their exertions can answer the purpose. The Ships are now at Poughkeepsie, and we hope they will soon be rigged, which is the utmost we shall be able to do towards compleating them. We have informed General Putnam of our Destitute Condition and from the information received from General Green[e] trust he will fall upon some means to procure Guns and Seamen for them that they may be used in the Defence of the River. One of our Privateer Sloops is employed to guard the State Prisoners on Board the Vessels in the River, the other is now at Albany – as soon as she returns she shall be sent down to the Chain, where she can be of but little Service unless men can be procured for her there. . . .

Pierre Van Cortlandt Pres'dt

1. George Clinton Papers, no. 538, N.Y. Arch.

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

[Philadelphia] Tuesday, June 10, 1777

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

*Resolved*, That General Washington be directed to inform General Howe, that this Congress most sincerely laments the necessity to which they are driven by the cruel policy of their enemies, of entering into any resolutions which have any appearance of severity towards those prisoners of war who have fallen or may fall into our hands; but, that there are no other means in our power of inducing our enemies to respect the rights of humanity; that with this view only, it is their determined resolution to carry

into execution the law of retaliation; that if any persons belonging to, or employed in, the service of the United States, or any of them who now are, or hereafter may be, prisoners to Lord or General Howe, or any other commander of his Britannic Majesty's forces by sea or land, shall be sent to the realm of Great Britain, or any part of the dominions of the said king of Great Britain, to be there confined in common gaols, or any other place or places of confinement in pursuance of any act or acts of the British parliament, or any other pretence whatever; it is the resolution of this Congress, to treat the prisoners now in our power, and such as may hereafter fall into our hands, in a manner as nearly similar as our circumstances will admit.

1. Ford, ed., *JCC*, VIII, 432, 449-50.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO  
LIEUTENANT JOHN KNIGHT, R.N.<sup>1</sup>

You are hereby directed to take under your Convoy the Several Prizes now in the Delaware and proceed with them to New York, where you are to deliver the enclosed Letter to the Right Hon'ble the Lord Viscount Howe, and waite His Lordships Orders for your further proceedings.<sup>2</sup>

You are to receive on board the Sloop under your command the Prisoners named in the list sent with them and dispose of them at New York as the Commander in chief shall direct.

And whereas I have received intelligence that several of the Enemies Vessels are lately arrived at Egg Harbour, You are therefore in your way to endeavour to look into that place, and if it shall appear to you to be practicable to cut them out or destroy them, You are to take the *Hotham* and *Stanley* Tenders under your command (who are directed to accompany you thither for that purpose) and use your best endeavours against the enemies Vessels; which Service being performed, You are then to give Orders to the *Hotham* Tender to join the *Preston* at New York, and Send the *Roebucks* Tender back to me with an Account of your proceedings; making the best of your way afterwards with the Sloop under your command to join the Admiral without further loss of time.

Given on board His Majesty's Ship the  
*Roebuck* in the Delaware the 10th June 1777  
A S H—d

To Lieutenant Jno Knight  
Commander of the Armed Sloop the *Haerlem*

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

2. Captain Hamond explained this exchange of correspondence: "In a short time after Admiral Hotham left me in the command, and I received a confidential dispatch from Lord Howe informing me that it was Sir Wm Howe (the Genl & Commdr in chiefs) intention to open the Campaign with an Attack upon Philadelphia; and gave me fresh orders to make every preparation possible to land the Army as high up the River as possible. Accordingly every necessary Measure was taken, that could be used for securing a safe Navigation (without giving suspicion of our intention to the Enemy) and I undertook to assure the Admiral in the Course of a week, wind & tide serving, I would engage to land the Army, above Newcastle, in any day that they should Appear early in the Morning, at the Mouth of the River; being sufficiently prepared by experienced People in Boats & small Vessels carrying Flags that would mark the shoals; so that both Men of War & Transports might safely run up without Pilots," Sir Andrew Snape Hamond Autobiography, vol. 2, 4, UVL.

JOSEPH DASHIELL TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir/

Worcester County June 10th 1777

I was at Senepuxent on the 27th May, and there then appeared off[f] that harbor Six Sale of Top sale Vesels one of them a ship. one of them fired a signal gun as for a piolet. the Sloop *Independance* <sup>2</sup> Sent her boat off[f] expecting they were Continental Vesels: but found to there Cost they ware enemy as they made Prisonars of five men & kept the Boat. they lay at Anchor all that night, and the next day we Expected them to attempt to Come in. we Caled in Sum of the Militia in order to give them a proper Reseption. But the wind Cumpelled them to put to sea the next Day which I was sorry for, as we ware better prepared to Recive them then – then at present; as Major [Joseph] Vaughan of the Delawar Battelion Was down with 150 of that Reghment A Guard to the Wagons that Caried up the Armes an amunition Last Thursday they appeared off[f] Senepuxent again a few of the Militia was prevaield on to March again with Colo Done but Absalutely Refusd to go over to the Beach to keep Guard. a friday they went to sea again, but by a signal Gun Which the Sloop *Independance* fired, again on Saturday Afternoon they are agane in Sight. Submit it to your Excelency & Co[unci]l if a proper Guard Drafted from the Militia or other wase procured, Stationd there under a proper officer would not be advisable. I heare that Colo Richardson is on his march to this place if so he will answer Every purpose as I know the Militia will what few have armes Turn out if thur is a regular force here, to keep them in Aw if not only a Very few, will Bare the Burden of the Day and I am afraid two few to Stand any formatable force, and as I am proswaded that the enemys know our Numbers of Well affected men I doubt they will not attempt to Come in Except they have a suficent force to repell them: as you know the Consequ[e]nce of that harbor when almost all the Other harbors are Block'd up I need not remind you of how much Importence it would be to them in case they ware to make them selves Masters of it all which might be p[reven]ted by a regular force Stationd there to raise sum Little Batterys, thur is plenty of Cannon thur not less then forty peces on Bord Several Vessles, and sum on Shore – one of their Vesels stood so nigh the shore that our people Could see what Colur their Clothes ware Twined up with, and we fired Two shott, from the South Beach in to their Main sale, after which they put to sea I am Convinced that with two Small Rogalleys & Sixty men I Could keep out any Vesel that the Chanul would let in. I have heard that Colo Richardson is at Cambridge on his way hear if so the Barer will Deliver him a letter informing him of our Setuation and requesting him to hasten down to our Assistance. if not there I have ordrd the Express to Deliver his Letter to you in which is Collo Dones to me, which I am sorry to say Contains my Opinion of our Militia. If it is posable to assist us with any Armes they would be most exceptable as we have but Very few that a man Couel'd Trust his Life too – I am with Esteem [&c.]

Joseph Dashiell

1. Red Books, XVII, 32, Md. Arch.

2. Continental Navy sloop *Independence*, Captain John Young, had arrived at Sinepuxent from Martinique with arms and ammunition which were part of the cargo of ship *la Seine*.

## 11 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Wednesday 11th      Manley came on board & consented to go for So Caroline  
[June]                      but insisted that Mr Brown Should Not Command the  
43. 38N Latd              *Fox*<sup>2</sup>  
44. 72W Longd

1. McNeill's Journal, MM.

2. John Brown, first lieutenant of *Boston*, had been sent on board H.M.S. *Fox* as prize master.

DEPOSITION OF NATHANIEL OAKES, QUARTERMASTER, H.M.S. *Fox*<sup>1</sup>

Nathaniel Oakes, late belonging to His Majesty's Ship *Fox* and Captain Fotheringham's Coxswain when in Port, and at Sea did Qr Masters Duty: Maketh Oath to the following Questions –

Q. What do you know respecting the Action of His Majesty's Ship *Fox* with the American Privateers and where was you Stationed during the Action.

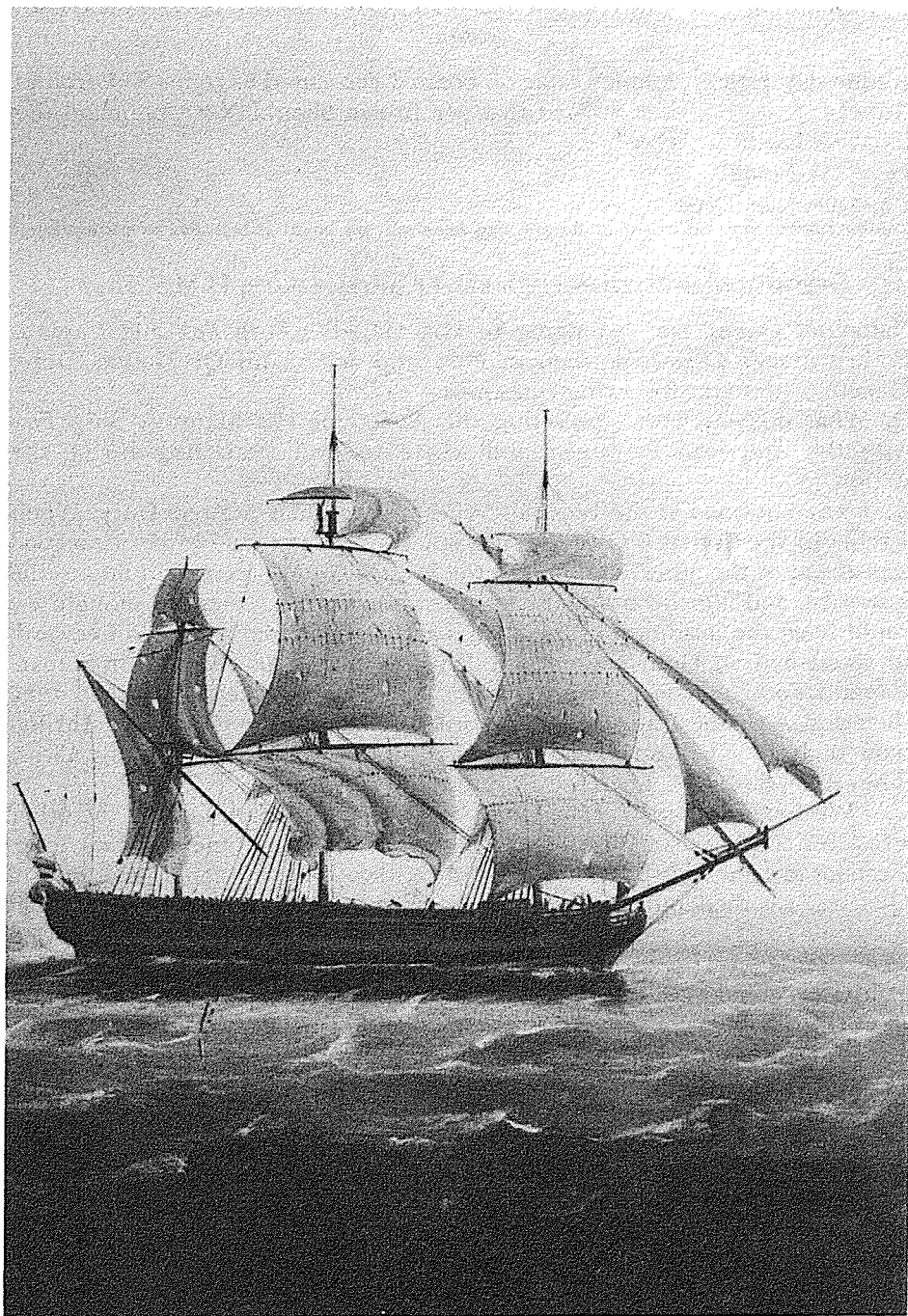
A. I was Stationed at the Weather Wheel doing Quar Masters Duty; When I relieved the Con at 6 O'Clock, We Saw two Sail to Windward, one a good way ahead of the other, standing to the Westward; We were Standing to the Eastward, and Northward, and continued our Course; when we thought we could fetch the headmost of them we Tacked, and Fired a Gun to Leeward, in about half an Hour we met, the Privateer hailed us. What Ship is that? Captain Fotheringham gave no Answer, but asked, What Ship is that? they then said An American Rover, and ordered us to Strike, Captain Fotheringham replied, I will strike as soon as possible; Men are your Guns Clear, They Answered, Yes, Then fire away, but not in Vain.

We fought about half an Hour, and then made Sail, finding the other Privateer coming up with us, and stood on so for some time, but how long, I cannot say, the Ship that first engaged us, then came up upon our Larboard Quarter, we then put the Helm to Starboard, in Order to rake her, and Fired all the Guns we could get to bear, which She returned and carried away our Main Topmast Studding Sail Halliards, we then fired all the Guns at him we could get to bear, and bore away, in Order to get away from him if we could, But she soon run up along side of us again, when it became almost Calm, and a general Action was continued, close along side each other, I believe for near One Hour and a Half, at which time the other Privateer coming up on our Starboard Quarter and fired a Broad Side, when we Struck, And further I know not –

Q. Please to relate what you know respecting the Condition of the *Fox* at the time She Struck.

A. She had Five Shot through the Mizon Mast, The Main Topmast wounded, Main Mast head Wounded, The Main Spring Stay gone, Two Strands of the Main Stay Gone, Fore and Main Braces gone, Larboard Main Top Sail Braces gone, Main Yard gone in the Slings, Mizon Yard gone –

The Captain finding the Ship thus Distressed, He Asked the Lieutenants their Opinions, what was most proper to be done;



*H.M.S. Fox*

They Answered as they saw, little hopes of getting Clear, that it was most advisable to Strike, He then called the Gunner and Boatswain, who advised the same, The Captain then Ordered the Colors to be Struck.

Nathaniel Oakes

Sworn before me 11th of June 1777 J: Montagu

1. PRO, Admiralty 1/471, 116-17.

#### DEPOSITION OF CAPTAIN THOMAS HARDY <sup>1</sup>

Thomas Hardy Master of the *Patty* a Banking Brig maketh Oath that he was taken the 6th of June by the *Hancock* and *Boston* two Privatier Frigates belonging to America. the *Hancock* mounted 32 Guns, 22 of which were 12 pounders, 6 of 9 pounders, and 4 of 6 pounders and had 347 Men. The *Boston* mounted 28 Guns all 9 pounders, Men unknown. When they first came under my stern they boarded me, and asked for an Axe to cut my hawser away, and ordered me, and my people onboard the *Hancock* which was the Commodore's Ship, when I got onboard, Captain Manly welcom'd me onboard the *Hancock*, and said I have been out a Fortnight and met with no success until I saw you. He then said your Vessel is of no Value to me, but I mean to destroy the Fishery by sinking, burning, taking or destroying all I may find, which business I am ordered by the Congress to do. And after taking all my Sails, Hawsers, Rigging, and every other Store which could be of any Service to them they set my Vessel on Fire, after which they ordered me to stay upon the Deck of the *Hancock* and directed me to tell them how the Bank laid along, and how Cape Race bore.

The next morning being Saturday the 7th of June about 6 o'Clock we saw a Ship on the Larboard bow, and then gave Chace to her, about half an hour after the Ship to Leeward Tacked to the Westward in order to join us, with Colours hoisted, the Privateer had a Red Ensign, and the other St Georges Colours, the Captain of the Privateer hailed them, from whence came you, the Man of War made no answer but from whence came you, the Privateer then said strike to the American Colours or I will Fire into you, the Man of War then said if you are ready fire away, then the Privateer struck the English Colours and hoisted the Colours of the thirteen united Colonies, and fired a Broad side, which was immediately returned from the Man of War, (which proved to be the *Fox*) hauled her Wind and after two hours Chace the Privateer came up alongside the *Fox* and then engaged again for an hour and a half, at which time the *Fox* struck, the other Privateer called the *Boston* who had not come to Action before being then come up within half Gun shot, Fired a Broad side into the *Fox* after she had struck to the *Hancock*, I was on the *Hancock's* Quarter Deck when Captain Fotheringham came onboard in the *Boston's* Boat, as neither the *Fox* or *Hancock's* Boats could swim, Captain Fotheringham then presented his Sword to Captain Manly who received it. and further this Deponent sayeth not. -

Question. You say you was Master of a Banking Brig called the *Patty*, at an Anchor on the Banks of Newfoundland and was taken in the Latitude 43° . 40' Meridian Distance from Cape Spear 95 Miles. -

Q. How long had you been on the Banks.

A. One Month.

Q. Did you see any Man of War during that time.

A. No, but heard the Guns of several Vessels being a Convoy bound to Quebec as I was told by a Vessel who came out under their Convoy.

Q. How do you know it was Captain Manly that Commanded the American Privateer.

A. He told me he was born at Merrychurch<sup>2</sup> near Dartmouth, I then recollected that I knew many of his Family, and I also know he has sent a Letter by the Master of the Vessel who brought us in, to his Brother a servant of some kind to Mr. Gees.

Q. Was you onboard the Privateer at the time of the Action with the *Fox*, and what was her name.

A. Yes, and her name was the *Hancock*.

Q. What number of Men were killed onboard the Privateer.

A. Four Killed and Six Wounded.

Q. Did you hear what number were killed onboard the *Fox*.

A. Yes, I heard the Lieutenant of Marines and one Seamen, were the only people kill'd, and I heard of no more than two being Wounded.

Q. What distance was the other Privateer from the *Fox* when she struck to the *Hancock*.

A. Not more than half Gun shot.

Thomas Hardy

Sworn before me 11th June 1777 — J: Montagu

1. PRO, Admiralty 1/471, 118-20.

2. St. Marychurch, Torquay, England.

#### CAPTAIN NICHOLAS BARTLETT TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

Mr Sammuel Philip Shavage Esqr Prasadant of  
the board of war in Boston

Sir

Townsind [Townsend]<sup>2</sup> June th 11 1777

I have the Pleasher of Righting a few Lines to you to aquante you of my arival in the harbor of townsind after forty three Days Pasage from Nants at my Arivel Capt Skeammer<sup>3</sup> told me that their is three English frigets a Cruesing between hear and Paseataway [Piscataqua] which I Send a Express to aquante you of which I Shall Lay hear tell I have a answer from you their was a Ship two Days ago of[f] of this Place tuck three wood Slops in Sight which I Dont Chuse to Resk this Brigg and Cargo out of this Place tell I Receive a letter from you Sir my Cargo a board of the Brigg is two hundred and thirty four Pigs of Lead one hundred and Eaight Chest of arms one hundread Barrels of Powder two Cask of gons flints twelve Cask of tin one hundred & thirty Seven faggets of Steal four hoghd of files and four hoghd of Shoes to four Dubel forty fied foures to Eaight Swe[v]els Sir to aquante you of a misforting that hapined to my Brigg apom my Pasage homewarde apom the Grand bank I Carred my mainmast away by the board the 29 Day of may which I Coud not Rigg im again in three or four Days if I ad not met with this misfortin I Shoud Got home one week Suner but

Sense I have Got in this harbor Saift I Shall Stay tell I have a Letter from you So I Conclude your [&c.]

Nicholas Bartlett Junr <sup>4</sup>

1. Mass. Arch., vol. 152, Board of War Letters, 1776-1777, 251.

2. Now Boothbay, Maine.

3. Captain John Skimmer, in Washington's schooner *Lee*, had just carried two prizes into Falmouth, *Independent Chronicle*, Boston, June 19, 1777.

4. Bartlett commanded the Massachusetts brigantine *Penet*.

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

[Boston] Wednesday June 11th 1777

Warrant on the Treasury for Five pounds thirteen shillings in favor of Andrew Baker wounded on board the Brig *Independence* agreeable to a Resolution of the General Court of the 10th inst allowing forty shillings p Month during one Year being for two Months pay & Rations from said 19th April Signed by fifteen of the Council –

1. Mass. Arch., vol. 21, 538, 539.

## PIERRE VAN CORTLANDT TO THE PRESIDENT OF CONGRESS <sup>1</sup>

Sir

Kingston 11th June 1777

The Delegates from this State, agreeable to the request of Congress, transmitted to us a resolution of that honourable body dated the 23d of May last: by which we are required to equip such galleys as may be necessary for the defence of Hudsons river, & to direct their operations – We flatter our selves that this report passed the house in the hurry of business without the fullest deliberation, since we are satisfied that the Congress can not mean in our present weak, & mutilated state to load us with the defence of Hudsons river after having hitherto considered it as a continental object, & even refused to trust us with the nomination of an officer to command in the works that were erected for its security – From the commencement of the war with Great Britain, the Justice of Congress induced them to distinguish between the state of New York, & every other upon the Continent – They knew that as the center of America in the vicinity of Canada; the exposed situation of its capital, and the deep & navigable river by which it is intersected for near two hundred miles, would render it the grand object of the enemies wishes. That they would endeavour at all events to possess themselves of it – Congress wisely foresaw that should this design succeed the communication between the Eastern & Southern States would be obstructed by means of the vessels of war; that an extensive country would be ready to afford the enemy supplies; that all the neighbouring states would be subject to their depredations; that from the extent of their lines it would be impossible to prevent their intercourse with the disaffected from the greater part of the Continent – And that the Indian nations wd be subject to their controul. In short in the compleat reduction of this State they saw much reason to apprehend that of the Continent – These considerations induced them at several different times to order works to be erected & to empower Genl Washington, & the late Convention to build fireships &



other vessels for the defence of Hudsons river at the expence of the continent, by virtue of which powers forts & vessels were built & obstructions raised. And this State in order the better to forward the designs of the Congress delive'd up all their Cannon, & other Stores at different time to their Officers –

We can not therefore but be greatly surprized to find that we are now required to fit out as many gallies as may be thought necessary for the defence of Hudsons river, when by the loss of our Sea Coast & Capital we are deprived of Ship Carpenters & Mechanicks who have sought employment in other states, when our Cannon have been taken for the Continental army, when twenty Seamen are not [to] be found within our government. Were it even in our power to comply with this requisition the Congress must see that it would be highly improper for us to direct the operation of Gallies that are to support the Chain & keep up the communication between the works on the different sides of the river for in this view they must become a part of the work itself & nothing would be more incongruous than that they should be independant of the Officers commanding at that post – or more liable to produce clashing or contradictory orders – For these reasons Sir we flatter ourselves that Congress will excuse our requesting a reconsideration of the above resolution and not by a requisition with which we are unable to comply take from us the pleasure we feel in acknowledging the wisdom & justice of their measures by a chearful acquiescence in their resolutions – That the service may suffer as Little as possible by this delay we have passed the resolves which we do ourselves the honor to enclose – If Sir you reflect upon the great expence which this State has incurred by the bounties paid to militia called out when ever the weakness of the army made it necessary, by large bodies of troops kept on foot to awe the tories – by the suppression of insurrections, & apprehention and support of the disaffected no less than 500 of them being at this time confined – by the maintenance of the numerous poor from those parts of the state which are in the hands of the enemy – And above all by the enhanced price at which we obtain every necessary from the neighbouring States – you will readily believe that a spirit of parsimony has no influence in any thing that we have offered & that we have not only borne our full share of the burdens of this war but shewn an alacrity in taking them upon us which must convince the Congress that nothing but necessity prevents our compliance with their last request.

I am Sir by order &c.

To the Hon: John Hancock Esqr  
President of the Hon: the Congress

1. Papers relating to Naval Affairs, NYHS.

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

[Philadelphia] Wednesday, June 11, 1777

*Resolved*, That the continental Navy Board, or board of assistants to the Marine Committee, be empowered to direct the commanders of the several continental ships, gallies, and other armed vessels, now in the Dela-

ware, to co-operate with the naval force of Pennsylvania in defending the several passes thereof, should the enemy make any attempts thereon.

*Resolved*, That the commanders of the said ships, gallies, and armed vessels; obey the orders and instructions of the said Board; and that it be recommended to them to exert their utmost abilities in opposing the enemy's ships that may attempt passing up the said river.

1. Ford, ed., *JCC*, 451-52.

#### REPORT OF CONGRESSIONAL COMMITTEE ON SALT PROCUREMENT<sup>1</sup>

[Extract]

[Philadelphia, June 11, 1777]

The Committee appointed to devise ways & means for procuring Salt &c. beg leave to report to Congress as their opinion . . .

That it be recommended to each state to employ one or more Vessells for the importation of Salt into their respective states for their own more immediate benefit; & at the public charge of said state. . . .

That it be an instruction to all Masters of Vessells taking on board Cargoes for America on account of the U: States if possible to ballast the Vessells with salt, unless otherwise specially ordered. . . .

1. Papers CC (Other Reports of Committees of Congress, 1776-88), 28, 171-72, NA.

*Pennsylvania Gazette*, WEDNESDAY, JUNE 11, 1777

Run away from the *Independence* Sloop of war, John Young, Commander, now lying at Sinepuxent, the following persons; viz. William Whiptain [Whitpain], late master, about 5 feet 7 or 8 inches high, fair hair and fresh complexion, walks with his toes outward; Haley Fletcher, master's mate; Peter Deny, clerk; John Corlet, cooper; Robert Pritchard; William M'Farland; Michael Lee; John Sherwood; and James Elliot, a black man, that says he is free, he has had his toes frost-bitten, and walks with them much inwards. Whoever secures the above persons in any of the Continental goals, shall have Four Dollars for the master, and Eight Dollars for each of the others, and reasonable charges, paid by

John Young.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN HENRY BRYNE, H.M.S. *Hind*<sup>1</sup>

By James Young Esqr Vice Admiral of the Red, and Commander in Chief of His Majesty's Ships & Vessels employed and to be employed at Barbados and the Leeward Islands and in the Seas adjacent

Whereas the Lords Commissioners of the Admiralty have directed me to appoint Convoys for the protection of the homeward bound Trade from these Islands: You are hereby required and directed to Compleat the Victualling &c of His Majesty's Ship *Hind* under your Command, to three

Months, and forthwith proceed to St John's road Antigua, and make Known to all Masters of Merchant Vessels bound to Great Britain, or Ireland, whose Ships or Vessels are now ready for Sea, that you are appointed to Convoy them and direct the Masters of said Vessels, to put themselves under your Command and obey such Orders and directions as they may receive from you, and take especial care they do not loose Company with his Majesty's Ship *Hind*, You are to Sail from St Johns Road 13th of June, with all such Merchant Ships as are then ready, & proceed with them to Basseterre St Christophers at which place, you are also to collect and take under your Orders and protection all such Merchant Vessels bound to Europe as may be Assembled there; The *Beaver* and *Cygnat* Sloops are directed to bring the Trade from the Southern Carribbee Islands, and the *Favorite* Sloop is directed to bring the Trade from Barbados and Dominico to the place of rendezvous, to be there by the 12th of June: If you therefore find on your arrival at Basseterre that the aforementioned Convoy are arrived there, you are then to sail on the 13th with the Trade for Europe, but if it should happen that the Convoys from the Southern Carribbee Islands and from Barbados and Dominico do not arrive at St Kitts before the 15th June, you are in that case to waite at Basse:terre till said Convoys Are likewise assembled at the place of General rendezvous, and as soon after as possible to proceed without a moments further delay with the whole Trade for Europe under your Convoy, and protection, in which you are to be assisted by Captain James Richard Dacres of His Majesty's Sloop *Sylph* who is directed to put himself under your Command and Orders for farther proceedings, and you are to take said sloop under your command and issue Such Orders to her Commander as you may think most proper for the defence & protection of the Convoy Committed to your care, with which you are to make the best of your way to Spithead, and you are hereby strictly required and directed to take all possible care on your part not to seperate from the Ships and Vessels, which may put themselves under your Convoy, and to give such Orders & Instructions to their masters, as you may conceive may be most likely to prevent their Seperating from You, and in case any of them do loose Company with you, or disobay your Orders, you are to transmit to the Secretary of the Admiralty A List of their names with the Circumstances attending such seperation or disobedience of Orders, on your arrival at Spithead you are to acquaint the Secretary of the Admiralty therewith, sending him a List of all such Vessels as come under your Convoy, with remarks on the behaviour of their Masters during the Voyage, and also transmit him the Publick Dispatches you will receive from me, for which this shall be your Order

Given under my hand on board  
the *Portland* at English Harbor  
Antigua the 11th June 1777  
J Y.

By Command of the Admiral G.L.

*London Chronicle*, SATURDAY, AUGUST 2, TO TUESDAY, AUGUST 5, 1777

From the *Antigua Gazette*.

St. John's Antigua, June 11.

The following account is given us by a gentleman of veracity, that came passenger on board the *Catherine*, and is just arrived here from Martinique.

On Friday, May 30th, the brig. *Catherine*, Roger Scallion, master, from Dublin, bound to Antigua, being about 40 leagues to windward of it, was taken by the American privateer sloop the *Fly*, Thomas Palmer Commander, carrying 14 guns, four pounders; 20 swivels, 104 men, 50 of whom were employed as marines, and only five out of the whole that could speak English, the rest mostly French. As soon as the privateer's men had boarded us, they, notwithstanding Capt. Palmer's fallacious promises, stripped and rifled every person on board, breaking open trunks and chests, and left us with only what we had on our backs, and in the most cowardly manner threatening our lives. On the Sunday following they brought us into St. Pierre's, Martinique, where they put Capt. Scallion, his officers and passengers on board a pettyaugre, and sent us to Dominico, detaining at the same time the crew, to inveigle them on board their privateers.

When we were sent away, the *Rattlesnake* lay at St. Pierre's with four other Rebel privateers, fitting out for new expeditions.

The day following the brig *Betty*, Capt. Darcy, from Dublin to Antigua, was taken by the *Fly* privateer.

And on Monday the 2d of June she took the ship *Elizabeth*, Captain Byrne, from Liverpool to Jamaica, who made a gallant defence, had four of his men killed, and 12 wounded. After he had struck, they cut and mangled him in the most cruel manner.

## 12 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Thursday 12th	this day at 6 P M I was Obliged to recall Mr Browne &
[June]	the petty officers from on board the <i>Fox</i> they being much
43-47N Latd	discont[n]ted with Mr Hills <sup>2</sup> behaviour,
43-11W Longd	this day Phillip Meservey died of his fall from the <i>Foxs</i>
	Main Stay

1. McNeill's Journal, MM. Conner's Journal: "Thursday June 12th 1777 This 24 hours Begins With fres Gails and Cleer Weather," MM.

2. Stephen Hill, first lieutenant of the Continental Navy frigate *Hancock*.

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

[Extract]

Boston 12th June 1777

. . . its difficult going out or in our harbour at present as theirs three ships constantly Cruising in the Bay one of them a fifty or Sixty Gun Ship, the Hessian transport<sup>2</sup> arriv'd at Towns end to the Eastward and Landed

the prisoners there, they appear truly happy in their present Situation, and their greatest fears were after they were taken that of being retaken – We have heard nothing lately from our frigates, two privateers which [were] part of the fleet are return'd having been disabled to proceed by the Gale that happened soon after the fleet sail'd which seperated them and I believe theirs not been a Junction Since, all agree in say[ing] the *Hancock* sails beyond Credibility . . .

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

2. *Trepassy* taken by Massachusetts Navy brigantines *Massachusetts* and *Tyrannicide*.

*Continental Journal*, THURSDAY, JUNE 12, 1777

Boston, June 12.

The British pirate Frigate, *Milford*, after a wearisome struggle, of 14 days, got the Continental Brig *Cabot*, (which was mentioned to have ran ashore on Jeboge rocks, Nova Scotia, some time since) off, and sent her to Halifax, where she arrived, and is now fitting out with the greatest expedition for sea; to be commanded, as we hear, by the first lieutenant of the said *Milford*. – On her arrival at Halifax, there was a day of general rejoicing; guns firing, drums beating, colours displayed; and the good, loyal, run-away Tories (from this Town) who remain there, were congratulating each other, on the glorious (*as they said*) acquisition. – *Deluded creatures!* – they think the fate of America depends on a single Brig. – Were they to capture the thirteen Frigates fitted out by this Continent, they could not have exulted more.

BRIGADIER GENERAL GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM <sup>1</sup>

[Extract]

Dear Sir,

Fort Montgomery 12th June 1777

I rec'd your Favor yesterday by Capt Palmer. I will chearfully do every Thing in my Power to have the Gallies immediatly fitted for Use. I fear we shant be able to supply them with Men from this Post as we have but few Watermen among the Troops here. Capt Palmer I think might be able to get a Number from the Country as he has considerable Influence with the People that woud best Suit, but he, from some Conversation which happend at Genl McDougal's Yesterday wishes to decline the Command of the *Shark*. He thinks his Appointment disagreeable to Genl McDougal & that this might render him unhappy in the Service. You may remember I ment'd him as an Active brave Man which I dare say he is, but not possessed of much of any experience as a Sea Officer in the Fighting Way & I mentioned a Certain Capt Leycraft as an old Privateer Capt who Genl McDougal thought well of as a Suitable Man to command the Gally. . . .

Geo. Clinton

1. George Clinton Papers, no. 554, N.Y. Arch.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO OLIVER POLLOCK <sup>1</sup>

Sir

[Philadelphia] June 12th 1777

Your Letters of 4th & 5th May <sup>2</sup> addressed to Andrew Allen & Robert

Morris Esquires were laid before the Congress by the latter whereby we are informed that your new Governor Don Bernard de Galvez is much disposed to favour the Commercial interest of the United States of America, and as we are appointed by the Honorable Congress to superintend the Management of such Trade as is necessary to be carried on for public Account we do ourselves the Honor of addressing a Letter to his Excellency on this Subject, it is here inclosed and you will please to deliver and if needful translate the same for him –

The good Disposition you discover to our Cause and the Character you bear has determined us to employ you as our commercial Agent in New Orleans in full Confidence that your Conduct in our Affairs will be such as will intitle you to our Approbation and future Favours, and should it at any Time be your Misfortune to fall into the hands of our Enemies as you have suggested, you have Liberty to claim the Protection of the United States of America as their commercial Agent resident at New Orleans and may depend that Congress will redeem you by Exchange or retaliate any Injuries or Indignities that may be offered you, and they have always a sufficiency of Prisoners in their Power to do this with Effect if our Enemies dare to treat ill those Persons that are entitled to our Protection –

Thus much we have said that you may produce if ever it becomes necessary, and now for Business of another kind. We learn from Capt LeMere [James LeMaire] and his Passenger that there is Plenty of Blankets, Shrouds and other dry Goods in New Orleans suitable for the Use of our Army, the Difficulties we meet in our attempts to import a sufficiency of those Things induces us to look for them in every Quarter and we have engaged Capt LeMere to return directly back to New Orleans with this Letter and to return from thence for this Coast with a Cargo of such Goods as you may ship by him for our Account. You will find herein inclosed a List of the kinds of Goods that will best suit us and we hereby authorise you to purchase and ship the Value of forty or fifty thousand Dollars in those Articles but we would have these Goods come by three or four different Conveyances each Cargo of the Value of ten or twelve thousand Dollars. We depend on you to purchase these Goods on the best Terms you can obtain them and we authorise you to charter or buy three or four fast sailing suitable Vessels to bring the Goods to a safe Port on this Coast, observing however that we prefer chartering to buying, and would rather have them brought in french or spanish Bottoms than any other, particularly we wish to have Capt LeMere employed in this Business because he knows the Coast, and is acquainted with a proper Inlet where the Cargo may be safely landed. In order that you may be able to procure suitable Vessels on the best Terms on charter We agree that you may have each Vessel you charter valued by honest impartial Men Judges of such things and you may on behalf of the United States of America insure on each Vessel the Sum she is valued at against all Risques of Seizure or Capture by the British &c –

You will agree the Freight on the most moderate Terms you can either by the Month or by the Voyage, securing us Liberty to load the Vessels back to you laden with Flour if it can conveniently be done and we hereby agree.

to pay the Freights you agree for and the Losses (if any) that may arise on the Insurances you agree to make for Account of the Owners of said Vessels, but if after all these Powers you should find it still out of your Power to charter suitable Vessels you may in that Case purchase on the best Terms in your power, one, two, three or four small fast sailing Vessels suitable to bring the Goods observing that if you cannot get the Goods or cannot get Masters & Men to navigate the Vessels, in either of these Cases none must be bought, but we can hardly suppose such Impediments to arise, therefore if you do purchase, let the Vessels be well fitted & found, get good Masters & dispatch them soon as you can inclosing by each Invoice & Bill Lading of the Goods shipped in each Vessel, and duplicates thereof by other good Conveyances – You will take care to have the goods properly embaled or packed in Bales Casks &c so as to secure them as much as possible from Damage and proper Precautions must be taken to prevent any Danger of Seizure by British armed Vessels in the River Mississippi. We doubt not but your Governor & Officers in New Orleans will concur in doing what may be necessary for this purpose and we judge it might be best that the Goods should be shipped on board of Spanish Bottoms and cleared out as bound for the Havanna or Teneriffe, and if shipped on french Bottoms that the[y] should be cleared out for Martinico or St Pierres & Miquilon altho the latter place is become much suspected, and therefore most dangerous to be used.

the Governor & Officers we suppose will readily grant the necessary Certificates & Passports and you will consult with them & seek their Concurrence in all that may be needful – We think also that you should make it a point not to let it be known that you have any orders to buy Goods on our Account – Capt LeMere will deliver all the Letters he carries to you and you need not give them out till your Business is done – When the Vessels are chartered or bought it should be kept perfectly secret if possible where they are bound, these precautions being necessary to prevent the Enemy getting Intelligence of what you are doing – In short you must buy the Goods we want, cheap as possible, ship them to us soon and on as good Terms as you can, and avoid all in your Power letting it be known what you are about –

Mr Morris has shewn us the Accounts you have rendered to Willing Morris & Co down to 15th Nov. 1776 when the Balance in their favour amot to about 40 M say 42,000 Dollars, and he has Reason to think this Balance has rather increased than decreased since that time, and as he is willing to accomodate us with these Funds for the purpose of making the Purchases, we now inclose you said Willing Morris & Co draught of this Date at thirty Days Sight for fifteen thousand Dollars and one other their Draught at Sixty Days Sight for fifteen thousand Dollars indorsed payable to yourself, both which Sums you will place to our credit – Mr Morris also agrees that you may apply the remainder of his Houses Money in your Hands to our use to execute the Orders given you<sup>3</sup> for Amount whereof your Draughts on us in their favour shall be punctually paid, or if it so happens that you have remitted any part of their Effects, so as to lessen the Balance due them, you may draw on us in favour of whom you please with equal Assurance that your Draughts will be paid and besides this we shall

ship you Cargoes of Flour back in the Vessels and make you other Remittances to provide for future Purchases, because if we find you execute the present Order to Satisfaction we shall lay our Account in getting from you hereafter very considerable Supplies of useful & necessary Goods, and probably we may find it convenient to lodge Flour at the Cape to be sent you from thence in French Bottoms, respecting which be pleased to give us your Opinion and tell us also on what terms you can sell Bills on France or Spain, if we should authorise you at any time to draw on Madrid or Paris for Sums that may be necessary to execute our Orders – When you dispatch the Vessels with the Goods we have ordered, you will direct the Captains to avoid all Vessels at Sea and if examined by the British Ships of War on their Voyages they should have a feasible Story to tell them to which the Log Book & Journals should be suited, and ultimately they are to push into any Port or Inlet on this Coast where they can get in most safely – The small Inlets between Cape Henlopen & Cape Charles of which there are several are most safe, there are also good Inlets between New York & Cape May and many in North Carolina wherever they arrive let them send an Express to us with their Letters and an Account of their Arrival advising the Place and such other Circumstances as they may think necessary and we shall immediately return the needful Instructions – You will instruct the Masters of the Vessels to keep all the Letters & english Papers constantly slung with a Weight ready for sinking so that they may throw them overboard rather than let them fall into the Enemies Hands –

We observe you mention to have paid Monies for the good of the Cause of which you have kept no Account, but that you propose charging such in future – You'll please to be cautious in such transactions, as any Monies you may disburse for the Service of the United States which they in Justice ought to pay, they will pay, but should you or any of their Agents judge improperly and pay away Money under a Notion of serving the States which they in Justice are not liable, it may be difficult for you in such Cases to obtain Reimbursement all of which we mention for your Government –

It is not unlikely but at some future Day an Expedition may become necessary in your Neighbourhood, and when that is the Case Congress will no doubt avail themselves of the Governor's favourable Disposition and of your Services so that you have every inducement to recommend yourself to their Friendship by your good Management of our present orders & not doubting but that will be the case We remain &c.

1. Papers CC (Letters and Papers of Oliver Pollock, 1776–85), 50, 29–36, NA.

2. See Volume 8, 912–14.

3. In his report upon his contracts with the Secret Committee Robert Morris describes the outcome of this venture: “a Vessel arrived from New Orleans & brought advices that plenty of Blankets & other Articles much wanted for our Army might be obtained at that place, Congress directed the Secret Committee to adopt measures for obtaining such supplies but having no Funds there & not expecting Credit they did not know how to obtain them. Willing Morris & Co having above 40,000 Dollrs due to them in that place agreed to supply the Committee with 30,000 Dollrs there provided they woud repay the same Sum in Europe & accordingly gave two drafts for 15000 Dollrs each, these were remitted with the needful directions by Capt James Le Mair, the person who brought the advices, his Sloop was left in Chincoteague Inlet whilst he came to Philada with the Dispatches & when he returned thither to proceed back for Orleans he found



the Enemy had been in that Inlet & burned his Sloop with several other Vessells that then lay there, he immediately bought another Vessell & proceeded on his Voyage, but never arrived at New Orleans nor has been heard of since – duplicates of the orders & bills were sent by Capt [William] Pickles who embarked at Carolina, the Crew of the Vessell rose upon him & carried the Vessell into New Providence, so that these bills never reached New Orleans, and as it appeared after they were sent off by Capt Le Mair that the Committee cou'd not pay Willing Morris & Co the 30000 Dollrs in Europe they were obliged to Content themselves with Charging these bills in Acct Curr't at the rate of two paper for one hard Dollr which amounted to £22500," HUL.

WILLIAM BINGHAM TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

[Martinique] June 12 1777

... Our principal Harbors being blocked up by the British Navy, I am very fearfull of our Commerce being greatly interrupted, & that it will be impossible for the Congress to export Sufficient Funds to preserve their Credit abroad, by enabling their Agents to fulfill their Engagements. ...

1. Silas Deane Papers, ConnHS.

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

(No 1:)

Sir

Antigua 12th June 1777.

In my Dispatch of the 8th March last (marked No 1 sent Express by His Majesty's Sloop *Hawke*) <sup>2</sup> I represented to their Lordships the proceedings of several of the Inhabitants of these Islands who had for some time before made it a practice to fitt out small Armed Vessels to Cruize on the High Seas to make Capture and Prize of American Vessels; without having Commission or any lawful Authority to empower them to do so; I also laid before their Lordships the methods I had taken to prevent their doing so, and the Consequence that had followed; of their Arresting me for the Detention of the Sloop *Hamond*, one of the aforesaid Armed Vessels sent in by his Majesty's Ship *Portland*: a few days afterwards, they brought an Action likewise against Captain Dumaresq for taking away and impressing as they were pleased to call it) the Men belonging to the said Sloop *Hamond*, grounding their Action on an act of Parliament of the 19 George 2nd Cap: 30: Intituled "An Act for the better Encouragement of the Trade of His Majesty's Sugar Colonies in America," which was brought to Issue and Trial the 3d Instant in the Court of Common Pleas for the Island Antigua; and a Verdict Obtained against Captain Dumaresq for nine Hundred and fifty Pounds Sterling; being £50 Stg for 19 Men the whole Number of Men (Blacks Whites and Mulattoes) that were on board the Sloop *Hamond*, when Detained by the *Portland*, notwithstanding only Nine of them were kept, who had offered to Enter for the Fleet, and were put on board the *Roebuck*; the other Ten were all suffered to go on shore wherever they pleased: The Chief Judge however thought proper [to] recommend to the Jury (to find a general Verdict: in Order as our Lawyers say who pressed for a special one) to prevent an Appeal and the whole proceedings going to England: Captain Dumaresq had in the beginning applied to

the Attorney General to bring the Sloop &ca, to trial in the Court of Vice Admiralty; for being Armed, & Cruizing without Commission, and in no wise agreeing with her Description in her Papers and Documents, but was refused.

The Sloop *Hamond* in my Opinion cannot be deemed within the meaning and description of the Act of the 19. Geo: 2nd Cap. 30; as she is neither a trading Vessel, or a Privateer; having no Commission to make her so: This the Attorney General plead but to no purpose; a Spirit of Revenge and indignation is industriously stirred up against the Squadron under my Command, because I would not tamely suffer their illegal proceedings, of Cruizing to take Prizes without Commission; it therefore appears to me they were determined at all events to give their Verdict against us and as far as they could prevent our obtaining redress by carrying it into a superior Court. My Cause is not Yet come to trial, tho I was first attacked; when it does I can expect no kind of favor; to Captain Dumaresq they did make some shew of Civility; but to me through the whole behaved with the utmost insolence; Since I have Commanded here; I never suffered a single Man to be impressed for any Ship of the Squadron; and what was done by Captain Hamond and others of the American Squadron, here and at St Kitts, was without my Orders or knowledge and after they had left me: however had it been otherwise, that could not be made an excuse: as they began their Actions before the other happened. Captain Bryne who comes with the present Convoy; has been obliged when at this Island to keep himself close on board His Ship, or within the Yard: as Writs were taken out against him for the same act as Captain Dumaresques.

I must now beg leave to request, that their Lordships (in behalf of myself and all the Officers of the Squadron under my Command) will be pleased to intercede with His Majesty for our Protection, and that we may not be sufferers for Endeavouring to keep up the Dignity of the Flag in not allowing the most flagrant abuses and Indignity to the Royal Authority. Indeed it would be particularly hard on the Officers who Act by Order, (as they did in this case:) and I flatter myself His Majesty and their Lordships will approve my giving those Orders (Copies of which I transmitted by the *Hawk*). I must also beg leave to observe that now they have established a Precedent: so long as the Act of the 19 Geo 2nd Cap: 30: remains in force: no Officer will be safe even in entering Men; as they may Construe that into impressing as they have done in the present case; I beleive indeed this is the first instance of an Action being brought under that Act; tho a great many Seamen have been impressed at times at Jamaica &ca neither do I suppose it would have happened here, had it not been for the interfering with their self appointed Privateers (as they call them) the Trading Vessels have certainly never suffered by us; but very much by the aforementioned Armed Vessels, who have decoyed away the Seamen from the Trading Vessels: Transports and King's Ships by large promises of Advance &ca from the aforegoing Circumstances their Lordships will readily perceive I cannot expect any kind of Justice here, in the present dispute; and the whole herd of Lawyers are Retained against us: However I have the utmost

Confidence His Majesty will, on their Lordships representation, both protect and redress us. I am Sir [&c.]

Jams Young.

[Endorsed] Antigua 12th June 1777 Vice Ad: Young Recd 31 July

1. PRO, Admiralty 1/310.

2. See Volume 8, 62-64.

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

(No 3:)

Sir

Antigua 12th June 1777.

[Please to acquaint my Lords Commissioners of the Admiralty that His Majesty's Sloop *Otter* is just refitted here, and Ordered to return to her former Station Pursuant to the Orders Captain Squire had received from the Viscount Howe. She is the Tenth of the American Fleet that has been Refitted here; I must therefore take leave to represent to their Lordships that such a Number are more than can be Refitted at this Yard on its present establishment; and they have very much distressed the Squadron employed here, under my Command; by keeping them back from being cleaned and Refitted at proper times.] the Number of Sick likewise put on shore from the American Ships incommoded us exceedingly; there being no proper Accomodations for them at the present temporary Hospital, nor any to be procured near the place; and it was with the greatest difficulty the Contractor at that time could procure proper Refreshments for the Number of Sick: as I have repeatedly represented to their Lordships the Necessity there is strongly to reinforce the Squadron employed in these Seas; so I must now add if their Lordships are pleased to make such Augmentation, it will be almost impossible to do more here, than keep them in Order; and their Complements of Men Compleat: the American Ships refitted here this Season, have also hurt us much in that respect, as I thought it for the good of the King's Service that they should go away full Manned, or even with more than their Complements: altho they came here generally very short: but this is a thing that cannot be done again: and we now feel a want of the Seamen, to Man the Ships their Lordships have Ordered me to purchase & Commission and to make up the losses of the Squadron by Death and Desertion: I therefore hope their Lordships will be pleased to take these matters in to Consideration and give Directions accordingly, I am Sir [&c.]

Jams Young.

[Endorsed] No 3 Antegoa 12 June 1777 V. Ad: Young Rd 31 July.

1. PRO, Admiralty 1/310.

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

(No. 4:)

Sir

Antigua 12 June 1777.

Please to acquaint my Lords Commissioners of the Admiralty; that

pursuant to their Orders of the 5th February last, I have caused Two Ships to be purchased; in every respect fitt to be made Sloops of war One is the French Ship taken by the *Seaford*, which on a strict examination and Survey is reported capable of carrying Sixteen Six pound Guns; if those can be procured; I have got Ten of that kind, by taking Eight from the *Sylph* Sloop (coming to England with the present Convoy) which I replaced by the same Number of four Pounders. this Ship being of such considerable force I have thought proper to give her the Complement of the 16 Gun Sloops, Vizt 125 Men; and the 10th May last I appointed Mr William Young 1st Lieutenant of the *Portland* to the Command: and have named her the *Snake*.

The other was a Guinea Ship offered for Sale, which on a strict Examination and Survey is reported capable of carrying Fourteen four pound Guns: and 100 Men: I have called her the *Comet* and the 30th May last appointed Mr William Swiney (then 1st Lieutenant of the *Portland*) to the Command; The *Snake* was appraised at £2200: Sterg and the *Comet* at £1500 Sterg as P the Reports of Survey inclosed; which Sums I have ordered the Naval Officer to draw Bills for on the Commissioners of the Navy.<sup>2</sup>

Please likewise to acquaint their Lordships that the King's Armed Brigs *Endeavour* & *Antigua* some time ago Cruizing in Company took a very fine large Bermudas Sloop of 150 Tons Burthen; Armed for Defence and Loaded with Tobacco, the Sloop was well known in these Islands, and famous for fast Sailing; and had not the two Brigs chased her together, she would have got off; but could not escape both; as by avoiding One she came within the Guns of the other; She is so fine a Vessel that a great many Friends to the Americans, came from the French and Dutch Islands, with intention of Purchasing her, however as it was well known the use they would have turned her to; was to Cruize as a Privateer; I thought it best to purchase her for the King's Service, (in Order to prevent her being employed against our Trade) and to exchange her for the *Pelican* Brig, which has proved a very dull Sailer; I have therefore called her by that name; and turned over the Officers and Men into her; also the Guns, Masts, Yards, Sails and Rigging to Convert her into a Brig; she being Much too large and unhandy for a Sloop, her mast being of a Size to Convert into a Frigates Foremast; The Hull of the Vessel that was the *Pelican*; I intend to Convert into a Vessel to raise Mudd &c to clean the Harbour, the one now employed for that purpose (being an old Tender called the *Denbeigh*) quite wore out, and ready to Sink having been used in that Service several Years. I have had the aforementioned Bermudas Sloop, carefully inspected and Surveyed, with her Mast Sails and Stores which they have Valued at £1400: Sterg as P the enclosed Report and I have ordered the Naval Officer to draw Bills on the Navy Board for that Sum.<sup>3</sup>

The Sloop is pierced for 14 Guns, but I intend first to try her with Ten 4 lb Guns the same the other Brig had. I flatter myself their Lordships will approve of what I have done; and I am Sir [&c.]

Jam<sup>s</sup> Young.

[Endorsed] No 4 Antegoa 12 June 1777 V. Adm: Young Rd 31 July  
3 Inclo.

1. PRO, Admiralty 1/310.
2. The two vessels were the former Beaumarchais ship *la Seine*, and the ship *Betsey*. Survey of *la Seine* was made May 9, and reported her burden as 302 48/94 tons, with a deck length of ninety-five feet six inches, keel for tonnage, eighty feet six inches, a breadth of twenty-seven feet, a depth of the hold of twelve feet seven inches, and a height between decks of five feet ten inches. *Betsey* was surveyed May 27, and found to be of a burden of 250 tons, with a deck length of eighty-seven feet, keel for tonnage, seventy feet, a breadth of twenty-five feet; a depth of the hold of ten feet, and a height between decks of five feet five inches, PRO, Admiralty 1/310.
3. Sloop *Adriana*. See Volume 8, 490.

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

(No 5:)

Sir

Antigua 12 June 1777.

It is with great pleasure I inclose You the within Letter from Captain James Jones of his Majesty's Sloop *Beaver*; to be communicated to my Lords Commissioners of the Admiralty; relating to his having fallen in with; and taken the Rebels Armed Private Ship of War called the *Oliver Cromwell*. The Prize is not Yet arrived at Antigua; as Captain Jones is employed collecting the Trade from the Southern Carribbee Islands to conduct them to St Kitts, the place of General Rendezvous.

By Captain Jones's Account the Prize is an exceeding fine Ship; and if on inspection she will make a good twenty Gun Ship; I hope their Lordships will approve of my Purchasing her for that Service; and giving Captain Jones the Command for his good behaviour in the Action; and taking a Ship so superior in force to the Sloop He now Commands: If Captain Jones brings up the Commander and Officers of the *Oliver Cromwell* I purpose sending them home Prisoners in the *Hind*, to be disposed of as their Lordships may think proper. I shall also send Prisoners in the *Hind* the Commander and Pilot of a small Schooner Privateer called the *Jenny* taken the 24th May by his Majesty's Ship *Seaford*: The Commander deposed in his Examination that Vanbiber the Congress Agent at St Eustatia; put several Men on board His Schooner from other American Vessels (then lying in St Eustatia Road) and sent him out to Sea after a Sloop belonging to the Island of Antigua Loaded with Cotton &ca that had just left St. Eustatia: this matter He says was done publickly and in no wise hindered or forbid by the Governor of St Eustatia; and that in less than three Hours He came up with, and took as Prize the aforementioned Sloop Laden with Cotton &ca however both the Schooner and her Prize were very soon afterwards taken by his Majesty's Ship *Seaford*: I have also the pleasure to acquaint their Lordships that on the 27th May Captain Colpoys of the *Seaford* Stopped and brought into this Port, a Dutch Ship called the *De Hoop* from St Eustatia (said to be bound to Flushing) having on board 1750 Barrels of Gun powder, and three very large Casks of Gun Flints. The Master says he was bound to Europe; and was carrying the Gun powder &ca back there, as he could not sell it at St Eustatia tho' he had lain in the Road near Seven Months: He

owned on his Examination that he had sold (during his Stay at St Eustatia) about 3000 pounds of Gun powder, and 750 Stand of Arms compleat, with Bayonets and Cartouch Boxes: The remainder of his Gun powder being 1750 Barrels now on Board, I think it most likely was to have been put on board Vessels at Sea; to have met him for that purpose; as that has been the practice lately (since their Ports have been closely watched by our Cruizers) with the Dutch and French, and what the more induces me to think it was so intended in the present case is that Captain Colpoys the Day before fell in with a small French Bark, off the Island Anagada quite Clean, and in Ballast; and appeared a fast Sailer, on being interrogated about their Business there, said they were on a party of pleasure and profit, Shooting and Fishing; for what they did not make use of, they Salted and Sold; this Answer was certainly evasive; and I think it much more probable they were on the look out for the Dutch Man to take out His Gunpowder to carry to America.

The other Part of the *De Hoop's* Cargo consists of Sugar, Coffee, Cocoa; also Tobacco, Rice, Indigo and other American produce, whether that is sufficient Ground to condemn her under the Prohibiting Act appears uncertain; however I shall detain her at all events pursuant to their Lordships Orders of the 15th February last, until His Majesty's further pleasure is known I am Sir [&c.]

Jam<sup>s</sup> Young

[Endorsed] No 5 Antegoa 12 June 1777 V. Ad: Young Rx 31 July 1 Inclosure

1. PRO, Admiralty 1/310.

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

[Extract]

(No. 6:)

Sir

Antigua 12th June 1777.

In addition to my other Letters of this Date, I am also to desire You will please to acquaint my Lords Commissioners of the Admiralty that the Honble Captain Robert Stratford of his Majesty's Sloop *Cygnat* arrived here the 25th May last; having been directed by Captain Garnier of his Majesty's Ship *Southampton*, to see the Trading Vessels (that came under their Convoy) belonging to the Islands St Vincents and Grenada, in Safety to those Islands; which he had executed. I have pursuant to their Lordships Orders of the 14th February last taken the *Cygnat* Sloop, under my Command and employed her at present, to assist in Collecting and Conducting to the place of Rendezvous; the trading Vessels belonging to the Southern Carribbee Islands, and the 31st May proceeded with the remainder of His Convoy to Jamaica pursuant to their Lordships Orders.

The present Convoy for Europe from these Islands is expected to be large; I have therefore ordered two Ships for their protection; Vizt the *Hind* and *Sylph* . . .

[Endorsed] No 6 Antegoa 12 June 1777 Vice Adm: Young Recd 31 July 5 Inclosures.

1. PRO, Admiralty 1/310.

LIST OF PRIZES TAKEN BY VICE ADMIRAL JAMES YOUNG'S LEeward  
ISLAND SQUADRON FROM MAY 1 TO JUNE 12, 1777 <sup>1</sup>

The *Peggy* Schooner, Jacob Evans Master, from North Carolina to St. Eustatia, with Flour, Corn and Staves – by the *Hind*.

The *Nancy* Sloop, Samuel Dunwall Master, from St. Kitt's to America, with Salt and Ironmongery – by the *Otter*.

The *Juno* Brig, Isaac Coleman Master, from Surinam to Boston, with Molasses – by the *Otter*.

The *Oliver Cromwell* privateer, Herman Courter Master, 24 Guns, 150 Men – by the *Beaver*.

The *First Attempt* Schooner, Nicholas Johnson Master, from Newbury Port to Guadeloupe, with fish and lumber – by the *Seaford*.

The *Sophia* Schooner, Lazarus Sillia Master, from St. Eustatia to Martinico, with Indigo and Rice – by the *Seaford*.

The *Jenny* Privateer, George Ralls Master – by the *Seaford*.

The *Betsey* Sloop, William Richardson Master, from Virginia to St. Eustatia, with Tobacco, Corn, &c. – by the *Cygnets*.

The *De Water Guise*, Archibald Chatelain Master, from St. Eustatia to Middleburg, with Indigo, Tobacco, Rum, Rice, &c – by the *Seaford*.

The *De Hoog*, Al. B. Hoop Zeal Master, from St. Eustatia to Flushing – by the *Seaford*.

The *Dolly* Sloop, from Casco Bay to [St.] Eustatia, with Fish and Lumber – by the *Portland*.

The *Betsey* Sloop, from New London to St. Eustatia, with Fish and Lumber – by the *Portland*.

The *Relief* Sloop, from South Carolina to St. Eustatia, with Corn and Turpentine – by the *Portland*.

The *Mosketo* Privateer, John Harris Master, [14] Guns and 71 Men – by the *Ariadne*.

1. *London Gazette*, July 29 to August 2, 1777.

GOVERNOR JOHANNES DE GRAAFF TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

Copy  
Sir

Complaint having been made to me, by Messrs Benners & Co of this Island, consignees of the Ship *Water Geus* commanded by Adrian Chate-lain, belonging to the Honourable commercial Company of Middleburgh in Zeeland, as well as the Consignees of the Ship *Hope* [*de Hoop*], com-manded by Martinus Bruine Hoogez Zeyl, owned by Messrs Snouck Hur-grouse & A Louÿssen of Flushing in Zeeland; the former of which arrived here some time ago from the Coast of Africa with a cargo of Slaves, which have been sold and was reloaded with a cargo of West Indian and American

produce agreeable to her manifest and bound for the aforesaid port of Middlebourg; The latter from Flushing laden with Gun powder, provisions and dry Goods, reladen from hence with some Westindian and American produce chiefly a remittance for her Provisions and dry Goods, Seventy hundred & fifty Kegs of Gunpowder and three of Flints, which was not sold here but sent back to their proprietors agreeable to Manifests, and bound to the aforesaid Port of Flushing, that the aforementioned Two Ships have been arrested and taken on the High Seas by His Brittannic Majesty's Ship of War the *Seaford*, John Colpoys Esqr Commander, belonging to the Squadron under Your Excellency's direction, and Carried into some Port of the Island of Antigua.

It is my duty having attention to the Laws of Nations and the Treaties subsisting between His Brittannic Majesty and my Masters, The High & mighty Lords, States general of the united netherlands to demand, as I hereby expressly do in the Name of the aforesaid high & Mighty Lords, the immediate release of the Aforementioned two Ships with their Cargoes, and full Satisfaction for all the Costs and Damages that already have been or hereafter may be sustained by their Proprietors, in consequence of Such Capture and detention.

It is with great pain that I perceive myself reduced to the Necessity of Expostulating upon so disagreeable a Subject but have reason to hope, that Your Excellency will permit me to ask whether You think the Open Trade and navigation of Dutch subjects from one part of the Dutch Dominions to another, either ought or will be permitted to be thus interrupted, so long as the united Netherlands remain a free and independent State.

Henricus Godet Esqr one of my Aids de Camp, accompanied by Abraham Revene Esqr commandant of the Garrison & Forts of this Island, will have the Honour of Handing this letter to Your Excellency, and I flatter myself be the Bearer of Such an Answer from Your Excellency, as may preclude the Necessity of any further application upon this Complaint.

In which expectation I have the Honour to be with very great respect Sir [&c.]

Johannes de Graaf

St Eustatius 12th June 1777.

[Endorsed] No 1 In V. Ad. Youngs Lre of 21 July 1777

1. PRO, Admiralty 1/310. De Graaff was Governor of St. Eustatius.

### 13 June

#### MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA <sup>1</sup>

At a Council holden at Halifax  
on the 13th day of June 1777. –

The Lieutenant Governor acquainted the Council that he had by the arrival of the *Gage* Sloop from the Bay of Fundy, receiv'd intelligence that twelve Arm'd Whale Boats from Machias had been seen to Enter the River of St Johns.

On which it was Resolv'd that Sir George Collier, Commanding the



King's Ships Station'd on the Coast of this Province, be requested to give such Orders to the Ships in the Bay of Fundy, as he shall think most proper on the Occasion.

1. Minutes of the Executive Council of Nova Scotia, January 2, 1775 to October 6, 1783, Public Archives of Nova Scotia, Halifax, N. S. Hereafter cited as Council Minutes, N. S. Arch.

ACCOUNT OF JOHN CLARKE WITH MASSACHUSETTS PRIVATEER SCHOONER  
*True Blue*<sup>1</sup>

the Oners of the Schooner *Tru blu*w Stiles Master To John Clarke

1777		Dr
March	For Cutg 18 Mortses 18/ 19 Sheaves 19/	1 17 0
	For 2 Duzn of Lingnum Vitae pins 4/	4 0
	To 3 three fold Blocks @4/ 12/ 2 Trucks 1/4	13 4
	To 2 Double Blocks 6/ 7 Single Blocks @1/6 10/6	16 6
	To 2 Duzn of Season Trucks 5/4	5 4
	To Easing 4 Guns into Carriges 2/	2 0
May	To 2 Duzn of belaing pins 5/4 4 thomkg 1/	6 4
	To 2 three fold Blocks 8/ Cutg Morts & Sheaves 2/	10 0
	To 27 Single Blocks @2/ 54/	2 14 0
	To 5 Double Blocks @4/ 20/	1 0 0
	To 6 hand Spicks 6/ 6 Gun Rammers 6/	12 0
	To 12 Gun Rammers & Spungeheads 12/	12 0
	To 7 Gun Carrige Trucks @1/6 10/6	10 6
	To 2 hand pumps 8/ 22 thomkg 3/8	11 8
	To 10 Single Blocks @2/6 25/	1 5 0
	To 2 Wormers 1/	1 0
		<hr/> £12 0 8

Marblehead June 13, 1777

Erorres Excepted By Me John Clarke

[Endorsed] Recd of Samuel Russell Gerry twelve Pounds & 8d in full of  
within Account John Clarke

1. Privateer Schooner *True Blue* Accounts, MarbHS.

ACCOUNT OF MEDICINES FOR MASSACHUSETTS PRIVATEER SCHOONER  
*True Blue*<sup>1</sup>

Schooner *True Blue* Captain Stiles To Harris Ellery Fudger

1777		Dr
June the 13th	To Ungt: Basilicon: Flav: 4 oz ap	3 -
	To Liniment: Arcoei: 4 oz ap	4 -
	To Empl: Corrob: 8 oz ap	6 -
	To Tinct: Cort: Peruv: Hux: 4 oz ap	6 -
	To Spts: Nitr: Dulc: 1 oz ss	1 4
	To Empl: Attrah: 8 oz ap	6 -

To Elixir: Vitriol: 6 oz ap	8 .-
To Calomel: 2 drams	10 .-
To Conserv: Rosar: Rubr: tbss	6 .-
	<hr/> 2.10 .4

Schooner *True Blue* June 13-1777

Recd of Dr Fudger of the Armed Schooner *Lee* Capt Skimmer Commander the following medicines for the use of the Schooner *True blue* viz-

Basilicon: 4 oz ap	Elixir: Vitriol: 6 oz ap
Lin: Arcoei: 4 oz ap	Empl: Attrah: 8 oz ap
Empl: Corob: 8 oz ap	Calomel: 2 drams
Hux: Tinct: Cort: 8 oz ap	Conserv: Rosar: Rubr: tbss
Spir: Nit: Dulc: 1 oz ss	

Gentlemen Please to replace, or Pay Dr Fudger for the aforesaid medicines and you'l Oblige your humble Servt

Nath<sup>l</sup> Low

Surgeon of the *True Blue*

To Col Glover and others the Owners of the Arm'd Schooner *True blue*.

1. Privateer Schooner *True Blue* Accounts, MarbHS.

*Connecticut Gazette*, FRIDAY, JUNE 13, 1777

New-London, June 13.

A valuable Prize Ship which we hear was cut out of Barbados, by the Privateer *Oliver Cromwell*, of Philadelphia, is safe arrived at Bedford.<sup>1</sup> She had just arrived at Barbados from England, and her Cargo is said to be worth 18000 l.

1. Brigantine *Mercury*, 120 tons, *Independent Chronicle*, Boston, June 26, 1777.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
ROBERT MORRIS<sup>1</sup>

Sir./ Continental Navy Board [Philadelphia] 13th June 1777

We have received the Resolves of Congress empowering this Board to direct the Commanders of the Continental armed Vessels now in the Delaware to cooperate with the naval Force of Pennsylvania, should the Enemy make an attack up the River. As we are apprehensive that some Difficulties may arise respecting the right of Command in Case of an Action, & that perhaps at a Critical Juncture, we wish you would be so good as to obtain the Sense of Congress on this Head, & let us know whether the Commodore of the State, or the eldest Captain in the Continental Navy is to take the Command. The previous Determination of this Point will, we are of Opinion, be productive of much Good & prevent Confusion. We are Sir [&c.]

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

1. Papers CC (Letters Addressed to Congress, 1775-89), 78, XXIII, 409, NA.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
ROBERT MORRIS <sup>1</sup>

Sir./ Continental Navy Board [Philadelphia] 13th June 1777

We wrote to you a few Minutes ago, but since we sent off that Letter, it has occurred to us, that it would be very necessary to have the Determination of Congress as to what they would have done with the Frigates & other Continental Vessels now in the Port in Case of extreme Emergency. Whether they would choose to have them burnt, or sunk or fall into the Enemy's Hands; & whom they would trust with the Execution of their Resolves to this Purpose. We sincerely hope such an Emergency will not happen, but think it prudent to provide against it. We are [&c.]

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

1. Papers CC (Letters Addressed to Congress 1775-89), 78, XXIII, 413, NA.

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

From the *North-Carolina Gazette* of June 13.

Newbern, (North-Carolina) June 13.

The *Caswell* Privateer, Capt. Palmer, of this State, is arrived from a cruize, having taken a large double decked schooner, loaded with provisions, which is hourly expected.

The *Sturdy Beggar* Privateer, belonging to Baltimore, is arrived at Occacock Bar, from a very successful cruize, having taken four Guinea-men and many other valuable prizes. By her we have an account of the capture, by our privateers, of 22 vessels, part of a fleet that sailed from Cork for the West Indies with provisions; we also learn, that by the vigilance of the men of war and West-India privateers, great numbers of American vessels are taken.

"EXTRACT OF A LETTER FROM THE WEST-INDIES, DATED JUNE 13." <sup>1</sup>

Capt. Palmer, a New-Englandman, the other day, in a sloop of fourteen guns, four pounders, took a very large ship from Liverpoole, of fourteen double fortified sixes and six cohorns that will carry six round shot, well fitted and manned, and carried her into Martinico.<sup>2</sup>

1. *Pennsylvania Evening Post*, July 17, 1777.

2. Privateer sloop *Fly*, Captain Thomas Palmer.

## 14 June

JOURNAL OF H.M.S. *Milford*, CAPTAIN WILLIAM BURNABY <sup>1</sup>

June 1777

Cape Ann No80Wt 102 Miles

Saturday 14

½ past 6 AM. Saw a sail in the NW. Quarter Gave Chase the Jibb Split Do Bent Another.

Little wind & fair

Brot the Chase too she proved to be the *Little John* a Brig from So Carolina bound to Salem laden with rice <sup>2</sup>

at 5 PM Saw 2 Sail to Windward Comeing down before

the wind Cleard Ship for Action at 11 spoke H M  
Ship *Ambuscade*

1. PRO, Admiralty 51/607.

2. Joseph Pratt, master, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

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

June 1777 Nantucket Sth Shoal NE $\frac{1}{2}$ E Dist 19 Leags  
Saturday 14th 4 [AM] Wore Ship 6 Strong Gales & Cloudy 8 Handed  
the Fore & Mizn TSails 10 Saw a sail in the SEt Quarter  
made sail & Give Chace 12 in Chace.  
Fresh Gales & Clear Nantucket Sth Shoal N 22° Wt Dist  
24 Leagues  $\frac{1}{2}$  past 1 [PM] Shorten'd sail & spoke the  
chace a Schooner from Virginia bound to boston,<sup>2</sup> sent a  
Petty Officer and 6 men on board to take charge of her in  
2d Reef TSails 6 Light Airs & Clear Prize in Com-  
pany 8 Fired 2 swivells shotted at the Prize to speake  
Her.

1. PRO, Admiralty 52/2079.

2. *Sally*, Moses Lewis, master, with flour, sent to Rhode Island, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

*Providence Gazette*, SATURDAY, JUNE 14, 1777.

Providence, June 14.

Capt. [Jonathan] Pitcher, in the continental sloop *Providence*, is arrived at a neighbouring port from a cruize; he has taken a brig from Quebec, with a considerable quantity of cloathing, provision, &c. She had on board a captain, an ensign and 34 recruits for Carleton's army.<sup>1</sup>

1. *Lucy*, Nathaniel Watson, master, from Cork to Quebec, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67. She had been taken on May 19 but was retaken by H.M.S. *Amazon* and H.M.S. *Juno* on June 5.

MAJOR GENERAL PHILIP SCHUYLER TO COLONEL MORGAN LEWIS <sup>1</sup>

[Extract]

Saratoga June 14 1777

. . . the batteaus in lake Champlain Genl St Clair observes are all in ruins for want of pitch Tar & oakham for wch Major [Udny] Hay says he has frequently written to you, Cordage for the Vessells is also greatly needed – I desire you will seriously reflect what the consequence will be to you if a misfortune should arrise because of a want of such necessaries, which you are to furnish – are the Batteaus which I have order'd into Lake Champlain gone? and the other articles I have directed you to procure got or not? . . .

1. Schuyler Papers, Letter Book, NYPL. Lewis was Deputy Quartermaster General, Northern Department.

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

[Philadelphia] Saturday, June 14, 1777

*Resolved*, That the Marine Committee be empowered to give such

directions respecting the continental ships of war in the river Delaware, as they think proper, in case the enemy succeed in their attempts on the said river.

*Resolved*, That the flag of the thirteen United States be thirteen stripes, alternate red and white: that the union be thirteen stars, white in a blue field, representing a new constellation.

The council of the State of Massachusetts bay having represented by letter to the president of Congress, that Captain John Roach, some time since appointed to command the continental ship of war the *Ranger*, is a person of doubtful character, and ought not to be entrusted with such a command; therefore,

*Resolved*, That Captain Roach be suspended, until the Navy Board for the eastern department shall have enquired fully into his character, and report thereon to the Marine Committee.

*Resolved*, That Captain John Paul Jones be appointed to command the said ship *Ranger*.

*Resolved*, That William Whipple, Esqr. member of Congress, and of the Marine Committee; John Langdon, Esqr. continental agent; and the said Captain John Paul Jones, be authorized to appoint the lieutenant, and other commissioned and warrant officers necessary for the said ship; and that blank commissions and warrants be sent them, to be filled with the names of the persons they appoint, returns whereof to be made to the Navy Board in the eastern department:

1. Ford, ed., *JCC*, VIII, 463, 464-65.

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

Gentlemen/ Continental Navy Board 14th June 1777

By certain Resolves passed in Congress the 11th Instt we are empowered to direct the Commanders of the Continental Vessels of War now in the Delaware to co-operate with the Naval Force of the State in the Defence of the several Passes thereof, should an Attempt be made upon them by the Enemy. For the better carrying the Intention of these Resolves into Execution, we think it would be very proper that this Board should have a personal Conference with the Navy Board of the State, on the Subject. If you should be of the same Opinion, we wish you would appoint a Time & Place either to Day or Tomorrow, for the Purpose, & we will attend accordingly <sup>2</sup> We are gentlemen [&c.]

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

1. HM 25015, HUL.

2. Minutes of the Pennsylvania Navy Board record receipt of the letter, as a result of which both Boards "had a Conference this day [June 15] at the Coffee House," Navy Board Minute Books, vol. 1, Pa. Arch.

*Pennsylvania Evening Post*, SATURDAY, JUNE 14, 1777

Deserted from the *Dickinson* armed boat, under my command, on the 4th of June, a certain John Story, Virginia born, about twenty-one years of

age, five feet six inches high, thin visage, and swarthy complexion; he has taken the bounty twice and likewise stole some of his comrades clothes. Whoever apprehends said villain, and lodges him in any of the jails in this state, or brings him to me on board said boat now lying at Fort-island, shall have Eight Dollars reward, and reasonable charges.

Lauchlin M'Clean, Capt.

*Maryland Journal*, TUESDAY, JUNE 17, 1777

Baltimore, June 14, 1777.

On Monday the 23d instant at 5 o'clock in the afternoon, will be sold by Public Vendue, at the Fountain tavern,

The privateer schooner *General Lee*, now lying at Newbern, North-Carolina, with all her materials and stores as she came from sea; an inventory whereof will be exhibited at the time of sale – The *General Lee* was launched last Fall; is 43 feet keel, 18 feet beam, about 50 tons burthen, and a very prime sailer. She mounts 10 carriage guns, 4 and 2 pounders, 5 swivels, 40 muskets, 3 iron and 1 brass blunderbuss, 3 pair of pistols, 40 cutlasses, 40 spears, 36 tomahawks, about 600 wt. of gunpowder, with lead and iron balls sufficient for a three months' cruize; besides a set of Surgeon's instruments, and a good medicine chest. Her sails, rigging, cables, boat, &c. all new and compleat.

#### DECLARATION OF DON RAFAEL JOSÉ DE LA LUZ <sup>1</sup>

Havana 14th of June 1777.

Don Rafael José de la Luz, Captain in the Royal Army and Military Adjutant of Havanna.

I Certify that on the 7th and 8th of this month four American privateers anchored in the harbor of this Port in need of Water, Firewood, Bread, and other supplies. The first was the brigantine *Lively*,<sup>2</sup> Captain Woolman Sutton, the second the schooner *Industry*,<sup>3</sup> Captain Richard Wells, the third the sloop *La Fabrique*, Captain Louis de Roux, and the fourth the sloop *St. Louis*, Captain Samuel Spencer, all of which set sail the following day for their destination, Philadelphia. The Governor and Captain General of this Island<sup>4</sup> and the Commanding Officer of our Squadron have concurred in this action, taking the precautions ordered by the Intendent of the Army and Royal Treasury to ensure the Suppression of Smuggling. The Captains of the said four ships have expressed their deep gratitude to the Governor and Captain General for the prompt assistance that was provided.

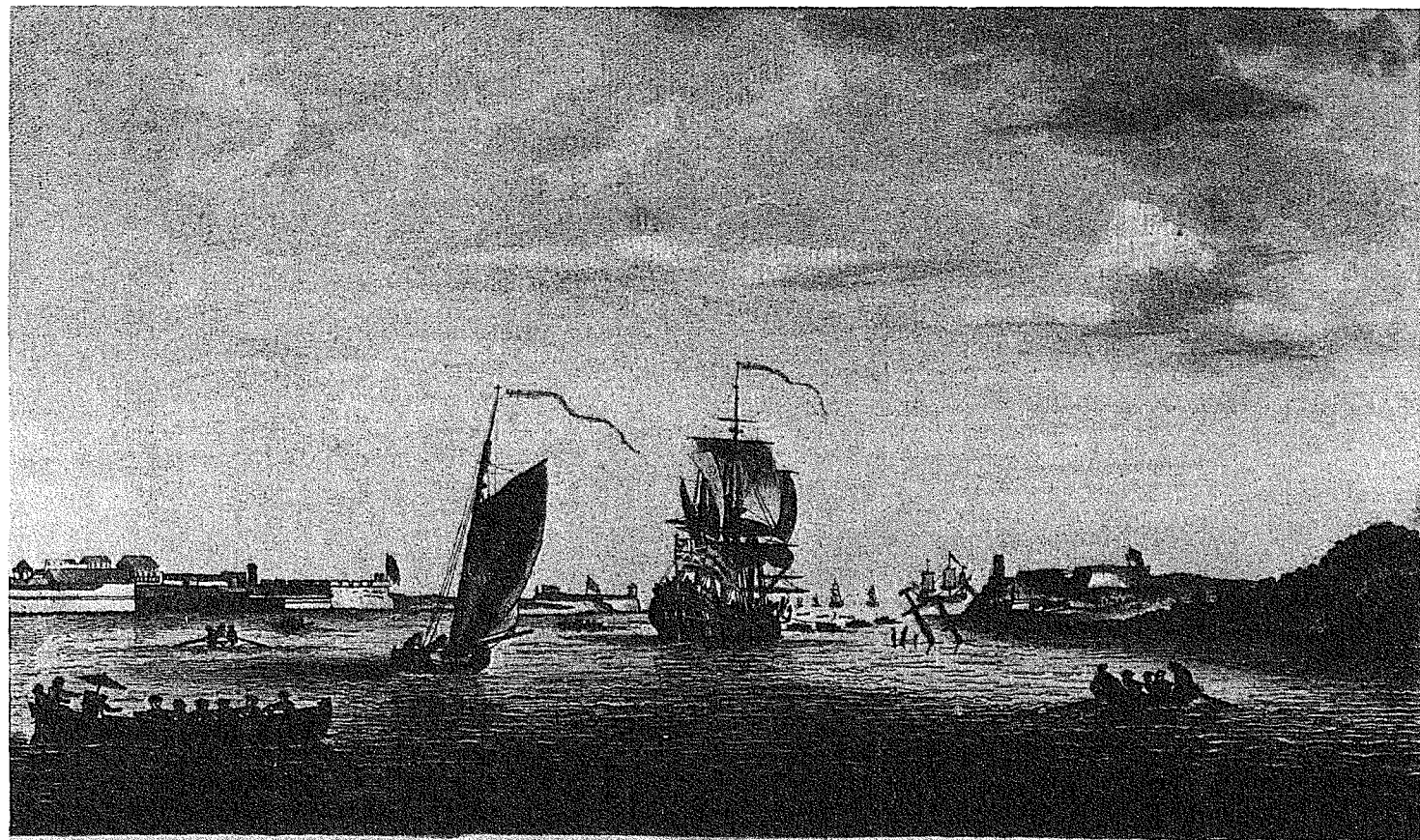
Rafael de la Luz

1. AGI, Audiencia de Santo Domingo, Legajo 1227, 16.

2. Pennsylvania privateer brig *Lively*, 8 guns, owned in Philadelphia by John M. Nesbitt and commissioned on March 22, 1777, *Pennsylvania Magazine of History and Biography*, XXVI (1902), 146–47.

3. From Jamaica, taken on May 8 by Georgia privateer sloop *St. Louis*, *Gazette of the State of South-Carolina*, June 23, 1777.

4. Diego José Navarro.



*A View of the Entrance of the Harbour of the HAVANA, taken from within the Wrecks.*

*Printed for Carington Bowles, at his Map & Print Warehouse, N<sup>o</sup> 69 in St Pauls Church Yard, London.*

DECLARATION OF DON RAFAEL JOSÉ DE LA LUZ <sup>1</sup>

Havana 14th of June 1777.

Don Rafael José de la Luz, Captain in the Royal Army and Military Adjutant of Havanna.

I certify that on the 10th day of this month the American privateer sloop *Vixen*, Captain Downham Newton,<sup>2</sup> anchored in the harbor of this Port and the Governor and Captain General ordered me to go and communicate with the Commanding Officer of our Squadron. Immediately after pratique I went on board the Sloop with an interpreter to ask the Captain from whence he had come and what had caused him to request anchorage in this Port. He replied that he had left Charleston, South Carolina, five weeks before with the intention of cruising off Cape San Antonio and to await the fleet that is expected to sail from Jamaica at this time. For this reason, he requested Water, Firewood, Bread, Chickens, Vegetables and a length of one inch Cable. I notified His Highness and, in agreement with the Commanding Officer of our Squadron, provided this assistance promptly. Thus, on the following day, the ship weighed anchor and made Sail for its destination. In this manner, the Intendent General of the Army and Royal Treasury has conveniently avoided Smuggling, and the Captain of the said Sloop saluted the Governor and Captain General for the efficacious way in which assistance was provided.

Rafael de la Luz

1. AGI, Audiencia de Santo Domingo, Legajo 1227, 17.

2. The sloop *Vixen* was granted a South Carolina letter of marque on February 16, 1777, Miscellaneous Records of the Secretary of State (A), 1776-1801, 19, SCD4H.

VICE ADMIRAL CLARK GAYTON TO CAPTAIN THOMAS BISHOP,  
H.M.S. *Lively* <sup>1</sup>

By Clark Gayton Esqr Vice Admiral  
of White & Commander in chief of  
His Majesty's Ships & Vessel's Em-  
ploy'd & to be Employ'd at & about  
Jamaica &c -

Whereas I have received a Letter from my Lords Commissioners of the Admiralty concerning His Majesty's Ships under my command that I appoint to see the Trade of this Island home to England, to give particular orders to the Captains of the Ships I send, to be particularly carefull to keep company with the worst Sailing Merchant Ships under their Convoy, and if any of the Ships in the Trade goes faster than the rest & does not keep Company but leaves the Convoy and will not obey the Signals made to them, you are to find out the Ships & Masters Names that leave the Convoy, and acquaint the Secretary of the Admiralty therewith for their Lordships information

You are therefore required & directed to take under your Command His Majesty's Arm'd Ship the *Kent* Captn Jos. Tathwell (who has my orders to put himself under your Command) and all the Trade bound from this



Island to Europe, and proceed with them thro' the Gulph of Florida to England, On your Arrival at Spithead you are to acquaint the Commanding Officer there, and the Secretary of the Admiralty for their Lordships information. You are to be carefull to obey your orders to keep Company with the worst going Ships for which this shall be your order

Given under my hand on board  
His Majesty's Ship *Antelope* in  
Port Royal Harbour Jamaica 14  
June 1777 – Clark Gayton

By Command of the Admiral

(A Copy)

1. PRO, Admiralty 1/240.

# JOURNAL OF H.M.S. *Ariadne*, CAPTAIN THOMAS PRINGLE <sup>1</sup>

June 1777

Moored in English Harbour

Saturday

Moderate and fair.

June 14

at 3 PM Weighed & came to sail Saw a Sloop bearing SBE distce 2 Leagues. Gave chace fired several Shot at her and [at] 6 came up with her, proved to be the *Musq[u]ito* Sloop privateer last from Martinique John Welch Mastr mounting 8 carriage Guns, (which they threw overboard) and 50 Men. Exchanged Prisoners and sent on board her a Mate Midshipman & 6 seamen.

1. PRO, Admiralty 51/60. Capture was *Marangoin*. See Young to Stephens, June 15.

15 June (Sunday)

VICE ADMIRAL JOHN MONTAGU TO PHILIP STEPHENS <sup>1</sup>

Sir

*Romney* at St Johns 15th June 1777

You will be pleased to acquaint their Lordships that I sailed from Plymouth the 18th of April with Eight Sail of Merchant Vessels under my Convoy, and arrived here the 9th of May and found only the *Bonavista* Armed Sloop here. Captain Harvey in the *Martin* being on a Cruise after a Privateer reported to be on the Coast. He returned the day after my Arrival but had not seen any thing of the Privateer he went out to look for; On the 14th of May Captain Fotheringham arrived in the *Fox*, having seen his Convoy safe into their different Ports; On the 16th following Captain Linzee arrived in the *Surprize* and brought with him a large American Schooner with 220 Hogsheads of Tobacco onboard from Virginia, bound to Bourdeaux.

I am sorry to inform their Lordships that the *Surprize* continues very Sickly; having the same Fever onboard, she had last Year.

The *Squirrel* arrived the 19th of May with the three Victuallers under her Convoy, and as she sailed from England under the Command of Mr Chamberlayne first Lieutenant of the *Romney* by my order, I have appointed Captain Harvey of the *Martin* to the *Squirrel*; and have given Lieutenant Chamberlayne a Commission to Command the *Martin* until their Lordships pleasure be known.

Agreeable to their Lordships order I have purchased a Vessel in the room of the *Quebec* (which will be sold as unserviceable) and have appointed Mr Thomas Revil Shivers to be Lieutenant of her, all which I hope their Lordships will be pleased to approve.

On the 13th Inst the *Pegasus* arrived from Ireland, having seen her Convoy safe into their several Ports. The *Active* is not yet arrived.

It gives me real concern to acquaint their Lordships that by a Letter I rec'd the 10th Inst from Captain Fotheringham of the *Fox*, I am informed that on Saturday the 7th Inst He fell in with two American Privateers on the Banks of Newfoundland (where he was Cruising for the protection of the Fishery) one named the *Hancock* of 32 Guns, 347 Men, Commanded by ——— Manly, the other called the *Boston* of 28 Guns (but number of Men unknown) commanded by ——— McNeal, and after an Engagement of one hour and half the *Fox* was taken. Captain Fotheringham also informs me his Lieutenant of Marines (Mr Napier) was kill'd, with two others, and Ten Wounded; after the *Fox* was taken, the Rebels sent the greatest part of the Seamen and Marines into Saint Johns, in two Fishing Vessels they had taken on the Banks, but have taken all the Officers with them.

Inclosed I transmit you the Affidavits of two persons, one belonging to the *Fox*; the other was Master of a Vessel they had taken and burnt.<sup>2</sup> I am also sorry to inform their Lordships that as the number of Privateers now Cruising on the Banks is greater than the Ships under my command, and some of them of Superior force, that unless my Squadron is reinforced, I fear it will not be in my power to Checque the Havock these Depredators are making among the Fishermen.

I have sent to Vice Admiral Lord Howe to assist me with two Frigates during the Fishing season, which I hope his Lordship will comply with.

Agreeable to their Lordships Order when I was in London, I acquainted the Navy Board that the *Martin* and *Spy* Sloops; as well as the armed Vessels that Wintered here, would want a Supply of twelve Months Stores of all Species, and that each of the Sloops would also want a complete suit of Sails, and flattered myself they would have complied with my request, and have sent them out in the Victuallers; but am sorry to say that as they have not been pleased to comply with my Letter the *Martin* was almost rendered useless, and but for the supplies from other Ships she could not have gone to Sea. And notwithstanding the *Spy* sent Home a Demand, even that was not complied with, which has obliged me to purchase Stores here at an extravagant price before they could proceed on Service.

Herewith I inclose you the State and Condition with the Destination of the Squadron under my Command, and am [&c.]

J: Montagu

[Endorsed] Rd 21 July by Mr Jeffery of Pool. 23 July Send Extract to N Bd & desire them to give Their Ldps the reasons or excuses for not sending the Stores demanded. Ansd 24 July by the *Monarch*.

1. PRO, Admiralty 1/471, 112-15.

2. See depositions of Nathaniel Oakes and Thomas Hardy, June 11.

CAPTAIN THOMAS THOMPSON TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gentn

Portsmouth June 15th 1777

I have recivd a Letter from Mr Orr acquainting me that 20 Cannon is Compleated and on the Road to Cambridge. 13 of which are since Come to hand. he also acquaints me there are two Guns yet to prove, one of which is Cast solid, my present purpos of writing your Honours is to request that those two Guns May be sent to Boston and reservd for the use of the *Raleigh* and that you will Compleat the set Soon as ever You find it Convenient as it will be of Consequence to have the Guns by one Mould. the 500, of dubleheaded Shott which Mr Orr agreed to Cast I depend on having which he tells me he will Compleat if he dont receive any Counter order from the Board of warr. the Shot is as nesesity as the Guns we Cannot go to sea without them, which nesesity I hope Your Honours will take in to Consideration and finish the Good work you have so well began – I expect to be in Boston With the *Raleigh* before I proceed on a Cruize I am [&c.]

Tho<sup>s</sup> Thompson

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 252.

“PAY ROLL OF THE BRIG *Defence*, BELONGING TO THE STATE OF CONNECTICUT. SAMUEL SMEDLEY, ESQR., COMMANDER” <sup>1</sup>

Men's Names		Time of Entry	When Discharged	Amount of Wages
		1776	1777	
Saml. Smedley	Captain	Nov. 15	June 15	£ 100. 16. –
James Angel	Lieut	Feby 7	“	30. 2. –
Jona Leeds	Lieut	“ 15	“	30.
Joseph Squier	Lieut	Nov. 15	“	42.
Edward Beebe	Master	do	“	50. .8
Benja Ellis	Surgeon	—	—	—
Jesse Jeacocks	Mate	Nov. 15	June 15	31. 10
Caleb Dyer	2d do	do	“	31. 10
David Roberts	Gunner	Feby 1st	“	20. .2
Joseph Sharp	Boatswain	Jany 3d	“	21. .6
Jona Darrow	Carpenter	Nov. 15	“	31. 10
Joseph Peas	Midshipman	Feby 15	“	14. .8
John Lewis	do	Nov. 15	“	25. .4
Jona Alden	do	do	“	25. .4
George Newcomb	do	do	“	25. .4
John Wasson	Clerk	do	“	31. 10
Jeremiah Culver	B. Mate	Dec. 10	“	19. 14. .9
Gillam Veal	2d do	Nov. 15	“	19. 12
Simeon Spencer	Armourer	do	“	31. 10
Thomas Elwood	Serjt	do	“	16. 16
James Jennings	do	do	“	16. 16
Joseph Minor	do	do	“	16. 16
Samuel Hunt	Steward	do	“	28.
James More	Cook	do	“	25. .4
Joshua Parcy	Gunr Mate	Oct. 17	“	25. 12
Isaac Squier	Carpr do	Nov. 15	“	22. .8
Nehh Whitney	Doctr do	do	“	28.
Nathan Dogget	Pilot	do	“	
Andw Thorp	QrMr	do	“	18. .8
Willm Hooks	do	do	“	18. .8

Henry Parry	Cooper	Feby 11	"	18. 12
Joseph Bartram		Nov. 15	"	16. 16
Gideon Allen		do	"	16. 16
Gabriel Allen		do	"	16. 16
Thomas Avery		Jany 25	"	11. . 4
Francis Swords		Novr 15	"	10. 10
Francis Butler		Oct. 8	"	19. 16
George Patterson		Novr 15	"	14.
Andw Baker		Feby 1	"	11.
Abm Butler		Jany 20	"	11. . 9
Hugh Brown		Decr 29	"	15. 13
William Burnet		Novr. 15	"	10. 10
Thos Bentley		Feby 6	"	10. . 6
Eleazer Bulkley		Novr 15	"	10. 10
Samuel Corwithe		Feby 12	"	9. 16
Daniel Caird		" 15	"	8.
Moses Camb		Novr 15	"	14.
Caesar Cambridge		Jany 1	"	13.
Gilbert Dudley		Nov. 15	"	16. 16
Willm Davis		Jany 25	"	11. . 4
Benja Darrow	Yeoman	Nov. 15	"	18. 18
Heze Gould		Feby 1	"	11.
Talcut Gould		do	"	11.
Benja Gould		Novr	"	10. 10
Henry Hunt		Feby 15	"	9. 12
John Hill		do	"	8.
Daniel Humphreys		do	"	9. 12
Azariah Hilliard		Feby 11	"	8. 13
Ebenezer Hitchcock		Oct. 17	"	12.
Jonathan Jarvis		Novr 15	"	16. 16
Nathaniel Jarvis		do	"	16. 16
John Joe		Feby 12	"	9. 16. . 9
Peter Indian		Nov. 15	"	14.
Edward Lattin		Jany 25	"	11. . 5
Antony Manuel		Novr 15	"	16. 16
Lawrance Martin	Yeoman	do	"	18. 18
George Moshere		do	"	14.
Joseph Rowley		Novr 7	"	17. . 7. . 4
Riel Morehouse		Nov. 15	"	16. 16
Timothy Murphy		Feby 12	"	9. 16. . 9
Peter Morris		" 14	"	8.
David Meeker		Nov. 15	"	14.
Samuel Osborn			"	18. 18
David Parrit		do	"	14.
Martin Patchin		do	"	16. 16
Benja Rockwell			"	13. . 4
Elisha Reeves		12	"	9. 16. . 9
Nathan Squier		Nov. 15	"	14.
Benja Smith		Feby 14	"	9. 12
Robt Talmadge		Jany 15	"	10.
Thomas Trumbull		" 28	"	11. . 5
Peleg Toker		Feby 8	"	10. . 3. . 3
Samuel Taylor		Novr 15	"	14.
James Young		do	"	16. 16
Thomas Norris		do	"	16. 16
David Patchin		do	"	14.
Samuel Barrett		March 11	"	7. 10. . 5
Jared Biol		do	"	4. 14
William Campbell		do 16	"	7. . 4
Richard Williams		do 20	"	6. 16
Grifth Owen		do 20	"	6. 16
Abraham Lading		do 25	"	6. . 8
Joseph Rickaby		do 11	"	7. 10. . 5

Men's Names	Time of Entry	When Discharged	Amount of Wages
	1776	1777	
Robert Gordon	do 25	"	6. 8
Eric Biore Bom	do 15	"	7. 4
Antony Gnospelius	do 15	"	7. 4

1. Trumbull Papers, vol. 8, 289b-289c, ConnSL.

# BRIGADIER GENERAL GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM <sup>1</sup>

[Extract]

Dear Sir,

F.[ort] M.[ontgomery] 15th June 1777

Capt Cook Commander of the *Washington* came here last Night. I will send a Boat To Morrow to take in the Guns from Peek's Kill intended for her Use. It will be impossible to obtain Men from this Post properly qualified to man the vessel, all that would have been Useful for that Purpose being sent to the two Frigates at Poughkeepsie. Capt Cook thinks that the greatest Part of the Men that were with him last summer are in some or other of the Regiments at Peek's Kill and would wish to have them again as they are good Hands & used to the Business. Capt Palmer wishes to decline the Command of the *Shark* Galley and I have sent an Express to Capt Leaycraft to come down immediately & take the command. If he should also decline Capt Palmer rather than the service should suffer, will again take the Command of her.

The ship *Montgomery* I expect down To morrow and the *Congress* toward the latter End of the Week – It will almost dismantle our Forts if we are to furnish them with Guns. I understand there are Numbers of them at Salisbury – Even if they should have been intended for other Use could it not be so contrived as to secure them for the Frigates during the summer – Among them I am informed there are short Eighteen Pounders which the Ships can well bear in this River – If a General Order was issued offering Encouragements to Persons who w'd engage to serve in the Ships during the season, a considerable Number from the Country might be obtain'd which would prevent the Regiments from being too much weakened . . . .

1. George Clinton Papers, no. 559, N.Y. Arch.

# "EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE *Bristol* MAN OF WAR, COMMODORE HOTHAM, DATED NEW YORK, JUNE 15." <sup>1</sup>

Our ship is to remain at this place, and the Commodore is to have command in the absence of Lord Howe, who is expected to sail in a few days for the Delaware. Some grand stroke is now in agitation.

1. *London Chronicle*, July 15 to July 17, 1777.

# WILLIAM AYLETT TO CAPTAIN JOHN SELLEN <sup>1</sup>

Williamsburg Virginia June 15th 1777

Sir The close watch kept by a number of the Enemy's Ships at the Capes renders the probability of your getting out very uncertain, however as

Opportunitys do Sometimes offer, which may be lost if you are delay'd to receive my Orders, I do now Authorise you to depart whenever a favourable Opty offers, of which you may be daily advised at York, but let me Caution you not to venture without a fair Opportunity of Escaping, to keep a good lookout & return if you apprehend probable danger. If you get out I would advise you to keep the Land on board either to the Northward or Southward as the Wind may happen in as Shoal water as you can venture, until you think you [are] out of the Track of the Men of War, & to Stretch out about Meridian So that if you discover a Sail you may either put back or take Steps to avoid her as the Night comes on & by having part of the day, the Night will push you So far out that you may be out of danger by the Morning & I would advise you just at day light every morning while you are near the Coast to furl your Sails as it is at that time that Vessels are most likely to fall in near the Enemy & if a Sail is in view you will discover them before she can you & by that means may avoid them by lying still unless their course should be towards you. I also am instructed to advise you to make a good offing & to make the Coast of New England as far to the Eastward as Casco Bay & to Coast it along to Boston, where God send you may arrive in Safety Yours

W<sup>m</sup> Aylett

1. Miscellaneous Letters, Force Transcripts, LC. William Aylett was Deputy Commissary of Purchases; Sellen commanded brig *Defiance*.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

June 1777 Charles Town light-house NWBN Distance 8 Lgs  
 Saturday 14th at Noon the *Galatea* and prize in Company, cleaned & smoked between Decks No of Sick  
 Light breezes and clear,  
 at 1 PM Standing in for the land, at 2 Saw a Sail in Shore, gave chace in company with the *Galatea*, at 4 the Light-House NWbNo 5 Leagues, at 5 the chace Run ashore, hoisted out the Boats, sent them after her manned and Armed; at 1/2 past 6 the chace fired Several Guns at the Boats: Anchored with the Best Br in 6 fathoms the Lighthouse NNWt 2 Leagues – The Boats boarded: at 9 made the Signal for the Boats to return and to set fire to the Vessel which was executed agreeable to the Signal:  
 Sunday 15th at 1 AM the Boats returned, weighed and made Sail.

1. PRO, Admiralty 51/688.

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

June 1777 St Augustine S33.52 W 74 Leagues  
 Friday 13th at 9 AM Saw A Sail to the NW Gave Chace at 11 Bent A New Main Topmast Staysl In Co HMS *Perseus*  
 Light Airs & fair Wr  
 In Chace at 1 PM Died Nathl Sargent of the Small Pox

1½ past 1 PM Cape Romain bore N1½E 3 or 4 Leagues at 1½ pt 2 fired 2 Shot & bt too our Prize Schooner. the *Perseus* fired Several Shot at the other Sail being a Privateer,<sup>2</sup> at 7 Committed the Boddy of Nathl Sargent to the Deep

Saturday 14th at Noon Charlestown Lighthouse bore NWbN 6 or 7 Leagues – In Co HMS *Perseus*.

Modte & fair Wr

Bent the Bt Br Cable at 4 PM In Chace of A snow at 7 Charlestown Lighthouse bore NbE 3 Leagues Sent the Prize Schooner & our boats Armed after the Snow which Lay a Grounded Saw the Snow Hoist out their Boat & the Crew go on Shore at 8 PM our Boats Boarded him & Set him on Fire he was Laden with Lumber

Sunday 15th at 4 AM the Snow Still on Fire <sup>3</sup>

1. PRO, Admiralty 51/4197.

2. Apparently the American privateer on which H.M.S. *Perseus* fired had retaken the prize schooner. Thus, *Galatea* was recapturing her.

3. "Two of the Enemy's Frigates and a Tender have been hovering off this Coast for some Days past. A Brig. from the Mississippi for Jamaica with Lumber, that had been taken some Weeks ago off the Havana, by a Philadelphia Letter of Marque, was chased ashore by them between this Bar and Stono Inlet on Saturday last; the Tender and Boats boarded the Vessel, after she had been abandoned, and set her on Fire. They have not been seen from Town since Sunday," *South-Carolina and American General Gazette*, June 19, 1777.

#### VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS <sup>1</sup>

Sir

*Antelope* Jamaica June the 15th 1777

I Beg leave to acquaint their Lordships that the 11th Instant the Pacquet that went to Senegall Arrived here by whom I received their Lordships Original letters about Purchasing two more Vessels for His Majesty's Service, and calling them one the *Stork* and the other the *Ostrich*, which two Vessels I did purchase as soon as I received their Lordships duplicates of those Original Ones, and Named them the *Stork* and *Ostrich* according to their Lordships Order[s] My first Lieutt Peter Rainier I made Master and Commander into the *Ostrich*, & Lieutenant Fras L' Montais my Nephew & Second Lieutt Master & Commander into the *Stork*, and Mr Isaac Geo: Manley one of my Midshipmen Lieutt of the *Ostrich*, and Mr Samuel Symes another of my Midshipn Lieutt in the *Stork*. the two Ships I purchased are about the Size of His Majestys Sloops; the *Ostrich* 16 Guns, & the *Stork* 14 Guns, and hope they will answer the Purpose they are designed for, and I have Ordered them to be fitted for Sea with all possible Dispatch, for the *Ostrich* I gave £4147. 17. 2. Sterlg and for the *Stork* I gave £3240. Sterlg Exclusiv[e] of their Ordnance Stores, and ordered Mr Holman the Storekeeper at Greenwich to draw on the Navy Board for the Money to Pay for them agreeable to their Lordships Orders, and hope it will meet with their Lordships Approbation, and the Ordnance Stores for the *Ostrich* came to £352 Sterlg and for the *Stork* came to £267 Sterlg which sums I gave an Order to Mr Robt Benton His Maj[s] Storekeeper of the Ordnance

at Kingston to draw on His Board for the Money to Pay the Above Sums; I further beg leave to assure their Lordships that I shall pay due Attention to their Orders, which I shall give to the Captains that goes Home with this Convoy; I beg you will acquaint their Lordships that His Majesty's Ship the *Solebay* one of Lord How's Squadron Captain Symonds being Careened & fitted will Sail through the Gulph with the Convoy that sails from Bluefields to go through the Gulph on the 20th of this Month, and she will Convoy several Vessels loaded with Rum to New York for the use of His Majesty's Army under the Command of the Right Honble General How. – I beg leave to acquaint their Lordships the 14th Instant His Majesty's Ship the *Southampton* Captn Garnier arrived here from Cork, and brought all his Convoy Safe in, and I shall take him under my Command & Employ him in the best Manner I [can] for His Majesty's Service, his Main Mast is Spru[ng] but I hope it will do for his first Cruize, I beg le[ave] to send their Lordships a list of Officers made since my last by His Majs Ship *Maidstone* Captn Gardner and the State & Condition of His Majesty's Squadron under my Command, and how they are disposed of, the *Boreas*, *Aeolus*, *Diligence*, & *Race Horse* are out on a Cruise, The *Hornett*, *Ostrich*, *Stork* & *Porcupine* Careening and fitting for Sea, The *Antelope*, *Winchelsea*, and *Southampton* in Port in case they may be wanted on immediate Occasion. I likewise beg leave to send their Lordships a Coppy of my Orders to the Captains of His Majs Ships under my Command that goes to England with the Convoy

I am with Great respect Sir [&c.]

Clark Gayton

1. PRO, Admiralty 1/240.

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

June 1777

Moord in Port Royal Harbour

Sunday 15

AM the *lively* and *Kent* went into the fair way ready for going to sea, ½ past 10 departed this life his excellency Sr Basil Keith Governor of Jamaica

½ past Noon Arrivd the *Hillsborough* Packett from England which saluted with 15 Guns Retd 11

1. PRO, Admiralty 51/39.

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

*Portland* in Basse Terre Road

St Christophers 15th June 1777.

Sir

Please to acquaint My Lords Commissioners of the Admiralty, that I sailed Yesterday in the *Portland* from English Harbour Antigua, with Intention to Visit the Different Islands on the Station, having the *Ariadne* and *Cygnets* in Company [(the latter had just brought into English Harbour the *Oliver Cromwell* Privateer taken by Captain [James] Jones of His Majesty's Sloop *Beaver*)] and seeing a Sloop in the Offing that looked somewhat suspicious I sent the *Ariadne* to speak her, and I have the Pleasure to acquaint



their Lordships, that She joined me this Morning at Basse Terre road, St Christophers with Said Sloop in Company; which proved a French Armed Sloop called the *Marangoin* having no Papers but a Copy of the Commission granted by the New State of Virginia to John Harris Commander of the Privateer Brig *Musketo* and was fitted out at Guadaloupe by some French Merchants to act as a Tender to that Brigantine; Agreeable to the Plan formed by Harrison one of the American Agents at Martinico in the Letters inclosed for their Lordships inspection P my Dispatch of the 12th Instant marked No 7. The *Marangoin* is commanded by John Welch one of the Persons named and recommended in the aforementioned Letters; all the rest of her Crew (being fifty in Number) are French Subjects belonging to the Island Guadaloupe; As I think it Necessary these Prisoners should be all sent to England, to be dealt with, As their Lordships may think Proper, I have directed them to be Distributed amongst the Convoy in Order to be carried there.

[The *Ariadne* appears to sail very well; and I hope will give a good Account of Several other Privateers before long; had We been so fortunate sooner to have had some fast Sailing Cruizers on the Station, the Rebels Privateers Cruizing in these Seas would not have met with the Success they did.] I am Sir [&c.]

Jam<sup>s</sup> Young.

[Endorsed] Rx 4 Aug: by the Post Ansd 1 Octo. 4 August Copy Ld Weymo for the Kgs information – leaving out between [ ].

1. PRO, Admiralty 1/310.

VICE ADMIRAL JAMES YOUNG TO GOVERNOR JOHANNES DE GRAAFF <sup>1</sup>

Copy/  
Sir

Portland in Basseterre Road  
St Christophers 15th June 1777.

I have just had the Honor to receive Your Letter dated at St Eustatia, the 12th Instant by Your Excellency's Aid de Camp Henricus Godet Esqr demanding in the name of their High Mightinesses the States General Restitution to be made of the ship *Water Geus* and her Lading; consisting of West India and American produce; and of the Ship *Hope* [*de Hoop*], and her Lading consisting of One Thousand seven hundred and Fifty Barrels of Gun powder, and some West India and American produce; both taken on the High Seas by Captn Colpoys of His Britannic Majesty's Ship the *Seaford* and carried into the Island of Antigua.

In Answer to which requisition I am to acquaint Your Excellency that the Ship *Water Geus* and her Lading are Libelled in His Britannic Majesty's Court of Vice Admiralty for the Island of Antigua for having on board the produce of the British American Colonies now in Rebellion; which had been unlawfully imported into the Island of St Eustatia contrary to the late Act of Parliament, prohibiting all Trade and intercourse with said Rebellious Colonies; the day appointed for her Tryal is the 30th Instant when the parties claiming property therein may be heard in defence thereof, and will undoubtedly have due Justice done them.

The Ship *Hope's* Detention is on account of the Gunpowder and War-like Stores on board her; and cannot be released without Express Orders from his Britannic Majesty.

I must take leave to refer Your Excellency to the Letter I had the Honor to transmit You the 14th Decemr last; containing amongst sundry other Complaints, one of a very extraordinary nature against Vanbebber the American Agent at your Island; and I must now farther add thereto that the 24th May last, one George Rall Commander of small American Privateer called the *Jenny* was taken by Captain Colpoys of the *Seaford* and brought into the Island of Antigua; and that the said Rall on his Examination deposed "that the aforementioned Vanbibber (the Congress Agent at St Eustatia) put several Men on board his Schooner from other American Vessels (then lying in St Eustatia Road) and sent him out to sea, after a sloop belonging to the Island of Antigua, Laden with Cotton &c that had just left St Eustatia, and says this matter was done publicly and in no wise hindered or forbid by the Government of Eustatia, and that in less than three hours he came up with & took as Prize the aforementioned Sloop Laden with Cotton &ca." <sup>2</sup> I have the Honor to be Sir [&c.]

Jam<sup>s</sup> Young.

To His Excellency the Hone  
Johannes de Graff, Governor &  
Commander in Chief over the  
Islands St Eustatia, Saba & St Martins.<sup>3</sup>

[Endorsed] No 2. In V. Ad. Youngs Lre of 21 July 1777

1. PRO, Admiralty 1/310.

2. See Young to Philip Stephens, June 12.

3. De Graaff responded to this letter on June 17, PRO, Admiralty 1/310.

## 16 June

### JOHN AVERY TO THE PRESIDENT OF CONGRESS <sup>1</sup>

Sir Council Chamber Boston June 16th 1777

We are intirely exhausted of Commissions Instructions and Bonds for Armed Vessels & call for them seems to increase therefore Should be greatly obliged to you if you would forward a Number of them for the Use of this State.

I am Sir with great Esteem [&c.]

John Avery Depy Secy

1. Papers CC (Letters Addressed to Congress 1775-89), 78, I, 93, NA.

*New-York Gazette*, MONDAY, JUNE 16, 1777

New-York, June 16.

Thursday last his Majesty's Ship *Mercury*, Capt. Montagu, arrived here from England: He brought in with him, the Brig *Three Friends*, from Piscataqua, for Coracoa, to which Place she was bound, and was afterwards to be fitted out as a Privateer.

Saturday last was sent in here a Brig from Guadaloupe for Philadelphia, by the *Roebuck's* Tender, loaded with Rum, Sugar, Salt, &c.

A Schooner from Liverpool for this Port, that had been taken by a Rebel Privateer and sent into Virginia, but was cut out of a Harbour by the *Merlin*.

A Sloop from South-Carolina, with Rice, Naval Stores, &c. by the *Daphne*.

And a Schooner called the *Fanny*, from Stonnington, to Baltimore.

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

Capt David.

In Council Annapolis 16th June 1777.

As you inform us that the *Conqueror* is now fit for Service, we are desirous that her Efforts may be exerted to clear the North Channel of the Capes of the armed Vessels which we are informed have lately infested it, we presume you are stronger than any of them. We learn that the Frigate *Virginia* lies in York River, wherefore you must first go there, advise with Capt Nicholson as to your Plan, from him get Assistance in Men, if Necessary, and act in Concert with any Force that he may have the Direction of. We expect that some of the Virginia Gallies may probably join you, but we do not intend by this Instruction to take from you or your Officers, any Part of the Command on Board your own Galley, but only that you act as one Vessel, if any join you, under the general Command of the oldest or superior Officer, if any older or superior to yourself. If the *Virginia* is gone, so that you cannot consult with Capt Nicholson it will be well, if you can, to get one or more of the Virginia Gallies to join you Get a good Pilot or two, if to be had; write us, if any Opportunity and by all Means cultivate a good Understanding with these who act with you, and remember that nothing can be more dishonorable than Disputes about Punctilio's so big with Disgrace & Ruin to our Cause and Country. We expect your Stay to be but short, we rely on your Discretion and wish you Success and Honor.

We are &ca

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

*Gazette of the State of South-Carolina*, MONDAY, JUNE 16, 1777

Charles-Town, June 16.

We are informed, that his Excellency, the Count D'Argon [Argout], late the French King's General at Martinique, arrived, from thence, at his new Government of Hispaniola, about the 18th of last Month. That about the same Time, the *Washington* Privateer of this State, commanded by Capt. Hezekiah Anthony, arrived at Cape Nicola Mole, with two Prizes, both Sloops, laden with Provisions, supposed from New York, bound for Jamaica. And that, a Man of War Sloop and an armed Snow, from Jamaica, having fired upon the *Hirondelle* a French Frigate, on the Coast of Hispaniola, she returned the Compliment in such Sort, that they soon made the best of their Way back to their Port, to refit.

From Martinique we have the disagreeable News, of the Enemy having taken the Continental Sloop of War *Hornet*, commanded by Capt. John

Nicholson, on the 27th of April last; and the Privateer Ship *Oliver Cromwell* of 16 Guns, on the 29th ult. and carried them both into Antigua. The *Oliver Cromwell* had a weak and very sickly Crew, and was taken by the *Favourite* [*sic Beaver*] Man of War, after an Engagement of three Quarters of an Hour. The *Hornet* mounted 10 Three-Pounders and 6 Swivels, and had only 30 Men: She was taken by a Sloop of 14 Carriage Guns, and about 100 Men, a Scooner of 12 Guns at the same Time coming up. – Of the latter we have the following Particulars, viz. “The Continental Schooner *Lewis*, commanded by Captain Stephens, mounting 2 Three-Pounders and 8 Swivels, with only 12 Men, in Company with the *Hornet*, at Daylight in the Morning of the 27th of April, Lat. 28, Long. 70, saw two sail to the Northward, a Sloop in Chace of a Brigantine, upon which they bore down to them, the Wind at S. At 2 o’Clock within Gun-shot, discovered the Sloop to be an Enemy, and had taken Possession of the Brig, which proved to be a Frenchman, and from Charles-Town, and a Scooner appeared in Sight, bearing down upon them. At half past 8, came to Action with the Sloop, the *Lewis* on her Starboard Quarter, and the *Hornet* on the Starboard Bow. – They continued to engage till Nine o’Clock, when the Scooner appearing to be an Enemy, of 12 guns, well manned, and coming up fast, the *Hornet* bore away before the Wind, and the *Lewis* hawled her Wind. The Sloop followed the *Hornet*, continually firing her Bow-Chaces, and the Scooner gave Chace to the *Lewis*. At half past 9, finding it impossible to escape the *Hornet* struck to the Sloop, and the Scooner finding they could not come up with the *Lewis*, discontinued the Chace, and bore down to her Consort.

The Scooner *Lewis* has since again narrowly escaped being taken by the Enemy, – on the 25th of May, by a Sloop of 10 Guns, and on the 26th by an English Frigate, off the West-End of Porto Rico, both which chaced her a considerable Time.

Two English Frigates and a Tender chased a Vessel last Friday, on this Side of Cape-Romain, till they ran her into 10 Feet Water, when after having fired several Broad-sides, they pursued her about an Hour with their Boats; but Night coming on, she happily escaped. On Saturday Afternoon, about two o’Clock, they appeared off this Harbour, and at 4 gave Chace to a Brigantine off Stono, endeavouring to cut her off from the Land; but she ran ashore at 6, between Stono and the Light-House, and disappointed them; the Frigates thereupon came to an Anchor, and sent in their Boats with the Tender, who set Fire to the Vessel, and she was entirely consumed in a few Hours. She was from Mississippi, laden with Staves, and had been taken off the Havana by a Philadelphia Letter of Marque Vessel; which is all we have yet been able to learn concerning her. – Yesterday Morning at half after 4. both the Frigates were under Weigh, with their Tender, and stood off to the Southward; soon after 9 o’Clock they were all out of Sight.

A Number of Volunteers and French Officers, who have three Years Leave to serve in America, are just arrived here, landed from a Snow that left Bourdeaux the 26th of March last: Amongst them are, the Marquis de Moncalm, and the Marquis de Fayette, the last said to be the Son-in-Law to the Duke d’Aguen.

GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN <sup>1</sup>

[Extract]

No 40.

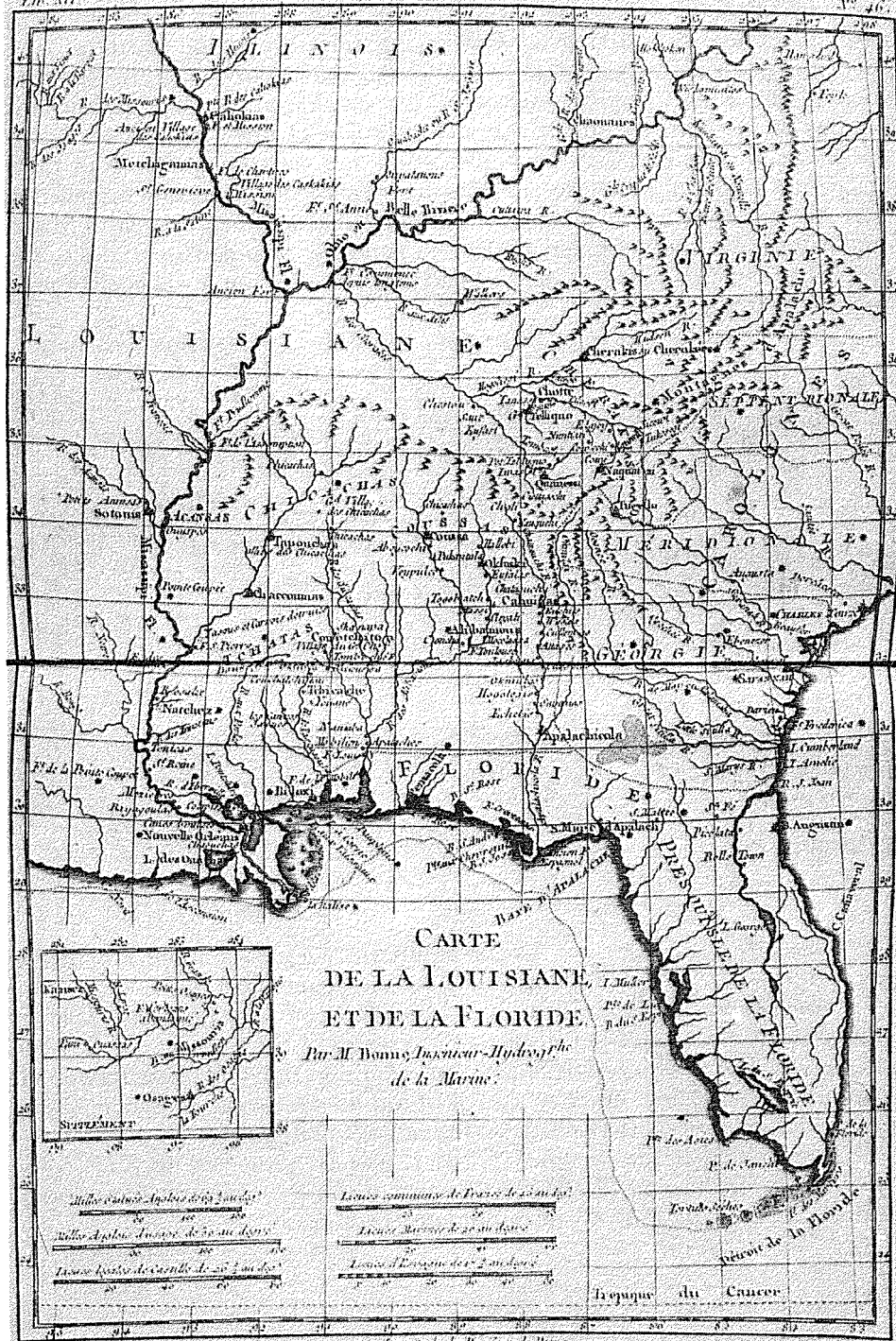
My Lord,

In my Letters of 5th and 8th of May numbers 38. and 39. I had the honour to mention to your Lordship the intended Invasion of this Province by the Rebels, and the preparations made for their reception and to repel them.

I have now the honour to inform your Lordship, that an advanced Body of Rebel Horsemen under the command of a Colonel [John] Baker crossed Saint Mary River on the 10th May proceeding towards Saint John River. The 15th a skirmish happened, several Rebels were wounded, two of them left on an Island on Nassau dangerously; on our part an Indian killed, who the Rebels scalped, cutting off all his Features, and mangled his Body, which greatly exasperated the savages. The 16th at one in the morning a Detachment of the Kings Troops passed Saint John River with the Rangers and Indians; intentionally to cut off this rebel Corps, that had marched into a neck of Land between trout Creek, and a branch of Nassau River. The 17th after great fatigue and a very long march, they came up with, attacked and totally defeated the Rebels, those who were saved by the most precipitate flight were pursued, and drove over Saint Mary River, and were seen by some of our Scouts, who had concealed themselves in a thicket on the other side of Saintilla [Satilla] River who counted them and they informed me there were only forty two Rebels of this Corps returned.

The rebel main Body under the command, my Lord, of Colonels [Samuel] Elbert, [John] Stirk and [John] White, with the Galleys and other vessels commanded by Commodore Oliver Bowen, were arrived at Saint Mary River, and had passed up to Amelia Narrows which they could not get through, expecting to be joined by the Corps of Horsemen.

My intentions were that Captain Mowbray with the *Rebecca* and all the armed Ships and Vessels should sail into Saint Marys, while the Troops marched by the main scouring the Island in their march, and by a well concerted attack I was certain of giving the Rebels a total overthrow. Towards this object the *Rebecca* and *Hawke* armed Ships were ordered to fall down Saint John river, and to anchor without the Bar; the *Meredith*, and the smaller armed Vessels to be ready to go out to join them on the first notice. A storm of Wind, my Lord, forced the *Rebecca* and the *Hawke* to Sea, the former fell in with and engaged a rebel Brigantine of sixteen Guns, and crowded with men, and after a brisk running Fight maintained by the Rebels, the *Rebecca* silenced their fire for eight minutes and was bearing down upon the Brigantine to Board, when they renew'd their fire, an unlucky shot carried away the Sloop Topmast and rent the mainsail, which gave the Brigantine the advantage in sailing and an opportunity of flight. The Sloop engaged to leeward and the Brigantines Decks were much exposed to the fire from the Sloop two men were seen to fall killed from the Tops into the Sea, and many must have been killed and nine wounded. In this



affair Captain Mowbray's spirited conduct deserves uncommon applause, indeed, my Lord, his zeal, activity, and unwearied industry, on all the different parts of service, in Choking up Creeks, assisting in erecting Batteries, and cooperating on all occasions of service, with the greatest assiduity for the good of the King's service, cannot be too much commended. Lieutenant Findley of the 60th Regiment and a detachment of this Garrison on Board the *Rebecca*, behaved with great resolution and courage, and it is to their behaviour Captain Mowbray ascribes his superiority over the Brigantine. The *Rebecca* returned in a too shattered condition to proceed to Saint Marys and before she could be repaired to pursue the intended operations, the rebels had time to retire, after they had attempted to cut a passage through Amelia Narrows.

Two Captains and nine Privates of the Rebels were made Prisoners.

I have the honour to be &c.

Pat. Tonym

St Augustine 16th June 1777

1. PRO, Colonial Office 5/557, 241-43.

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

June 1777

Moord in Port Royal Harbour

Monday 16th 11 AM made the Signal for all Lieuts with a Gun at 9 fired 20 Guns Funeral wise on Account of the Death of his Excellency the Governor of the Island Jamaica, arrivd the *Diligence*  
PM Arriv'd the *Boreas* from a Cruise

1. PRO, Admiralty 51/39.

17 June

#### RESOLUTION THANKING CAPTAIN SIR GEORGE COLLIER, R.N.<sup>1</sup>

In the House of Assembly for the Province  
of Nova Scotia June 17th 1777.

The House having taken into Consideration the Essential Services rendered the Province by the Spirited Exertions of the Officers and Seamen of His Majesty's Ships particularly in quelling the late Insurrection at Cumberland, and the Alacrity they have on all Occasions shown in doing their Duty, so entirely to the Satisfaction of the Inhabitants.

Resolved, that the Thanks of this House be presented to Sir George Collier, Commander of His Majesty's Ships in this Province, for his constant and Generous Attention to its Safety and Protection.

By Order of the House  
Wm Nesbitt Speaker

(A Copy)

1. PRO, Admiralty 1/1611.

JOURNAL OF H.M.S. *Amazon*, CAPTAIN MAXIMILIAN JACOBS <sup>1</sup>

June 1777

Cape Cod South 3 or 4 Leags

Tuesday 17th at 4 AM light Airs & Cloudy  $\frac{1}{2}$  pt 7 the *Orpheus* made Signl for a Sail in ESE wore & made Sail at 10 made Signl for Boats Mannd & Armd Sent our Barge away at Noon Cape Cod South 3 or 4 Leags  
Modt & hazey Wr at  $\frac{1}{2}$  pt 3 brot too retook the Brigg *George* Cutt out of Tobago by a Rebell Privateer <sup>2</sup> at 7 Saw a Sail in SW Quartr made Sail at 8 wore Ship & brot too

1. PRO, Admiralty 51/4112.

2. Joseph Cohoon, prize master, to Boston with rum, bricks and tiles, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

RECEIPT FOR HAULING GUNS FOR THE CONTINENTAL NAVY FRIGATE *Raleigh* <sup>1</sup>

Received Portsmouth June 17th 1777 of John Langdon Esqr Thirty Nine pounds Lawf. money on acct of Transporting Cannon from Cambridge to this place for Ship *Raleigh* –

Samuel Hall

£ 39

1. John Langdon Papers, Receipts, April 1–July 31, 1777, NHHS.

LIEUTENANT GEORGE HOUSE TO CAPTAIN JOHN PAUL JONES <sup>1</sup>Brig *Hamden*, Providence River, June the 17 – 1777

Capt Jones, Sir,

I take the freedom of Writing you acquainting you with my Situation, I have had a first Lieutenant's Commission for the Brig *Hamden* this Ten Months & we have made several Attempts to get out, but all to no purpose, we are at present ready for the Sea, waiting for a Wind but God knows when that will come, it seems to me as if we should not get out this Summer, if you are not provided with Officers, or have a Vacancy I should like to Sail with you once more, if I could get the same Station & could get Clear of the Brign with honour – Capt Burroughs I like very well, it is not out of Dislike to him, but I have been a little Unfortunate, by being Penn'd in here, & no prospect of getting out makes me very Uneasy, I have been speaking to Mr Manly concerning the Matter & he advises me to Write to you about it, & should be much Obliged to you for an Answer as soon as possible. Mr [Gideon] Whitfield Master of the Brig woud go, & in case of the Brigs not going out I believe more would go – I hope you will Excuse my Writing in so plain a Manner, I have no more at present, but hope this will find you well – I Remain Sir [&c.]

George House

To John Paul Jones Esqr In Boston.

1. Papers of John Paul Jones, 6585, LC.



CONTINENTAL MARINE COMMITTEE TO NATHANIEL SHAW, JR.<sup>1</sup>

Nathl Shaw Jr Esqr  
Sir

[Philadelphia] June 17th 1777

We received by Captain Chew your Letter of the 27th ulto advising your having purchased A Brigantine suitable for an Armed Cruizer in our Navy. On recurring to our letter to you of the 22nd August last, we find that our Orders were expressly that you should purchase and fit out the Schooner taken by Como Hopkins in his return from the New Providence expedition and sent by his Fleet into your Port. Our principal inducement in giving those Orders was, that a Vessel of that kind was then wanted for an expedition we had planned and Commodore Hopkins recommended that Schooner as suitable for our Purpose.

If on examination you found that Vessel defective, you certainly did your duty to decline the purchase of her, but we cannot consider that you were authorized by the Orders we gave you to buy A Brigantine Eight Months after without having first consulted us on that head. Commodore Hopkins never has been invested with any authority from us to order the purchase of Vessels for our Navy and we beg leave to recommend in future an observance of our Orders only, advising us when you think any alteration of them will be of service to the Public. From what we have thought proper to say on this subject you will perceive we do not consider ourselves bound to take this Vessel, but as we think the Public service will be benefited thereby we have concluded to take her, and have appointed Captain Samuel Chew to command her. We now request that you will assist him in getting her ready for the Sea with all possible expedition. You will please to put on board provisions &c for A four Months Cruize and make the necessary advances of Money which will be wanted for manning and fitting her out, and recommend your doing every thing in the most frugal manner. Should you have Any Money belonging to the States in your hands for which you are to account with this Committee, you may apply it to this purpose, if not, you may draw on us and your bills shall be paid. You will please to furnish us in due time with accounts of the Cost and outfit of this Vessel with proper vouchers and a List of the Men on board at the time of sailing. recommending this business to your Attention we remain Sir

Your very hble servants

P:S: This Brig is to be called the *Resistance*

1. Marine Committee Letter Book, 92-93, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN SAMUEL CHEW<sup>1</sup>

Captain Saml Chew  
Sir

[Philadelphia] June 17th 1777.

The good recommendations we have had given of you as being well qualified for a Command in our Navy, has induced us to appoint you a Captain therein, in full faith that it will be your chief study to contribute all in your power to the Interest of the United States and the honor of their flag. We now think proper to direct that you repair immediately to New

London where you are to take the command of the Brig *Resistance* lately purchased by Nath Shaw jr Esqr our Agent at that place. That Gentleman will assist you in fitting and manning that vessel, and we expect your best endeavours will be United with his to have this done with all possible expedition. We have directed our said Agent to make the Necessary advances of the Money that will be required in this business, and to put on board sufficient Provisions for a four Months Cruize therefore as soon as ready for the Sea you are to proceed immediately on a Cruize against the enemy, choosing such stations as you think will be most likely to intercept their Merchant or Transport ships, and you are to take sink, burn, or destroy, as many of their Vessels of every kind as may be in your power. The Prizes you may take you will send into the most convenient and safe Ports in these States addressed to the Continental Agents, and you may continue your Cruize so long as your Provisions will last and then return into the first safe Port you can make advising us of your Arrival and we will give you fresh Orders. You are to preserve strict discipline on board your Vessel, useing your people well; and you will treat any Prisoners you may take with humanity. Great care must be taken of the Brig her materials & Stores, Observing that you are to be Accountable for every thing on board – therefore you will take care that your officers keep proper Accounts of their expenditures in their respective departments and see that no waste is made of any kind. You must make Monthly returns of the State of your Vessel while in Port, together with exact lists of every Person on board to the Navy Board at Boston or at this place and recommending strict attention to these Orders we remain Sir

Your hble Servants

P:S: We send forward to Mr Deshon a sufficient number of blank Commissions and Warrants to be filled up with the Names of such persons as he may think proper to appoint your Officers. Should you be tempted by any Circumstances not known to us at present to continue your Cruize until your Provisions and Stores may be nearly expended, you may procure further supplies at such foreign Ports as may be convenient for the purpose and we shall punctually pay your drafts. –

1. Marine Committee Letter Book, 93-94, NA.

#### CONTINENTAL MARINE COMMITTEE TO JOHN DESHON<sup>1</sup>

John Deshon Esqr  
Sir

[Philadelphia] June 17th 1777

We have lately added to our Navy the Brigantine *Resistance* purchased by Nathaniel Shaw jr Esquire our Agent at New London and have appointed Captain Samuel Chew to command her. We now inclose you some Blank Commissions which we must trouble you to fill up with the Names of such persons as you think proper for Lieutenants and other officers on board this Brigantine in doing this we wish the preference to be given to the officers that are in our Service at Rhode Island who may be unemployed or are deserving of promotion, this we leave to your discernment and re-

questing that you will transmit a List of the names of those you appoint. We remain Sir

Your very hble servants

P:S: We give you this trouble in consequence of your being Appointed A Member of the Navy Board of the Eastern Department.

1. Marine Committee Letter Book, 94-95, NA.

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

##### State Navy Board

[Philadelphia] June 17th 1777

Resolved, That Jeremiah Holden be appointed a Pilot in the state fleet, to go on board such Vessells as this Board or the Commodore may Order, he being allow'd Eighteen pounds p month and three Rations a day.

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

#### ARMAMENT OF MARYLAND LETTER OF MARQUE SCHOONER *Gist* <sup>1</sup>

A List of Arms, Ammunition and Men On Board the Schooner. *Gist*. of Baltimore Burthen twenty five Ton's - Navigated By Six Men. Bound to Cape Francois, belonging to William Hammond & others of Baltimore

pow[d]er	Abt twenty Seven pounds -	two Cohorns
three pound Shot	15	One Swivele
Grape Abt	£'s 20	two Blunder busses
Langrege Abt	40 wt	two Muskets
Musket Ball	Abt 20 wt	

[Annapolis, June 17, 1777] <sup>2</sup>

H Geddes Master

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

2. Date assumed to be same as that of the bond which was executed June 17.

#### JENIFER & HOOE TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

[Extract]

Sir,

Alexandria June 17th 1777 -

In consequence of your Excellencys Letter of the 6th <sup>2</sup> we have enquired after a proper Person to take charge of the Ship but cannot find one. Capt Sandford of this Town is unemployed and fond of the *Lydia*, but says he thinks there is no chance of escaping the Enemy in an unarmed large Vessel, therefore will not take charge of her.

There is a Capt Copper, who we Loaded at this place about 5 Yrs ago, a very Sober discreet industrious Man, now unemployed, & either at Baltimore or Chester Town, as his Brother here informs us, and would be glad of such a Vessell as the Ship. There is also a Capt Middleton Belt who some Years ago saild out of Patuxent, now settled abt 13 Miles from this Town, and has the Character of a Man of great intrepidity and Boldness and a very fine Seaman - But whether he may be Steady enough or not we cannot say - As to his political Principles we believe them to be very good and he is a Man who would not readily give up a Ship to his sailors. . . .

1. Executive Papers, Box 7, Md. Arch.

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

18 June

CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE GENERAL ASSEMBLY <sup>1</sup>

Gentn/

Portsmouth June 18th 1777.

As the Embargo is not taken off, I beg your Honours to Consider whether it would not be proper to continue it sometime longer untill the *Raleigh* is mann'd: if the Embargo is continued on all Vessels without Distinction & none permitted to pass – I shall expect to get the *Raleigh* Mann'd & soon to Sea; if every Vessel is suffered to fit out and depart I do not expect to get to Sea this Summer, and it comes now to the pinch, as I shall soon have every thing but Men. were every other Vessel stop'd it would have this good effect, every person concern'd in Shipping would encourage the Manning of the *Raleigh*, whereas they now discourage it. The Continental Agent will be present and doubt not will second my request as he knows the necessity of the Case. I earnestly desire that such a measure may be adopted, if your Honours can think it any way consistant with the public Good. I am with great Respect – Gentn [&c.]

Tho: Thompson

To the Honl the Council &amp; Assembly State of New Hampshire –

1. N.H. Arch.

JOURNAL OF H.M.S. *Milford*, CAPTAIN WILLIAM BURNABY <sup>1</sup>

June 1777

Isle of Shoals NWBW 4 or 5 Leagues

Wednesday 18

at 10 AM Saw a sail to the Etward gave chase.

Fresh Breezes &amp; Cloudy Latter Light Airs &amp; foggy

½ past 3 PM Saw 2 Sail to the Sowd One appeared to be a small Vessell the Other a Large square rigged Vessell in Chase of her. Do Cleard Ship for Action

½ past 8 the Chase Brot too. Sent the Cutter on Board. She proved to be a Schooner from Piscataqua laden with Lumber bound to St Lucia <sup>2</sup> at 9 the Large sail to Lee-ward Made the Night signal Answerd Do She proved to be H M Ship *Ambuscade*

1. PRO, Admiralty 51/607.

2. *Beggars Bennison*, Samuel Smallcorn, master, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

[Extract]

Mr Jarvis

Dear Sir,

Boston 18 of June 77

Your post going off before his usual time prevented your hearing from me last week, Agreeable to your request I now send you the valuation of the fifty Rifles and the other Musquets. I agree in Sentiment with you as to the price of the Duck, tho'gh had not several pieces been much damgd eight pounds (even at that time) would have been very low as Duck Sold

about that time by the Single piece at the Exorbitant price of £15, I think it will always be best to charge the Continent for the Articals they have occation for & which in part belongs to them as low as we can consistent with Justice to the Captors Lest the Congress may Suppose we enhance the Value of things to make our Commission greater –

menting a commissn Reminds me of a Conference with Col [Daniel] Tillinghast on the Subject I exhibited an Accot of Sales of a Cargo of Rum taken by the *Columbus* & Charg'd the Captors 2½ P Cent Commn Soon afterwards it seems Capt [John] Langdon sent forward an Acct of Sales he had made of a Cargo taken by the same ship and Charg'd 5 P Ct the officers and men were dissatisfied and would not allow it Col- onel Tillinghast being agent for the Ship wrote to Langdon & Recd for Answer that he should not make any alteration, As he had wrote the Congress and they Order'd him to charge such Commissn on all the Business he did for them I beg leave to hint that I suppose the Congress wont make any difference in the payment of their Servants therefore I agreed to allow you the one half of what I am allow'd it was on the presumption that 2½ would be the allowance that I offered you 1¾ As but few words have pass'd between us respecting this matter I should be glad you will give your mind fully on the Subject as we are both mortal I must confess the Commissn is generous

As it will give you pleasure to hear of the prosperity of the State, I will acquaint you they have had Arriv'd in port three [two] Briggs from Bilbo[a] which they sent for Salt only, but so Elated were the spanish Court with the accounts they Recd of the Advantages over Genl Howe last winter that they Interfer'd & would not suffer them to take but a trifle of Salt & have loaded them back with Large Cables Cordage & Anchors they have a third Brig got into Booths Bay from Nants with 110 Chest of Arms ten tons Powder four Hhd files a quantity duck &c

I cant hear of [Stephen] Cleaveland begin to fear he is taken the packet I dispatch'd 13 weeks ago was waiting her dispatches from paris, daily expect Her, Capn [John] Skimmer is arriv'd at townsend with two Briggs them with a Sloop & Schoonr are all he has taken they are of Small Value except the one which had 600 Quintles of dry fish on board Our frigates have sent in a small Brig<sup>2</sup> from London for york with a Cargo of 3 or 400 pounds

Capt George Williams this moment informs me he has see[n] the prize master of another of [John] Fiskes prizes Just arriv'd at portsmouth with Salt and duck we have certain acctns from Nants that [John] Clouston has taken 16 prizes on the Cost of England & pass of portugal and had sent them into france & sold them at publick Auction, a speedy and good method to make Remittances. . . .

Sir,

Boston PS

I wrote the foregoing thinking to be obligd to go to Salem yesterday but luckily was prevented in answer to yours of the 14 I am greatly pleasd

you are like to get a mast for the *providence* which we thought impossible I am glad the Cap has done so much honour to the american Colonnies<sup>3</sup> in regard to what you write about [John Paul] Jones he does not improve on acquaintance for und[er] the Guise of dispising money he is aiming and grasping all he can he is no more inti[t]led to third twentieth part than he is my chaise neither would I ever give a penny on it, its true I paid the Commodore his 1/20 of the rum prizes but Jones told me Repeat[ed]ly since he came from philidepia that that matter was Orderd otherwise by Congress and that resolve only ment when the Commodre was out with a Numbr under his command

I beg you to forward the cost and outfit of the *Deleware*<sup>4</sup> so that I may send it to phila by next post as Mr Morris is desiruous of having it pray be as moderate in your demands as posible its very scar[ce] here the two frigates have send in a small Brig<sup>5</sup> from Lond[on] to York with cargo of above 800 Skimer is arrived a[t] Falmout[h] with two Brigs without any Cargo save a trifle of green fish and 70 Hhds Salt . . .

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

2. Brigantine *Littleton*, William Johnson, master.

3. Lieutenant Jonathan Pitcher, commanding Continental Navy sloop *Providence*. Marine Lieutenant John Trevett described this cruise as follows:

I am once more on board the sloop *Providence* and I find Jonathan Pitcher, Esq. is to take command, and we are only waiting for a good chance to sail. Made sail at sunset with a light wind from the N.E. Standing down the river, passed one ship off Prudence, and went through Narragansett Bay, and ran so near a 50 gun ship about 2. A.M. as to hear them talking on board, and at sunrise we were becalmed about two miles from the lighthouse and could see Newport and the ships in the harbour: About 10. A.M. a small breeze sprung from the S.W., and we arrived at New Bedford that night.

We had but few men on board, as it was not expected that we should get out of Providence River, but we got her new manned & sailed on a cruise to the eastward; nothing material happening untill we arrived off cape Breton. About 5 leagues off cape Breton saw several sail, and heard a number of heavy cannon. A brig bore down on us and began a fire at long shot; we ran from her about 1 hour until we got in good order for action, then we took in sail and let her come up close along side. The sea being smooth, we cut away all her colours in forty minutes, and they began to be slack, but in a few minutes they began the fire as brisk as ever, & cut our sails and rigging badly; it lasted about 40 minutes longer, when we cut away her maintopmast. We hailed them without a trumpet, being close on her starboard quarter, (and they stopped firing) to know whether they gave up or not, and the answer was "yes."

Capt. Pitcher was badly hurt, but kept the deck untill she gave up; but I can tell you it was Diamond cut Diamond. Capt. Pitcher sent me in the barge first on board; I found them with a very bloody deck, and her spars, sails & rigging very much injured. I staid on board untill I sent the Captain on board our sloop. The cabin floor was covered with the wounded, so that you could scarcely find room for your foot, and I found some of them were Irish, as they cried out for "Jesus sake" to spare their lives; they were very badly wounded. We found she came directly from England, and that she had 25 Soldiers & 2 Officers on board, besides the crew; and was loaded with King's stores, and bound for Quebeck.

Our sloop was so badly wounded in the masts & spars that we were obliged to send down her topsail yard & topmast. We manned the Brig; and that night the wind blew very hard with squalls, and the next morning she was not to be seen - Capt. Pitcher had ordered her to Bedford. We were obliged to give up our cruise & put away for Nantucket, and in a short time we arrived at Bedford,

carrying with us all our new Burgoyne Soldiers. One Word more; a better officer than Capt. Pitcher I think cannot be.

Trevett's Journal, NHS.

4. Formerly brigantine *Active*, Isaac Fox, master.

5. See footnote 2.

### RICHARD JAMES TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Gentlemen

Truro ~~May~~ June 18th 1777

theses are to inform You I had the Misfortune to be Chased on Shore On the Back of Cape Cod, By an English Man of War the 17 of this Instant at 12 at Night. The Ship Came so Near me, Was oblidge to Quit the Wesel it the Enenimi took Porseson of her Emediatly. it happend Very Luckily to be the Tide of Ebb – they Could not git her off that Night – in the Morn-ing the Inhabatants musterd Very Early. but Not having any Cannon Could not beat off the Boats – at about havlf an hour before high Water We had a small Cannon broughtt at the sight of Wich they Left the Brigg – and I have Run her up as high as I Could and took out the Powder duck and small Arms as Quick as Posibell – and have had it truckd Round to Turo Town, in the Cair of one of the Commite Mr Eapharim hardin, at Major-aty of the People thought as the Ship made off I should be abell to git the brig off[f] With the Remainder of the Cargo, however in the Afternoon We found our self deceved for three men of War Beat up within  $\frac{3}{4}$  of a Mile of the Brig and formd a Line hoiste out all their Boats. and had it not have Came up a hard Gust of Wind to the Northward it is thought they Would have Either Landed have Atemted to have Boarded her again or fired her throug full of Shott holes. I am Much afraid they Will mak another attempt this Morning as they are not above  $1\frac{1}{2}$  Miles off at this Present. I have imployd a Number of hands and shall take out all the Remainder of the Cargo and if the Brig dose not Bilgde shall Endeaver to git her off[f] and git her Round in the harbour: The Salt Wich Will be about 600 bushel should think it best (Excpt You should be in great Want of it) to Sell at this Place as the People are in great Want of it and the Expenc of Trucking it and Reshiping it Will be Considarabel – the Oother arti[c]les should think it best You Woud send a small fast sailing Wesell for of a bout 50 tons. The Enemi took about twenty Peacs of Ravan duck out Wile they Were in Prosession. I do not as yet Mis any thing More they took Exepte afew of my small stores –

I am gentelmen With Respect [&c.]

Richard James

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 24–25.

*Connecticut Journal*, WEDNESDAY, JUNE 18, 1777

New Haven, June 18.

Two British ships of war with their tenders, who have been cruizing in the sound for several days past, last Thursday [June 12], sent a boat ashore, at Green's Farms, and took off seven people, who were claming,

and who it is suspected were there on purpose to be taken, as they had time to have escaped.

Yesterday morning, the above vessels appeared off our harbour, and one of the tenders run in near East-Haven, where she landed about 40 men, who took off two cows and a calf, which were feeding by the water side. The vessels then stood to the eastward.

# JOURNAL OF LIEUTENANT COLONEL CHRISTOPHER FRENCH <sup>1</sup>

[New York] Saturday 14th June [1777]

Embark'd on board the *Friendship* 497 Tons Capt Lumly about one o'Clock in the morn'g <sup>2</sup>

Sunday 15th June

Mrs Seive & Miss Turvin came on board, & at 12. A.M. we sail'd, at half past one came to anchor at the entrance of Hell-Gate opposite Hollett's Cove the wind not permitting us to go through, the Country on both Sides beautifully romantic, there is a Channel on each side Blackwell's Island, we went the West Channel whilst a Sloop which was ahead of us went the Eastern one; We hope soon to reach Rhode Island after we pass Hell-Gate; In the Evening, finding our situation dangerous, on account of the strong Current, we weigh'd Anchor & went back (stern foremost) about two Miles, where we anchor'd in Kipsey's Bay & lay till –

Monday 16th June

When we weigh'd at 12. A.M. and got through Hell-Gate (a difficult & dangerous passage, being in some parts very narrow & winding, unless taken at a proper Time which is slack Water) about ½ past one & came to Anchor opposite Flushing Bay, near the *Niger*, who was to be our Convoy; In our way we pass'd Bahama, or Barren Island, Montresor's Island & the two Brothers (Islands so call'd, which form the Eastern entrance of Hell-Gate) & are about 6. Leagues from New-York –

Tuesday 17th June

At Nine A.M. the *Niger* made the signal for sailing & we all weigh'd vizt Our Ship mounting 20. Nine Pounders with 240 Men including Soldiers, another large Ship with Hessians, & three Sloops, the Wind fair as it can blow, but the Tide against us; & soon reach'd the Sound, leav'g New City Island, & another on the larboard hand; The Tide changing in our favor we slid pleasantly through the Water viewing the Towns, & pleasant prospects on each side us; About 7. o'Clock P.M. saw some Ships & Sloops ahead, beating to Windward, call'd all hands to Quarters, & posted 36. Men with small Arms on the Quarter Deck, got our Tompions out & waited the issue, The Ladies, though they look'd grave sometimes, yet behav'd with a true British Spirit. A place was prepar'd to put them in Safety, in the interim we brought to aStern of the Frigate, as his Second, when we soon perceiv'd they were Friends but do not yet know what Ships, as we did not speak with them –

Wednesday 18th June

The Wind still fair, as it was all Night, & we have a prospect of the



Naraganset Shore, along which we are Sailing; Came to anchor a little before one o'Clock close to the Town of Newport; This Night a Rebel Privatier Brigg of 14 Guns got past our Batterys favor'd by the darkness, into the Eastern passage, from whence she has as little prospect of getting to Sea, as she had where she lay before –

1. Journal of Christopher French, LC.

2. Lieutenant Colonel French who had escaped from Hartford jail in November, and after many adventures found safety on board a British transport in the Sound. He was assigned on January 30 to command the Queen's American Rangers.

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

Number 32.

*Eagle* Off New York

Sir,

June the 18th 1777.

Licenses having been granted by the several Governors of the West-India Islands for large Quantities of Rum and Melasses to be shipped for this port, under pretence of Supplies for the Army and Fleet; Whereby Means have been taken, as there is great Reason to believe, to furnish the Rebels collusively with those necessary Commodities; It has been therefore judged requisite to make the Application to the respective Governors contained in the Copy of the Circular Letter herewith enclosed, for restraining that injurious Intercourse. – And it is much to be desired for the King's Service, that His Majesty's pleasure could be obtained for the purpose of the Request. I am with great Consideration, Sir [&c.]

Howe

[Endorsed] R 22d Augt (1 Inclosure)

12 Sepr send Copies to Ld G Germain for his Majs pleasure

1. PRO, Admiralty 1/487, 415.

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

My Lord,

*St Albans* off New York June 18th: 1777.

Having it in Command from the Lords Commissioners of the Admiralty to inform them of the misbehavior of any of the Transports under my Convoy, I think it my duty to inform your Lordship of the behaviour of the Brig *Favorite*, who on the 22nd of April in Latitude 49°:02' North, Longitude made from the Lizard 11°:28' West parted Company with me; I have every reason to suppose intentionally. At 5 AM the 22d of April, the Brig *Favorite* was upon the Lee Bow about four or five miles. The *St Albans* having lost her Main-Topmast, at ½ past 2 AM lay too from that time until 11 AM, when she made Sail for two hours in order to lead the Convoy, going two Knots per Hour. She then lay too again until 6 PM of the 23d At 11 AM of the 22d the *Favorite* tacked being ahead and to leeward, in order as I thought to fetch into the Wake of the *St Albans*. It was hazy Weather, and I believe she took that opportunity of leaving me, as the last I saw of her was at 5 AM she not having tacked again; it was then quite thick and hazy weather. The first time Captain [Christopher] Mason of His Majesty's Sloop *Dispatch* came onboard after the *Favorite* had lost Company,

he observed to me that she certainly did it intentionally, as some nights prior he observed the *Favorite* make Sail and endeavor to go out of the Convoy, when he chased him w[ith] a pressed Sail, fired three Shot, and brought him back, – which fully convinced me of his intention to part Company.

With respect to the *Dispatch* Sloop, and three of the Convoy parting Company on the [28th] of May, I can assign no reason. At 9 PM the *Dispatch* and Convoy were close up, it was a very unsettled Night, with much Rain and very dark, sometimes a fresh of Wind, at other times Calm. At 1½ past 4 AM I saw only three Sail. At 6 AM a heavy Gale of Wind came on at North East. I kept my Course under a very easy Sail in hopes of their joining me. At 2 PM of the 29th of May, one of the Convoy made the Signal to speak to me, I brought too immediately and lay too until 6 AM when I made Sail again. Some days afterwards the Master [of] the Transport who made the Signal to speak with me informed me he saw two Sail to the Southward the Morning of the Gale of Wind.

Your Lordship will judge of the inattention of the Convoy in general, from the frequent occasions I had of making the Signal for them to come under my Stern, and my firing Shot at them to oblige them to keep their Stations mentioned in my Journal. I am My Lord [&c.]

R<sup>d</sup> Onslow.

(A Copy.)

[Endorsed] Copy 1 In Lord Howes Lre No 33.

1. PRO, Admiralty 1/487, 424-25.

# CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PAUL JONES<sup>1</sup>

John Paul Jones Esqr

Sir

[Philadelphia] June 18th 1777

Your Letter of the 26th May to the Secret Commee was laid before Congress and in consequence thereof the design of fitting the *Mellish* is laid aside and you are appointed to Command the *Ranger* Ship of war lately built at Portsmouth. Colo Whipple the Bearer of this carries with him the Resolves of Congress appointing you to this Command and authorizing him Colo Langdon & you to appoint the other Commissioned as well as the Warrant Officers necessary for this Ship and he has with him Blank Commissions & Warrants for this purpose.

It is our desire that you get the *Ranger* equipped officered and Manned as well and as soon as possible, and probably we may send you other Instructions before you are ready to Sail, however the design of the present is to prevent your waiting for such after you are ready for Service in every other respect and if that happens before the receipt of further Orders from us you must then proceed on a Cruize against the enemies of these United States conforming to the Orders and regulations of Congress made for the Government of their Navy, and in conformity thereto Take, Sink, Burn or destroy all such of the enemies Ships, Vessels, goods and effects as you may be able. We shall not limit you to any particular Cruizing Station but leave

you at large to search for yourself where the greatest chance of success presents. Your Prizes you will send into such safe Ports as they can reach in these United States your Prisoners must also be sent in and we recommend them to kind treatment. Any useful intelligence that comes to your knowledge must be communicated to us whenever you have opportunity

You are to preserve good order and discipline but use your People well. the Ship her Materials & Stores must be taken good care of, and every officer to answer for any embezzlements that happen in his department. You are to make Monthly returns of your Officers, Men &c to the Navy Board. You are to be exceedingly Attentive to the Cleanliness of your Ship and preservation of the Peoples healths. –

You are to afford Assistance and protection to the American Commerce whenever in your power & on your return from this Cruize lay Coppies of your Journal & Log Book before the Navy Board and inform us of the wants of your Voyage

We are sir your hble servants

1. Marine Committee Letter Book, 95–96, NA.

CONTINENTAL MARINE COMMITTEE TO WILLIAM WHIPPLE, JOHN LANGDON  
AND JOHN PAUL JONES <sup>1</sup>

Gentlemen

[Philadelphia] June 18th 1777

You will find herein Sundry Resolves of Congress passed the 14th instant the first relative to Captain John Roach and you'l be pleased to furnish him with a Copy thereof that he may do what is incumbent on him to do – another Copy will be sent to the Eastern Navy Board.

The second appoints John Paul Jones Esqr to Command the *Ranger* Ship of War – The Third empowers you Gentn to appoint the Lieutenants and other Necessary officers for this Ship and Colo [William] Whipple takes with him the Blank Commissions and warrants which you are to fill up with the Names of those you appoint and make return thereof to the Navy Board Copy whereof be pleased to send us also. We must also recommend that you make enquiry at Boston and Other places in your neighbourhood, if there are any Young Officers who have served with reputation in our Navy that deserve promotion and give such the preference in your appointments, as it will be a great encouragement to All our Officers when they find this practice is adopted and their merits attended to. We hope for your united endeavours to get the *Ranger* and *Raleigh* to Sea soon as possible and with much regard subscribe ourselves Gentlemen

Your most obedt servants

1. Marine Committee Letter Book, 96–97, NA.

## 19 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston* <sup>1</sup>

Thursday June 19th 1777. Thomas Shaw fell from the Maintopmost Cross Trees & Fractrd his Scull in two places, broke his Jaw, & Collar

Latd Obsd	Bone
42-49N	first part this 24 hours Easey breases
[Longitude in]	Middle part rain & fogg
39-28W	

1. McNeill's Journal, MM.

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

[Extract]

Honble sirs

Boston 19th June 1777

In Obedience to your orders I now transmit the Roll of the Ship *Hancock*, with the *Boston*, they are true Copys, as from the Originals left with Mr Cushing – I also inclose the Account of Sales of Ship *Esther*, *Alexander*, & *Active*, I am not furnish'd with the Sales of the *Mellish* yet, when it comes to hand I shall immediately forward it, I have the pleasure to acquaint you that the Frigates have sent to this Port a Small Brig from London for York,<sup>2</sup> they took her in Lattd 39d. 20m she has on board by information from one of her men, eight Tons Iron, twenty Chaldron Coal, ten tons of Cordage a Quantity of Duck, which is much damag'd, a parcell of Slops with some Linnens; not a paper is come to hand, for it seems whilst the Capts were perusing them, a Sixty four Gun Ship with four merchant Ships Appear'd, which prevented the return of the papers, however the Brig [was] long enough in sight, to see our Frigates Run Round her, and make their own sport, Capt Manley Bid her a Challenge, by hauling up his Courses and heaving his main Top sail to the Mast, in order to draw her from her Convoy, that the *Boston* might carry off some of the Ships, But the Brittain was aware of his design, and would not be taken in the trap, I think theirs a probability of sharing his fleet with him . . .

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

2. Brigantine *Littleton*, William Johnson, master.

### *Independent Chronicle*, THURSDAY, JUNE 19, 1777

Boston, June 19, 1777.

On Sunday last, a person arrived in this town from Halifax, who left it the 29th of May, from whom we have collected the following authentic Advices, viz. – That a fleet of 35 sail of transports arrived in that harbour lately, from New-York, in pursuit of provisions, &c. under convoy of the pirate Frigate *Tartar*, of 28 guns; so destitute is Howe's army of every necessity of life – That 16 sail of transports (part of the above fleet) sailed from thence the beginning of May, for the Bay of Fundy, in quest of cattle, hay, &c. under convoy of the *Scarborough*, of 20 guns, and Brig *Diligence*,<sup>1</sup> of 12; the former now cruising at the eastward, and the latter entirely lost on Gannet Rock, in Nova-Scotia; so that the transports have now only the *Vulture* 14 gun sloop of war, to protect them from the rebel navy; and were chiefly at Annapolis [Royal] 17 days ago, taking in their Cargoes. – That the following pirate ships sailed from Halifax, some time since, on a cruise, all bound for the New-England coast, viz. the *Greyhound*, of 28 guns; the

*Diamond*, of 32; the *Scarborough*, of 20; the *Albany* Philadelphia[-built] ship, of 18, and Dawson, in the Brig *Hope*, of 16; they are very poorly manned, and one-third of them by American sailors, whom they compel to enter their service. — That a French brig, from France, laden with cloathing, bound for this port, was sent in there by a british sea plunderer. — That a fleet of transports, consisting of 12 sail, with 200 invalids on board, and cloathing for 12,000 men, sailed in April last for Quebec, only one frigate to accompany them — That 6 transport ships were preparing for sea, in order to take on board (to transport to New York) two companies of the 37th and two of the 14th, british regiments, and 200 of the marines, mostly invalids, to fill up the vacancies on board the british navy, at New-York. . . . That the American prisoners, to the number of 200, confined on board the *lord stanley* prison-ship, in that harbour, are treated in the most barbarous and inhuman manner possible; and was it not for the kind interpositions of some of the inhabitants of Halifax, [the last win]ter, in [supplying th]em with [necessaries], numbers of them must inevitably have perished, they having but 4 british soldiers allowance for 6 of them (poor allowance indeed) and that thrown to them, as if to dogs; our navy-men and merchant-men are considered on an equality of footing, and are treated more like savages than christians, when they fall into the hands of perjured George's emissaries. . . . That the 2 cartels (one from this port, and the other from Portsmouth) are detained in that port, by order of the *poor, simple, harmless George Collier*, deputed commander of the british pirate fleet there; but on what account was not known: That the *Rainbow* man of war, of 44 guns, is fitting out with the greatest expedition, for sea, to cruise (they say) in Boston-bay: When she sails, there will not be a ship of war left in the harbour. — That Captain Sampson, late of the State brig *Independence*, was in good health and high Spirits, waiting to be exchanged, to take another slap at the mighty navy of britain. . . . That a ship, called the *Adamant*, arrived there from London, the day our informant made his escape, in a very short passage; but what news she brought, he could not learn, only, that 3 days before her arrival, she parted company with 45 sail of store-ships, &c. bound to York, under convoy of one frigate. . . . That the *Milford*, of 28 guns, now on a cruise, commanded by Sir William Barnaby, has been careened lately, her sheathing taken off, and her bottom soaped and tallowed; she is painted very black, and is to serve as a [de]coy in our bay; to carry 200 men, if she can procure them — That the *Scarborough* sloop of war, intends watering shortly, at the Cranberry Islands, where she has contracted (we learn) with one Jones, of Goldsboro' for 20 head of cattle. — That upwards of 180 Americans, confined on board the prison-ship, in Halifax, have been innoculated for the small-pox, and have got over the sickness. . . . That the *inoffensive* George Dawson, commander of the *Hope* brig, is endeavouring to get the command of the Continental brig *Cabot*, taken and carried into that port, by the *Milford*. — That Henry Mowatt (well known at Casco-Bay) late commander of the *Milford*, has been tried by a court-martial there, for behaving in a cowardly manner,

last December, when in sight of the *Alfred* Continental Ship of War (commanded by Captain John Paul Jones, Esq;) and her two prizes, charged with running from her, by his officers and men. –

We hear a privateer sloop belonging to Providence,<sup>2</sup> has taken a brig of 14 guns, with about 50 soldiers, besides the crew, which we soon expect to hear the arrival of. She was one of the convoy to a small fleet bound to New-York with troops and stores, and ordered out of the fleet to take the above sloop, which first decoy'd her out of sight of the fleet, then stood about and attack'd her, and after an engagement of nine glasses carried her.<sup>3</sup> The privateer arrived at Dartmouth last week with part of the prisoners, 17 of which arrived in town last Sunday, and were immediately convey'd on board the guard ship. The officers taken on board the above prize were put on board a vessel bound for France. One invoice found on board the above prize amounts we hear to ten thousand pounds sterling.

Tomorrow, at One o'Clock, Will be sold by Public Vendue, at the American Coffee House, The Ship *Hayfield*, with her Ballast, and Water on board, as she now lays at Tilestone's Wharf, with every Thing completely fitted for Sea. An Inventory may be seen in the hands of

Russell and Clapp, Auctioneers.

1. H. M. brig *Diligent*, Lieutenant Edmund Dod.

2. Continental Navy sloop *Providence*.

3. *Lucy*, Nathaniel Watson, master, from Cork to Quebec with provisions, sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67. She had been taken on May 19 but was retaken by H.M.S. *Amazon* and H.M.S. *Juno* on June 5.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 19th June Yesterday Evening a Rebel Brig came down from Providence, and stood towards Papasquash point as if she intended to go into Bristol bay; but about 7 o'Clock she tacked & appeared to be going back again. At 1 o'Clock this morning the *Lark* made a Signal that a vessel was coming down, & soon after perceived her going round the point into the bay, and fired several Shot at her; but the distance was too great to do her any damage. She proved to be the abovementioned Brig; and about 2 this morning she came out of Bristol bay, and having the advantage of Wind & Tide, she soon passed our battery. Seven shot were fired at her, one of which struck her, but as it was dark the effect could not be perceived. She stood up the bay, and at day break anchored off Mount Hope. A Sloop came round Papaquash point with the Brig; but she did not chuse to attempt passing our battery, and therefore anchored in the bay, where she now lies. If our Galley had been at her Station, and followed the Brig through the ferry, it is probable she would have taken her. The brig appeared to be the one of 14 Guns which came out of Taunton river some time ago, and went up to Providence.

The whole Rebel fleet may get out if they have only the spirit to risque

a few shot from our Batteries as they pass, for as our Frigates are now stationed they cannot prevent them, if they take the proper advantages of Winds & Tides.

The *Kingsfisher* resumed her Station in the Seconnet passage this morning.

1. *Mackenzie's Diary*, 141-42.

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

[Philadelphia] Thursday, June 19, 1777

A petition from Josiah Hewes, in behalf of Mr. Nicholas Brown, merchant, of Providence, owner of the sloop *Lydia*, was read, setting forth, that the said sloop was taken by a British man of war, and afterwards taken up adrift by Captain John Baldwin, in the schooner *Wasp*, and carried into Chingoteague inlet, where she was condemned, and sold, before it came to the knowledge of Mr. Brown; and, therefore, praying, that right and justice may be done to the owner, and a proportion of the value of the said vessel and cargo delivered to him.

*Ordered*, That the said petition be referred to the Marine Committee; and that they enquire into the facts, and do therein what they judge right; that in case the facts set forth are found true, they be instructed to relinquish to the owner, such share of the money arising from the sale of the said vessel and cargo, as belongs to the Continent.

1. Ford, ed., *JCC*, VIII, 480.

#### COURT MARTIAL OF WILLIAM WHITPAIN, MASTER OF THE CONTINENTAL NAVY SLOOP *Independence* <sup>1</sup>

At a Court Martial held on board the frigate *Washington*, in the port of Philadelphia, June 10, 1777, for the trial of William Whitpain, master of the Continental sloop *Independance*, for deserting from the said sloop, and taking away the boat of her prize, in direct breach of orders, the court were unanimously of opinion, that the said William Whitpain be cashiered, and rendered incapable of bearing a commission or warrant in the Continental navy in future.

Published by order, John Barry, President.

1. *Pennsylvania Evening Post*, June 19, 1777.

#### ROBERT MORRIS TO OLIVER POLLOCK <sup>1</sup>

Sir

Philada June 19th 1777

I have obtained two Blank Commissions one of which with the Bond for the faithful discharge of the Trust &c filld up for the Sloop *Mary* Captn James LeMaire bearer hereof – the other now enclose to you with the Navy Book of the Rules & Regulations respecting Prizes &c We agreed with Captn LeMaire that you should purchase his Sloop *Mary*, which I find he values at 2000 Dollars the whole, however you are to make the Bargain or get [her] valued by honest Men judges of her worth 1/3d to be for [your] Acct 1/3d

for my Acct & 1/3d on his Acct She is to receive a cargo from you for the Continent for which you are to fix freight on reasonable & honest terms he will come & deliver [the] Cargo on this Coast & carry you another back if you [desir]e it or go on a Cruize as may be deemed best you will [arm] & equip her according to what you propose she should [do] the freight should bear some proportion to the strength & the Expence thereof – perhaps while you are getting [together] the Cargo Captn LeMaire may take some prizes [in the] River if any English should come there & I wish to [have] satisfaction for what I have lost in this Way Should [these be] taken on our joint Acct you will make the most [of them] and Credit me for my Share the Nt Pceeds –

I intend to send a Memorial to the Court of Spain [requi]ring Satisfaction for the Seizure of our Brig whilst at New Orleans but shall wait a full State of the Facts when I send it to Spain I will send you a Copy of it with a list of what may be wanting to support the Claim which you [will] send from New Orleans but it will not do to put in [claims] for other persons unless they are Actually Subjects of these States.

The Blank Commission that I send you may make use of if occasion presents to fit out a Boat or Sloop when an Oppty presents to make prize of any Vessell or Vessells British Property in the River or if you think it best you may fit out a Privateer therewith but great Care must be taken that all the Rules of Congress are strictly complied with I think you & Captn LeMaire should keep it perfectly Secret that you have any such Commission wishing you all imaginable Success I am Sir Yours &c

P S Since writing the above I have agreed with Captn LeMaire for two thirds of his Sloop *Mary* for at the rate of 2000 Dollars the whole thereof you are to pay for said two thirds on Arrival one half on my Accot & the other half on yours & we [are] entitled to our Share of any Prizes she may take on her Passage

Yours R<sup>t</sup> M

1. Robert Morris Mss., Bank of North America Papers, HSP.

#### GOVERNOR THOMAS JOHNSON TO THE MARYLAND GENERAL ASSEMBLY <sup>1</sup>

Gentlemen of the General Assembly.

Capt Cook of the *Defence* informs me that a good deal of Uneasiness prevailed amongst his Officers and Men on Account of the Distribution of prize Money they having as they alledged had Encouragement to expect that the Officers & Men would share one half of the Captures and that now he is fitted in every Thing except a few Sailors for another Cruise the Men are not satisfied with being upon Terms less advantageous than those who are in the Continental Service I have promised to lay this Matter before you and to request your Consideration of it.

The armed Sloop *Molly* belonging to this State being a prime Sailer has made several Voyages but she is navigated at such a great Expence that she can make no profit the Council and myself think it advisable to fit her out as a Cruiser and the Row Galley or Xebeck built by Mr Steward now



ready to launch might probably get manned with the same View and be advantageous to the public the scarcity of Men and the high Wages given will we are apprehensive disable us from manning nearly the Number of Gallies designed to be fitted out for Service in the Bay – If you should resolve to have these Vessels employed as Cruisers I should be glad that as little Time as possible may be lost.

Th Johnson

[Annapolis] 19 June 1777.

1. Red Books, XVIII, 9, Md. Arch.

*South-Carolina and American General Gazette*, THURSDAY, JUNE 19, 1777

Charlestown, June 19

A Person lately arrived from the Bahamas brings Accounts of a Tender, formerly Capt. MacDonogh's Packet, arriving at [New] Providence about a Month since. Captains [Downham] Newton and [Andrew] Groundwater, in two Privateer Sloops<sup>1</sup> of this Port, having got Intelligence of her being in Nassau Harbour about three Weeks ago, endeavoured to cut her out; but the Crew having got into the Fort, from which they fired on the Privateers, and the latter learning that a Man of War, of 16 Guns, was in the Offing, they desisted from the Enterprize, and went out to Sea. A French Sloop which had put into Providence in Distress, a Ship belonging to New London, lying in Harbour Island, with a Cargo of Salt, and a Schooner suspected of being American Property,<sup>2</sup> were seized by the Man of War and Tender, who were to sail for Jamaica about ten Days ago.

By Intelligence from another Quarter we are informed, that Capt. Groundwater's Sloop soon after her Departure from Nassau, got ashore in a Gale on the Bahama Banks, and went to Pieces. The Crew were all saved by Capt. Newton.

Yesterday a Schooner from Jamaica, taken by Capt. Spencer, arrived here.<sup>3</sup>

The Marquis de la Faillette, a General Officer, the Baron de Kalb, Major-General of Infantry, and several other French Officers of Distinction, are arrived here in a Vessel belonging to the Marquis de Faillette, on a Visit to the Continent, and with an Intention of entering into the American Service.

1. South Carolina letter of marque sloops *Vixen* and *Swift*.

2. Schooner *Industry*, Jonathan Spooner, master, belonging to New Providence.

3. Schooner *Industry* was taken on May 8 by the Georgia privateer sloop *St. Louis*, Captain Samuel Spencer, *Gazette of the State of South-Carolina*, June 23, 1777.

## 20 June

FLOUR ACCOUNT FOR THE CONTINENTAL NAVY FRIGATE *Raleigh*<sup>1</sup>

[Extract]

1777 Accot Flower D'ld Mr Edward Hart to bake for Ship

*Raleigh* Vizt

Apl 29 To 12 Bbs

24 . 3 . 3

May 12	8 Bbs	14 . 2 . 23
28.	12 Do	25 . 2 . 16
		<hr/> 65 . 0 . 14

Charged to ship *Raleigh*

Accot Flower D'ld Edwd Hart to Bake for Ship

*Raleigh* Brot forward

65 . 0 . 14

June 10th out of Schoor *Doves* Cargo Vizt

	4 Bbbs	
14th	12 Bbbs	31 . 1 . 4
June 20.	18 Bbs	35 . 0 . 6
		<hr/> 66 . 1 . 10

Entd to Ship *Raleigh*

1. John Langdon Papers, Bills & Invoices 1773-1785, NHHS.

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

June 1777                      Segwine Isld N 62 Wt 67 Miles  
 Thursday 19                at 6 [P.M.] Saw a sail to Windward Gave Chase  
 Friday 20                    at ½ past 10 AM Spoke the Chase She proved to be the  
                                      Sloop *Nancy* from Boston bound to St Peters <sup>2</sup>

1. PRO, Admiralty 51/607.

2. *Nancy*, Naler Hatch, master, with a cargo including boards, oil, candles, rice and tar was sent to Halifax, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 20th June About 5 this morning the Rebel Sloop which lay in Bristol bay got under way, and having a light fair wind at N.W. passed through the ferry. The *Lark* fired some shot at her at the distance of near two miles, all of which fell short. Eleven shot were fired at her from our Redoubt, one of which, a 24 pr struck her in the broadside, and caused great confusion on board; but she got through without any visible damage, & went round to Howland's ferry where she anchored. She appears to be a Privateer, and mounts about 10 Carriage guns besides Swivels, and was full of men. She is a very handsome Sloop, quite clean, and well rigged. She fired three or four shot at the Redoubt as she passed. One half of a Doubleheaded 6 lb Shot struck the Abbattis and was taken up.

The Brig which lay near Mount hope, was seen at anchor up Taunton River this morning. It is highly probable they will both go to Sea the first fair wind after the dark nights come on.

If the Galley had been up, and gone through the ferry after the Sloop, she must have galled her exceedingly with the 18 prs she carries in her bow. Our armed vessels have very little to apprehend from the Rebel battery at Bristol ferry. They must have seen that with our four Guns we have seldom done any material damage to the many Rebel vessels which have passed; and the Rebels have but two Guns in their Battery, and not near so well served.

1. *Mackenzie's Diary*, 142-43.

*Connecticut Gazette*, FRIDAY, JUNE 20, 1777

New-London, June 20.

Last Tuesday a Party of Men from three British Ships landed at Sachem's Head, in Guilford, 3 or 4 Miles from the Town, where they burnt a large Dwelling-House, belonging to Mr. Leete, also two Barns, and carried off several Cattle, Calves and Sheep: But the Inhabitants being alarmed, the Enemy made but a short tarry.

Bound on a Cruise against the Enemies of the American States, and will sail in a Fortnight from this Date.

The Sloop *Polly*, commanded by Eliphalet Roberts, now lying in the Harbour of New-London. She is a prime Sailor, and well found, mounting 12 Carriage Guns, and otherwise well equipt and having all her Provisions on Board. Great Part of her Men are engaged, but some able Seamen and Marines are still wanting, to whom good Encouragement will be given, by applying on Board said Sloop, or to said Commander at the Golden Ball in New-London. Those who have already engaged, and are absent, are desired without Delay to repair on Board said Sloop.

New-London, June 19, 1777.

VICE ADMIRAL RICHARD LORD HOWE'S PASS FOR SLOOP *Sachem* <sup>1</sup>

By the Viscount Howe, Vice Admiral  
of the White and Commander in Chief  
of His Majesty's Ships and Vessels  
employed and to be employed in North  
America.

In Pursuance of an Act passed in the second Session of the present Parliament, entitled, "an Act to prohibit all Trade and Intercourse with the several Colonies therein mentioned," I do hereby license, authorise, and permit Mr Peter Bryson, Master of the Prize Sloop *Sachem*,<sup>2</sup> taken by His Majesty's Ship the *Perseus*, of the Burthen of Sixty Tons, armed with Four Guns and two Swivels and navigated by six Men, to proceed in the said Sloop from hence to Cadiz, and to return from thence to this Port, with a Cargo of Wine and Fruit for the Use of His Majesty's Fleet and Army employed in North America. This License to be in Force for two Months from the day of her departure from Cadiz.

Given under my Hand and Seal, onboard His Majesty's Ship the *Eagle*, off New York, the Twentieth day of June 1777 –

Howe

By Command of the Vice Admiral Josh Davies

Note. If any Goods, Wares, or Merchandize, other than Wine and Fruit for the Use of His Majesty's Fleet and Army as aforesaid, shall be found on-board the Sloop for which this License is granted, on her Return from Cadiz, (the necessary Stores for the Sloops Use, and the Baggage of the

Passengers, only excepted) the said Goods, Wares &c: shall be forfeited, seized and prosecuted as the said Act directs.

1. Andrew Elliot Papers, Box 1, NYSL.

2. Continental Navy sloop *Sachem* which had originally been British tender *Edward*.

WILLING, MORRIS & CO. TO WILLIAM BINGHAM, MARTINIQUE.<sup>1</sup>

Sir

Philada June 20th 1777

There is a Brigt called the *Nancy & Molly* commanded by Captn John Green that is our property altho she now appears in other Colours being registred at Pensacola in the Name of Mr Oliver Pollock of New Orleans who lately sent her with a Cargo of Lumber from the Mississippi to BBdos from whence she took a Freight to New York & by the Newspapers we find she is now there We suppose she will return to BBdos & in one of the enclosed Letters to Mr C[harles] Willing we have requested him to direct Captn Green to call on you in his Way down to the Mississippi for some Letters & orders for Mr Pollock C.W. Imagines this Vessell belongs to him & we expect will direct the Captn to comply with our request at least we hope so – We are not sure whether Captn Jno Green who commands this Vessell knows her to be ours or believes her to be the property of Mr Pollock but we do not like she should be continued in the way she is & wish to take her out of that Tract therefore when Captn Green calls on you try to find out his Political Sentiments (for we do not know him) if you find him against us We hope you may be authorized by the General to detain the Vessell & we hereby as owners invest you with full Power & authority so to do & engage to Indemnify you for so doing – If the Captn is a Whig & knows us to be his owners this Authority may be unnecessary because he will no doubt consent to what we propose but if he refuses you must take the Vessel from him if possible

If you can sell this Brigt for 500 half Joes, do so & apply the Money in part payment of our Debt to Mr C.W. but if that cannot be obtained & you find Captn Green the right Sort of man for our purpose & willing to obey your orders you will in that case Ship onbd said Brigt a Quantity of Rum Sugar Molasses Coffee or of such Articles as you Judge most likely to sell well in Carolina or Georgia but I believe the latter would be the best place & Ship only such Value as you think will purchase a Cargo of Rice send her on as if bound for the Mississippi giving the Captn however a Certificate that she is our property both Vessell & Cargo consign her to Mr Peter Whiteside Mercht at Savannah or in his Absence to John Wereat Esqr at that place & if you chuse to take half this Vessell at 250 Half Joes & be half concerned in her Voyage we have no objection you must in either case order her back to you from Georgia with a Cargo of Rice & the Captn should be prepared & Instructed if met on his Passages to say always to British Cruizers that he is bound to or from the Mississippi to the Americans telling the truth

Shoud Captn Green be improper for this Voyage & these purposes you will drop him & find a more suitable Person – We find Mr Pollock remitted

to C.W. a Cargo by this Brig of the Value of £650 BBdos Money & perhaps her freight to & from N York may lodge as much more with him which may lessen his demand on us perhaps about 400 to 500 half Joes – We hope our R M's Concern with you may enable you to make a further payment & we have both given orders & are taking measures to make you remittances for the purpose of discharging our Debt to him & we still hope you may find Opportunity of drawing some Bills on us for the same Purpose & we hope to get clear of this very disagreeable Affair with your Assistance in such reasonable time as will occasion C.W. as little Inconvenience as possible & remain Dr Sir [&c.]

(Copy)

Willing Morris & Co

1. Papers of William Bingham, Accession 2233, LC.

“AMOUNT OF THE PAY ROLLS OF THE PENNSYLVANIA STATE FLEET FOR THE  
MONTH MAY 1777.”<sup>1</sup>

14 Armed Boats		£ 1024. 15. --
2 ships, 2 Briggs & 1 sloop (Fire Vessels)		278. --. --
5 sloops for Accomodation, Victualg &c &c		130. --. --
13 Gallys Vzt The <i>Congress</i>	£206. 12. 6	
<i>Franklin</i>	191. 5. 6	
<i>Effingham</i>	186. 16. 6	
<i>Warren</i>	177. 4. 6	
<i>Washington</i>	244. 10. 6	
<i>Chatham</i>	195. 16. 6	
<i>Ranger</i>	226. 4. --	
<i>Dickinson</i>	237. 9. --	
<i>Burke</i>	144. 9. --	
<i>Camden</i>	131. 9. 6	
<i>Hancock</i>	180. --. --	
<i>Experiment</i>	185. 15. 6	
<i>Bull Dog</i>	130. 3. 6	2437. 16. 6
Ship <i>Montgomery</i>		85. 15. --
<i>Putnam</i> Floating Battery		402. --. --
<i>Arnold</i> Floating Battery		314. 13. 9
<i>Brigg Convention</i>		193. 18. --
Schooner <i>Deleware</i>		107. 18. --
		£ 4974. 16. 3
Several of the Gallys, ship <i>Montgomery</i> & the other Vessels are short in their Complement of Men which if Compleat would Cost the state about	}	1350. --. --
		£ 6324. 16. 3

Philadelphia June 20th 1777

W<sup>m</sup> Webb: Navy Pay Master

1. Misc. Collections, ChHS.

NORTON & BEALL TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

[Extract]

Williamsburg 20 June 1777

. . . A Man of War is Stationed near the mouth of York in order we presume to prevent the Baltimore Frigate getting out to Sea,<sup>2</sup> any Vessels you send for Your goods must keep a good look out . . .

1. Executive Papers, Box 7, Md. Arch.

2. Continental Navy frigate *Virginia*.SOUTH CAROLINA NAVY BOARD TO CAPTAIN EDWARD ALLEN <sup>1</sup>

Navy Board South Carolina 20th June 1777 –

Captn Edward Allen Sir/

The Brigantine of warr *Comet* of which you are Captn. being now ready to proceed to Sea on a Cruze having on board nearly a full Complement of Men and Provisions & stores for Three Months, we desire that you will Embrace the first favourable 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 Vessells 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 some *Convenient* Inlet in the State of South Carolina, and we *particularly* Recommend, that you take the Captn. 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 Cruze, and that you do frequently cause to be read to the Vessels Company the Rule 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 agreeable to the General Instructions given you by the Board – And to prevent any Inconvenience that may arise for want of Credit should you be Obligated to put into any Foreign Port you have herewith a Letter of Credit from his Excellency the President on the agent of the Continental Congress residing at such port, and whatever Supplys you may Receive from him for the use of the *Comet* you are to Draw Bills on this Board for the amount, and advise the Commissions by every Oppertunity of all such Drafts,

The Commissioners of the Navy having received Information from

his Excellency the President of a Number of Brass Field Pieces and Other warlike stores belonging to this State; being at Cape Francois in the Hands of Monsr. Carabasse they desire *that* in Case you should put into that port at a time your *Cruze may be* [nearly] out, and you [are about] to return to Charles Town you will call on Monsr Carabasse and take on board the *Comet* [as] many of *them* with their Carriages and Stores as you can Conveniently Bring.

By Order of the Board  
Edward Blake first Commissr –

1. A. S. Salley, Jr., ed., *Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779* (Columbia, S. C., 1912), 74–75. Hereafter cited as Salley, ed., *South Carolina Navy Board*. On June 30, 1777, the Board issued identical sailing orders to Captain Stephen Seymour of the South Carolina Navy brig *Notre Dame*. The bracketed words, missing in Allen's orders are taken from the Seymour instructions, *Ibid*, 78–79.

GOVERNOR GEORGE JAMES BRUERE TO LORD GEORGE GERMAIN <sup>1</sup>

Duplicate

No 15

My Lord

Bermuda June 20th 1777

Two Brigs, Rebel privateers, from South Carolina, have visited the West end of these Islands. Took in some Water, Spiked up one Gun, and threw one piece of Cannon, into the Sea from a little fort at the Extreem West End of these Islands, and carried off either four or Eight, pieces of Cannon private property. The *Nautilus* Sailed towards the West End, but could not over take them, as the privateers were both Clean and lately from South Carolina, and are Commanded by two Bermudian Captains.

The *Galatea* being removed, to another Station, I am Sorry that the *Daphne* Man of War, said to be coming here, is not arrived on this Coast, as Yet, but I am informed is gone to St Augustine. The *Nautilus* alone, is not Sufficient to prevent Insult, from Rebel Privateers; and I hope my Lord Howe, will send another frigate Soon.

I have no Men, to Man any of the forts; but the very few, that Captain Collins of the *Nautilus* Hath sent to the little fort, to Guard the Entrance into Castle Harbour. The Cannon and Carriages are very Old and bad, but I have Repaired some of the Carriages. I have the Honor to be with great Respect [&c.]

George Ja<sup>s</sup> Bruere

[Endorsed] Rd 26th August (Dup. origl not reced)

1. PRO, Colonial Office 37/36.

21 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston* <sup>1</sup>

Saturday

No Observation

21t June 1777.

Hoisted out the Boat & Went on board of Manley with the Officers of the *Fox* to dine with Capt [Patrick] Fotheringham

Lat D R

44–08N

[Longitude in] the first part this 24 hours Calm we sent our 2d Lt 2  
 40-58W Midshipmen & 16 Men on board the *Fox* to Compleat her  
 1 [A.M. Calm] According to agreement with Capt Manley.  
 10 [A.M.] Lay this day at 6 P M I hurt my right Legg between the Ship's  
 too up N Side & the Boat  
 off NNE -

1. McNeill's Journal, MM.

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

June 1777 Nantucket Shoal N 12° Wt Dist: 15 Leagues  
 Saturday 21st 5 [AM] Saw 2 Sail in the NE Qr made Sail & gave  
 Chace 8 Light Airs & fair at ½ pt TKd Ship 12 Do  
 Wr in Chace.  
 Light Airs & Clear wr Nantucket Shoal N 12° Wt Dist:  
 15 Leagues 1 [PM] the Prize in Compy TKd Ship 6  
 Fired 12 Guns Shoted at the Chace She brought too a  
 Schooner from Boston bound to Egg Harbour <sup>2</sup> sent a  
 Petty Officer & Six men to take Charge of her Wore Ship  
 & made Sail.

1. PRO, Admiralty 52/2079.

2. *Experiment*, Jacob Mills, master, with sugar, sent to Rhode Island, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

*The Freeman's Journal*, SATURDAY, JUNE 21, 1777

Portsmouth, June 21.

Capt. Bartlet, in the Brigantine *Pinnet*, arrived at a safe Port the 11th instant, from Nantes, belonging to the State of the Massachusetts, with a Cargo, consisting of 400 Barrels of Powder; 400 Chests of small Arms; 4 Casks of Flints; 4 dit. Files; 1000 Bars of Steel; 5 Casks Leather Shoes; 20 Ton Pig Lead; 4 double fortified 4 Pound Cannon, 8 Swivels.

JEREMIAH POWELL TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

State of Massachusetts Bay

Sir

Council Chamber June 21st 1777.

A few days since the Commissary of Prisoners here sent some Masters of Vessels, and others, to Providence in order to proceed to Rhode Island; but yesterday they return'd hither, and 'tis reported that the reason why your State prevented them, was because the Arm'd Vessels now with you, might have an opportunity to pass Rhode Island without the Enemy's gaining intelligence of your designs; In consequence, we have Stop'd the prisoners here until we receive your Reply to this; and if you have no material objection, we intend to send them to a small port near Dartmouth, from whence they may depart for Rhode Island, and will not have it in their power to make any discoveries greatly to our disadvantage.

In the Name, & behalf of Council - I am [&c.]

Jer Powell Presidt

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



23 June

SIMEON MAYO TO ELLIS GRAY, MASSACHUSETTS BOARD OF WAR <sup>1</sup>

[Extract]

Sir

Falmouth June 23d 1777

A Prize Briga Arivd heare this day Sent in by Capt Clouston,<sup>2</sup> the Prize master tells me his orders are to send an Express Imediately to Boston, he is in want of Provisions &c & also Cash to hire a man to go, I have hired the Post to Carry the letters to Boston & Shall Furnish him with what he wants – He heard I was agent at this Port made him apply to me it is true I was appointed Dy Agent by Timy Parsons of Pownalboro last Fall before I went to Virginia but whether he is Continued to this time I dont know, If he is I woud not have any thing to do with any Vessell under [Mr] Parsons (From what I have heard respectg Parsons I woud not at any rate) As I have the Care of the Continental Prizes which Arive heare, it may be of Service to me to be Agent for the State Prizes & also to the Place to have some of them sold heare

Shud there be an Agent appointed for this Place shall take it a Favor you'l mention My name, it may be as much in my Power to Serve the State as any one Else Woud thank you for an answer whether I shall Supply the Prize master &c by the Bearer who will Come out of Town Imediately I am in Haste [&c.]

Simeon mayo

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 260.

2. *Phoebe*, Nicholas Devereux, master, taken by the Massachusetts Navy brigantine *Freedom*, *Independent Chronicle*, Boston, July 10, 1777.

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE <sup>1</sup>

June 1777

Cape Ann No 74. 30 Wt Distance 74 Leagues

Monday 23d

AM at 8 saw a Sail to the No wd Standing to the EtWd, made Sail, and Chac'd, at 10 Fired 2 Six Pounders at the Chace and brot her too, she proved to have come from Newbury, bound to the Granadoes, took the Prisoners out and sent a Petty Officer and 6 Men to take Charge of her – PM at 2 took the *Friendship* in tow and made Sail <sup>2</sup>

1. PRO, Admiralty 51/360.

2. *Friendship* was condemned on July 17 in Nova Scotia Vice Admiralty Court, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777–82, 6–7.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN RICHARD JAMES <sup>1</sup>

War-Office,

Sir,

Boston June 23d 1777

We rec'd your Letter of the 18th from Truro & have sent a small Sloop James Soule Master to take on Board your Lading, which you will with all possible Expedition ship on Board his Sloop – As it is not in our power to sell the Salt you will put it on Board this Sloop. – You will let us know what Situation your Vessel is in, that such Measures may be taken by us, as



*Captain John Brisbane, R.N.*

shall be most for the Interest of the State, – You will take Receipts of Mr Soule for such Goods as you may put on Board him, mention the order they are in at the time of shipping – send us also your Accts of the Cargo took on Board at West Indies, & what was taken by the Enemy. – As Mr Soule is on pay by the Day you will give him the greatest dispatch possible.<sup>2</sup> We are, yr Friends &c.

By order of the Board,  
Sam<sup>l</sup> Phps Savage, Prest

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776–1780, 80. James commanded the brig *Compte d'Estaing*.
2. Mr. Soule was allowed "forty Shillings for every Day," Mass. Arch., vol. 8, 22.

#### ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT

[Boston] Monday June 23d 1777.

Resolved that the Board of War be and hereby [are] directed to deliver to Capt. John Roache [Roche] as much bolt rope as may be necessary for Compleating the Sails of the Continental Frigate *Ranger* under his Command – he paying for the Same –

1. Mass. Arch., vol. 37, Part II, 88, 89.

#### LEONARD JARVIS TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Dartmouth June 23d 1777

I have now to reply to your Favour of the 9th Instant which inclos'd me a list of the Persons concern'd in the Capture of the Ship *Alexander* – which being certified only by the Clerk – I have returnd with the list of the Ship *Alfreds* Company to Capt John Bradford for you to affix your Signature – I was the more induced to this as I observe that you have put down James Grennell as a Boy – when the late Commr in chief Mr Hopkins certifies that he was a Midshipman – although it may be just that when there are fewer than the Compliment in any Classes of Officers those who belong to such Classes are entitled to no greater Shares than they could have claim'd, had the Compliment been full – yet I am persuaded those Officers never would consent that the part allotted to their particular Class shd be divided otherways than among themselves – but should the Congress order it to be so settled I imagine they would make no great Difficulty –

The Supernumerary Officers are pretty well got over the Order of Congress respecting the turning over of Officers from one Ship to another leaves but little room for Dispute – the only Objection now is against the Acting Lieutenants Masters &c classing with the Lieutenants & Masters – the Classes below them will object to their classing w[ith] them & I see not where you can place them or what furthur can be done than dividing the ten Deserving Shares among them <sup>2</sup>

Capt Hacker has disposed of three & half Shares of the ten & consequently has left six & a half for [the] Ship – he also has allotted a Share to one [Stephen] Rus[t] a Midshipman on board the Prize as first seeing the *Mellish*.

I observe there was 7 Casks of Beef & 26 Bags Bread taken on board the *Alfred* from the *Mellish* – I have been applied to by Commodore Hopkins for his 1/20 of the *Alexan[der]* & shall acquaint him with your Demand – [but] I cant yet think myself safe in paying it to you any more than to him – as soon as I can see a Resolution of Congress to pay the thr[ee] twentieths of that Vessel to Capt Jones I shall be ready to obey – If you will be kind enough to call on Messs Cushing & White they will pay you Seven hundred & eighty pounds which if the Division is made as I am confident it will wont be much short of yr part of the Ship *Mellish* & Brig *Active* & yr part also of the *Alexander* with the fifty pounds Sterling paid your Order to [Ca]pt Fox<sup>3</sup> – I wish you when you sail a [p]leasant & prosperous Voyage & am – with due respect [&c.]

Leo: Jarvis

1. Papers of John Paul Jones, 6589a, 6589b, LC.
2. Navy Regulations provided that "There shall be ten shares of every prize, which shall be taken and condemned, set apart to be given to such inferior officers, seamen and marines, as shall be adjudged best to deserve them by the superior officers." See Volume 2, 1182.
3. Isaac Fox was master of the prize brig *Active* and the payment was probably for wages of the British crew up until the time of condemnation.

#### MINUTES OF THE RHODE ISLAND COUNCIL OF WAR<sup>1</sup>

State of Rhode Island &c

In Council of War June 23d 1777

Resolved that Messrs John Brown John Jenckes, Esek Hopkins Thomas Rumrick, & Christopher Lippett be & they or any three of them are hereby appointed a Committee to Propose a Plan for the purchase of Two Vessels for Cruizers & for the Voyages of Three Vessels to be fitted Out by this State to procure such Articles as are necessary for the use of the Inhabitants thereof & the supply of the Army. – that they lay the same before this Council with an Estimate of the Expenche that will attend the fitting them out

1. RIHS Manuscripts, vol. 6, 79.

NATHANIEL SHAW, JR. TO SAMUEL BROOM, MERCHANT,  
WETHERSFIELD, CONNECTICUT<sup>1</sup>

[Extract]

New London June 23 1777

Dear Sir Your favr 19 Inst. I Recd & observe the contents, I really am of the opinion in regard to the purchase of the Sloop *Montgomery* & think she will answere to send on the Voyage to Europe better then the Brig. and consent to the purchase of her & to be concerned in one fifth, but Insted of the Brig. going to Virginia I would have her fitted out as a privateere there is not a better Vessell on the Continent I have Six Cannon Six pounders which added to what the Sloop has will be almost enough & make no doubt but I can git the remainder. Capt Thos Kennedy will go master of the Sloop and a better man cannot be had. . . .

1. Nathaniel Shaw Letter Book, YUL.

*New-York Gazette*, MONDAY, JUNE 23, 1777

New-York, June 23.

Last Wednesday Night Mr. Lowther arrived here with his Family, from Edenton, in North-Carolina, being obliged to leave that Province, where the Rebels are persecuting to Death and Destruction every Person, that will not join in the present Rebellion. Last Monday Mr. Lowther fell in with the *Hinchinbrooke* Sloop of War, Lieut. Ellis, who had taken a Schooner from Boston with 12 Hogsheads of Sugar and one of Rum, bound for Baltimore, in Maryland. Another Vessel, taken by the same Sloop of War, was then burning in Sight.

Last Monday Evening arrived here from England his Majesty's Ship the *St. Albans*, Capt. Onslow, of 64 Guns, and brought in under Convoy several Vessels with some British Artillery and Hessian Yagers.

The 15th Instant returned here from a Cruize his Majesty's armed Sloop *Harlem*, Lieut. Knight, and the *Stanly* Brig Tender: A few Days before they came in, they cut out of Egg-Harbour two Brigs, one of them a Letter of Marque, the other is loaded with Lumber and Tar: They took three other Vessels during their Cruize.

LIBEL OF CAPTAIN JOHN YOUNG AGAINST THE SCHOONER *Mary* <sup>1</sup>

Baltimore County in the State of Maryland to wit

To the Honorable Benjamin Nicholson Esquire Judge of the Court of Admiralty erected by the Honorable the Convention of Maryland to take Cognizance of and determine the property of Captures of Vessels brought into the State of Maryland pursuant to the Resolves of the Honorable the Continental Congress

The bill of John Young Esquire Commander of the Continental Sloop of war called the *Independance* duly Commissioned under the Honorable the Continental Congress, who, as well for himself as the Officers, Mariners and Seamen and all others belonging to and concerned in the said Sloop in this behalf prosecuting in all humble manner sheweth; That the said Sloop was fitted out Equipped, Victualled and armed at the Expence of the united States of America and the said John Young being duly Commissioned, authorised and appointed with his officers Mariners and Seamen on board the said Sloop to cruise and Sail on the high Seas; did on the day of            in the year of our Lord one thousand seven hundred and seventy            within the Jurisdiction of this Court discover on the high Seas, pursue, apprehend and as a lawful Prize take the Vessel or Schooner *Mary* Commanded by Patrick Bower, burthen about thirty Tons together with her apparel, Tackle, Furniture and Cargoe; belonging to a Subject or Subjects of the King of Great Britain; and the said John Young doth further shew that the said Schooner *Mary* at the time of her Capture afore-said and long before, and the Tackle, apparel, Furniture and Cargoe of the said Schooner did belong to Subjects of the King of Great Britain not residing in or being Inhabitants of the Bermuda, Providence or Bahama Islands; wherefore the said John Young prays this honorable Court that the

said Schooner called the *Mary* with her Tackle, apparel, furniture and Cargo may be adjudged and condemned as forfeited to the Use of the Captors thereof and those concerned in the Sloop called the *Independance* according to the Resolutions of the Honorable the Continental Congress in that behalf made and provided –

David M'Meehan pro Libellant

Baltimore Town

June 23th 1777

1. Admiralty Court Papers, Box 1, Folder 14, 1776–1781, Md. Arch. *Mary* was condemned as a legal prize.

# JOURNAL OF THE MARYLAND HOUSE OF DELEGATES<sup>1</sup>

June 23d 1777–

The House took into Consideration his Excellency the Governor's Letter to the General Assembly of the 19th Instant, and thereupon

Resolved, that the Officers, Mariners, and Marines of any of the Vessels of War fitted out by this State, be entitled to the same Distribution of Prize Money as the Officers, Mariners, and Marines in the Continental Service.

That the Governor and the Council be Empowered to fit out the Sloop *Molly* and the Row Galley or Xebeck built by Mr Steph Steward and to Employ them as Cruizers.

By the Senate, June 23d 1777.

Read and assented to with the following Amendment: – Strike out the following Words in the second Resolution, “the Sloop *Molly*”<sup>2</sup>

By Order,

A. C. Hanson Clk Sen.

1. House of Delegates Journal, Md. Arch.

2. The reason for the Senate's action was given in a brief note, reading “Gentlemen, We cannot agree to that Part of your Resolution which empowers the Governor and the Council to fit out the Sloop *Molly*, and employ her as a Cruiser, because we think she would be much more advantageously employed in a Voyage to import Salt and Medicines, Articles much wanted by, and very necessary to, the Inhabitants of this State,” House of Delegates Journal, 1777, Md. Arch.

*Gazette of the State of South-Carolina*, MONDAY, JUNE 23, 1777

Charles-Town, June 23.

By a Gentleman just arrived here, who was in Jamaica the 27th of last Month, we learn, that the Continental Sloop of War *Hornet*, was carried in there (not into Antigua) the 9th, by the *Porcupine* Sloop of War (lately Capt. Johnson's, purchased at Curacoa) mounting 20 Iron and 2 Brass Cannon, commanded by the Hon. Capt. Cadogan – that the *Porcupine* had 5 Men killed in the Engagement – and that Capt. Nicholson and his Crew were confined, in Irons, on board Admiral Gayton's Ship. – That every Vessel which the Men of War carried into Jamaica, even Bermudians in Ballast, and Frenchmen, were, under some Pretence or other, condemned and sold there. – And that a large and rich Fleet, was certainly to sail from thence for Great-Britain, by the 15th Instant, under Convoy of the King's armed Ship *Kent* of 36 Guns and 160 Men, Capt. Joseph Tathwell, and the *Lively* Man of War of 20 Guns, with a like Number of Men.

A French Scooner, laden with Rice, is taken and carried into Jamaica, by the *Porcupine* Sloop of War.

The Brig *Anne*, James Garrigues, Master, of Philadelphia, with 18 fine Brass Field Pieces on board for the Use of the United States, has also been taken and carried into Jamaica.

The *Cotesworth-Pinckney* Privateer of this Port, of only 2 Swivel Guns, 4 Patteraroes, and 13 Men (Officers included) commanded by Capt. William Ranking (of whom some mention was made in this Gazette of the 9th Inst.) returned last Tuesday from a Cruize; of which he has favoured us with the following particulars. On the 23d of May, off St. Augustine, he a second Time fell in with Capt. Mowbray's Sloop, and the Ship which Capt. Allen in the *Comet* engaged four Days after, which he had approached near enough to know what they were, they gave him Chase for six Hours, but he happily got clear of them. The next day he again saw them, but they did not then chase. This did not discourage him from continuing to cruise off St. Augustine and on the 8th Instant he took within half a mile of that Bar (having cut him off from the Breakers) the Sloop *Mary*, Robert Harrison, Master, from Antigua for St. Augustine, laden with Rum, Sugar, Beef, Butter, Candles &c. On the 9th he discovered three sail at Anchor to the Northward, in about seven fathom Water, between St. John's and St. Mary's Rivers. He thereupon ordered the Prize to run in shore, while he stood toward the Ships, to see what they were. He soon discovered that one was a Frigate, the others Transports or Merchantmen (probably the same that stole the Negroes off this Bar Sunday the 1st.); the Prize was then ordered to make the best of her Way, while he stood in Shore toward the Mouth of St. John's; where he a third time saw Mowbray, He thereupon returned to his Prize, and ordered her to stand to the Eastward; but, about noon he had the Mortification to see the Frigate come up with and retake her; she afterwards chased him till Night, but he left her at his Pleasure, and ended his Cruize, his Crew being then reduced to six Men.

On Tuesday last Capt. Richard Wells, as Prize Master, brought into safe Port, the Scooner *Industry*, from Jamaica, taken on the 8th of May, by the Privateer Sloop *St. Louis*, of Georgia, commanded by Captain Samuel Spencer.

Capt. Wells put into the Havana on the 6th Instant, where he met with a most hospitable Reception, and was readily supplied with every Thing he wanted. Captain [Woolman] Sutton in a Letter of Marque Brig, belonging to Philadelphia, put into the same Port, on the 7th, and Captain Spencer on the 8th, who both met with the like reception and treatment.

The Day Capt. Wells came in, about 9 in the Morning, he saw two Ships and a Scooner, about 5 Leagues S.E. of this Bar, standing off, who did not offer to chace, but are likely to be the same that drove ashore and burnt the Mississippi Brig, mentioned in our last, near Stono. — The Brig was the *Union*, Capt. Bell, from Mississippi, laden with Barrel Staves, bound for Ireland, and had been taken on the 5th Instant, by the Letter of Marque Brig *Lively*, of Philadelphia, commanded by Capt. W. Sutton.

Capt. Downham Newton, of the Sloop *Vixen*, and Capt. Andrew

Groundwater, of the Sloop *Swift*, both Privateers of this Port, having learnt that a King's Scooner, of 10 Guns, was in the Harbour of Nassau in New-Providence, and had seized a French Sloop which had put in, in Distress, the Scooner *Industry*, Jonathan Spooner, Master, of that Island, under Pretence of being American Property, as well as a Ship at Harbour Island, belonging to New-London, that was loading salt; they formed the Design of cutting her out, and for that Purpose entered the Harbour on the 1st Instant, but finding the Scooner hawled up under the Guns of the Fort, into which the Crew had retired, and a Man of War Sloop of 16 Guns, appearing in the Offing, after exchanging a few Shot with the Fort, they were obliged to put to Sea again. The Sloop *Swift* since struck a Rock on the Bahama Bank, in a Gale of Wind, and soon went to Pieces; but Captain Groundwater and his Crew got on board the *Vixen* – The Man of War and armed Scooner were to sail from Nassau last Yesterday se'nnight, with several Vessels they had seized, for Jamaica.

## 24 June

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

To the Honble the Council, & the Honble House of Representatives, in Genl Court Assembled, at Boston June 1777

The Petition of John Brown of Boston humbly shews That your Petitioner, in the Month of Septr AD 1775 sent a Brigantine belonging to himself, & called the *Eunice*, on a Voyage to the Island of St Vincents, that the Capt of the Brig, soon after the Act for Subjecting American Property to Seizure was passed, as a Cover made a fictitious transfer of the Vessel, & put her into the Employ of certain Merchants, Subjects of the King of Great Britain, to freight from St Vincents to London, in this Employ she was lately Captured by an American Privateer,<sup>2</sup> has been libelled in the Maritime Court, & twice tried, and the Jury on the last Trial contrary to the Express Opinion of the whole Court; found, "that the aforesaid Brig was employed by the Enemies of America, and a Lawfull Prize to the Captors" The Opinion of the Justices of the Superiour Court of Judicature &c has been repeatedly given, that the Statute Subjecting Vessels to forfeiture, that are found in the Employ of the Enemy, restricts the Meaning of Enemies, to the Fleet & Army, employed against the United Colonies of America, as it Clearly does in so many words. In Consequence of this Adjudication all the Vessels under the same Predicament with your Petitioners have been restored to their Owners –

Your Petitioner thinks it peculiarly hard on him, that his Property shou'd be forfeited for an Act, which no law of his Country Condemns, and while others under precisely Similar Circumstances are restored, Besides your Petitioner is really apprehensive that this Judgement will be of dangerous Precedent, for if all American Vessels, that have been transporting British Merchandize from any foreign Port to another since the present



War are forfeitable. Your Petitioner is persuaded that half the floating Property of the Continent is liable to Seizure, for an Act too which by Adverting to the Laws of their Country, they find no where prohibited.

Your Petitioner therefore humbly Prays, that as the Laws of the State have not provided for Reviews in Maritime Causes as in Common Law Actions, your Honors would kindly interpose in behalf of your Petitioner, and for the furtherance of Law and Justice, direct a New trial to be had on the Aforesaid Brig, at the Next Superiour Court, for the Middle District – And as in Duty Bound shall ever pray &c –

John Browne

[Endorsed] State of Massachusetts Bay –

In the House of Representatives June 24th 1777 –

On the Petition of John Browne Esqr praying a Review in a Certain Maritime Cause Mention'd in his Petition –

Order'd That the Petitioner Notify the Adverse Party by serving the Owners of the Privateer which Captur'd his Vessel, or their Agent or Agents, and the Agent and the Agents for the Captors by Serving them with a Copy of his Petition & this Order thereon, to shew Cause if any they have, on Friday the Twenty seventh Instant, why the Prayer of said Petition should not be granted, & the sales of said Vessel & Cargo & all proceedings thereon be stayed till the further Order of this Court –<sup>3</sup> sent up for Concurrence

J Warren Speakr

In Council June 24th 1777 –

Read & Concurred

John Avery Dpy Secy

1. Mass. Arch., vol. 183, 35–35a.

2. *Eunice*, Charles Anderson, master, was taken by the Massachusetts privateer ship *Boston*, Captain William Brown, *Independent Chronicle*, Boston, April 10, 1777.

3. Mungo Mackay and Thomas Adams, agents for the privateer *Boston*, submitted their rebuttal to this petition on June 27, Mass. Arch., vol. 183, 36–38.

#### MASSACHUSETTS BOARD OF WAR TO EMANUEL MICHAEL PLIARNE<sup>1</sup>

[Extract]

Mr Pliarne,

Sir,

War-Office

Boston June 24th 1777

The Board of War have the Pleasure of congratulating you on the Arrival of the Brig *Penet* at the Eastward from Nantes in 43 days – Capt [Nicholas] Bartlett sent an Express informing of it – but for what reason we know not, he has detain'd whatever Letters he may have brought for either of us; – In the *Penet* Capt Chapman of our Ship *Versailles* came Passenger he arriv'd in 45 Days in France, & left his Ship & Cargo with Messrs Gruel – As soon as we receive our Letters we shall send further Information to you; – We are sorry to acquaint you that the Bark *John* (now *Adams*) is still here waiting for Hands, We design'd her first for Virginia, but finding it impossible to get in the Capes, we have alter'd her Voyage to So Carolina as we before wrote you, – We shall embrace the first Men which can be procur'd & send her to you – Two Ships are now at the

Eastwd loaded with Masts &c for Nantes, they we hope will sail in a few Days if a convenient Oppertunity offers, the Eastern Coast being constantly watch'd by 3 or 4 English Frigates . . .

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776-1780, 83-84.

### TRIAL AND CONDEMNATION OF THE PRIZE SLOOP *Betsey*<sup>1</sup>

State of the Massachusetts Bay }  
Middle District Suffolk ss

At the Maritime Court for the middle District of the State of the Massachusetts Bay holden, at Boston in the County of Suffolk, by the Honourable Nathan Cushing Esquire Judge of said Court, on Tuesday the twenty fourth Day of June in the Year of our Lord one thousand seven hundred and seventy seven –

John	Be it remembered That on the seventeenth Day of May
Bradford	last, John Bradford Esqr of Boston in the County of
Esqr	Suffolk, in Behalf of John Skimmer Commander of the
Propont	armed Schooner <i>Lee</i> , & the Officers, Marines & Mariners
vs	on board the same, the Owners thereof, and all concerned
the Sloop	therein, came before the Honourable Timothy Pickering
<i>Betsey</i>	Esquire, then Judge of said Court, and filed a Libel ex-
Nathl	hibiting an Information, to wit, that the said Skimmer
Horrick	and his Company, in said Schooner, on the high Seas, on
late Master	the third Day of the same May, attacked and took and on
Libel &c	the sixteenth Day of the same May, brought into Boston
filed 149	in said District, the Sloop <i>Betsey</i> , of about fifty Tons

Burthen, commanded by Nathaniel Horrick and laden with the Articles mentioned in a Schedule to said Libel annexed

And the said John Bradford, in his said Bill, averred that the said Sloop, her Cargo and appurtenances were, at the Time of her Capture, the Property of & belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermuda, New Providence or the Bahama Islands; and that the said Sloop was then employed by the Enemies of the united States of America and carrying Supplies to said Enemies. By Means of all which and by Force of the Laws of this State and the Resolves of the Continental Congress in such Case provided, the said Sloop, her Cargo and appurtenances (the Proponant further said) are forfeited, and to be distributed to the Captors and others concerned therein – Praying advisement in the Premisses and that, by a due Course of Proceedings, the said Sloop, her Cargo & appurtenances may be decreed to be and remain forfeited and distributed as the Law directs.

And the Time & Place of Trial having been duely notified, the said John Bradford the Proponant appeareth, and no Person appearing to shew Cause why the said Sloop her Cargo & appurtenances should not be condemned;

After a full Hearing of the Proponant (by his Counsel) the Proponants Bill aforesaid is committed to a Jury duely returned and impannelled and

sworn to return a true Verdict thereon according to Law and Evidence, Which Jury are William Foster, John Woods, Elisha Gardner, Joshua Boylston, John Coburn, John Hooton, David Williams, John Champney, Thomas Parker, William Bosson, Francis Archibald, John Bennet, Who return their Verdict to the said Nathan Cushing Judge, and upon their Oath say, "that the said Sloop is a Merchant Vessel that she was taken, on the high Seas, by Capt John Skimmer Commander of the Continental arm'd Schooner called the *Lee* and bro't into the middle District of this State, that the said Sloop her Cargo & appurtenances were at the Time of her Capture the property of & belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermudas New Providence or Bahama Islands."

And thereupon, It is, by the [said] Nathan Cushing Judge as aforesaid, considered and decreed that the said Sloop *Betsey* with her Cargo and appurtenances are forfeit; that the same be sold at public Vendue; and that of the monies thence arising, there be paid the Charges of Trial & Condemnation being eight pounds eleven shillings & eight pence and the Charges of Sale and the Wages of the Seamen & Mariners who were taken on board the said Sloop, according to the Terms of their Contract up to the Time of her Condemnation (such Wages as have been advanced & paid to the Seamen & Mariners by the said Nathaniel Horrick late Master of said Sloop out of his own Monies, to be paid to him together with his own Wages, and the arrears of the Seamen's & Mariners Wages to be paid them severally); and that the Residue of the Monies arising from the Sale aforesaid be delivered to the said John Skimmer & his Company Captors of the said Sloop *Betsey*, or their agents or attorneys, for the Use and Benefit of such Captors & others concerned therein –

attest      Isaac Mansfield    Clerk

1. Mass. Arch., vol. 159, 108–11.

COLONEL JEDEDIAH HUNTINGTON TO NATHANIEL SHAW, JR. <sup>1</sup>

Dear sir,

New Haven 24 June 1777 –

I wish you to give your Influence to Capt Clark to enable him to collect all the Whale Boats in the State & bring them to this Place where they may be together under Guard & put into Repair – If an Order from Governor Trumbull is necessary for this Purpose I will procure it – I would be glad that Capt Clark might bring the *Mifflin* <sup>2</sup> to this Place since the Return of Genl Howe to Brunswick General Putnam has it in Contemplation to form a Camp at White Plains – in supplying of which great Use may be made of Water Conveyance – this will do for an ostensible Reason why the Boats should be collected together & repaired – I am [&c.]

Jed Huntington

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 9, NLCHS.

2. Connecticut Navy schooner.

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

[Philadelphia] Tuesday, June 24, 1777

*Resolved*, That Mr. [George] Frost be appointed a member of the Marine Committee, in the room of Mr. Whipple.

1. Ford, ed., *JCC*, VIII, 492, 496.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
CAPTAIN JOHN ASHMEAD <sup>1</sup>

Sir

For the better regulating of the Distribution of Provisions & for other good purposes we think proper to direct, that the Captains of the Continental Vessels now in this Port, shall every Monday Morning deliver into this Office regular and exact Muster Rolls of the Officers & Men belonging to their Respective Vessels We therefore give you this Notice of our Expectations, not doubting but you will govern yourself accordingly.

We are yr Friends

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

Continental Navy board  
Philada June 24th 1777 –

P.S. We desire you would move your Brig down to the Piers at Fort Island & lay her there till further Orders.

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

To John Ashmead Esqr  
Commander on Board the *Mercury* <sup>2</sup>

1. American Mss, 803, 229, HSP.

2. Continental packet.

CAPTAIN JOHN DAVID TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sr/ June 24th 1777 *Conqueror* Galley Pankethank Harbour

I have been in this harbour these five days and Could not get a pilot till this day to pilot me to York and I am oblig'd to give him an extraordinary price, I Intend to sett Sail this Evening for York; I am Informed there is a fifty Gun Ship at anchor at the head of the shell [shoal] of York and at Cape Charles Twenty gun frigate If Captn [James] Nicholson gives me as many hands as I want I will go and attack the frigate, and hope to meet with Success as my men seem to be full of Spirrit, no more From

Yrs to Comand

John David

P:S: I am told the ship lies in the Channell

1. Red Books, XVII, 61, Md. Arch.

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

June 1777

Cape Henry SSE, Willoby's Point West

Tuesday 24th at 4 AM saw a Sail to the SW, gave Chace, fired to bring

her too 14 Six pounders Shotted, at 7 brought her too, the Sloop *Delaware* from Curraco, bound to Virginia, with Salt,<sup>2</sup> at 9 AM Anchored with the Best Bower in 7 fathom Water, in Chesapeake Bay, at 11 Out five fathom of the Small Bower, it being rubbed & worne in several places, & deliverd it into the Charge of the Boatswain for Junk. Moderate breezes and fine Wear at 2 PM set the Prize on fire

1. PRO, Admiralty 51/311.

2. Thomas Coleman, master, burnt in Chesapeake Bay, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

JOURNAL OF H.M.S. *Ariadne*, CAPTAIN THOMAS PRINGLE <sup>1</sup>

June 1777

Saints ESE. 9 or 10 Leagues

Tuesday 24th

at 10 am saw a sloop bearing SSW made sail and gave chace p Signal from the Admiral<sup>2</sup> still in Chace and the Admiral in Sight. at 5 pm brought too the Chace after firing 6 shot at her, proved to be the Sloop *St Pierre* Antoin Kessan Mr from St Eustatius bound to Gaudaloupe laden with Rice. Exchanged Prisoners and put on board her a Mate Midshipman & 6 men. the Admiral still in company. at 7 PM lost sight of the Prize.

1. PRO, Admiralty 51/60.

2. Vice Admiral James Young, in H.M.S. *Portland*, had sailed from Nevis the night before, in company with the *Ariadne*.

25 June

JOURNAL OF CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY FRIGATE  
*Boston* <sup>1</sup>

Wednesday June 25th 1777. Chaicd a Vessell Several hours but only came Near Latd 43.05N to be one of those Privatiers Which had Sailed with us Longd 45.14W from Boston, first part fresh Gales – began to put to 2 quarts of water a man

1. McNeill's Journal, MM.

GOVERNOR NICHOLAS COOKE TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

[Extract]

State of Rhode Island & Providence Plantations.

Hon'ble Gent.

Providence June 25th 1777.

The invasion of this State hath obliged us to keep either the whole or a very considerable Part of our Militia upon Duty; and as it is very difficult to prevail upon Men to enlist for a long Term of Time when they receive large Bounties upon short Inlistments, especially in the exhausted State of this Government; we were obliged to give enormous Sums to engage Men

in our Continental Battalions. – Six Seamen, Europeans, and Residents in this State who received Three Hundred Dollars each or more having formerly sailed with Abraham Whipple Esq Commander of the Continental Frigate *Providence* were desirous of entering on board his Ship; Upon which Capt Whipple agreed to receive them and to exchange for them Six Marines who preferred the Land to the Sea Service and desir'd that the exchange might take place, wch accordingly did. Joseph Merry one of these Six Marines, who so enter'd received the Small-Pox, at the Hospital in this State, deserted from it and we are informed is now in the Hospital at Taunton. – As in this Case the State will suffer the loss of the Bounty we desire you to send us an Order by Mr Mumford (to whom we refer you for a more particular Account of this Affair) for the delivery of the said Joseph Merry to such Officer as we shall appoint to receive him.

We have been favor'd with Mr President Powell's letter of the 21st Instant relating to some Prisoners sent here from your State to proceed to Newport. – In Answer to wch we would observe that a considerable Body of Men being stationed here, and the Continental Frigates being in this Harbor it frequently happens that measures are in Contemplation, which make it necessary to stop all Communication with the Enemy to prevent their gaining Intelligence of our Designs; by which means the Prisoners are detained at considerable Expence, and other Inconveniencies arise. We are therefore of Opinion that it will be more prudent to send your Prisoners by the Way of Dartmouth. . . .

1. Mass. Arch., vol. 197, 199–201a.

*Connecticut Journal*, WEDNESDAY, JUNE 25, 1777

New-Haven, June 25.

Monday last, a small privateer from Connecticut-River, took a sloop of 30 tons, near Huntington, Long Island, having on board a quantity of flour, &c.

BRITISH FLEET'S ORDER OF SAILING FROM NEW YORK SOUTHWARD <sup>1</sup>

	Order of Sailing	
	<u>Liverpool</u>	
	<i>Eagle</i>	
<i>Raisonable</i>	Transports	<i>Augusta.</i>
	&ca &ca	
<i>Isis</i>	<i>Nonsuch.</i>	<i>Somerset</i>
<i>Swift.</i>		<i>Dispatch</i>

Given onboard His Majesty's Ship the *Eagle* off  
New York the 25th day of June 1777.

Howe

To The Honble Capt Cornwallis  
Commander of His Majesty's Ship  
the *Isis*.

By Command of the Vice Admiral Jos<sup>h</sup> Davies.

1. Cornwallis Papers, II, NMM.

#### LORD HOWE'S INSTRUCTIONS TO TRANSPORT MASTERS <sup>1</sup>

Rendezvous  
for Transports.

*Eagle*, Hudson's River  
June the 25th 1777.

If you think you shall not be able to join the Fleet by keeping the Course steered at the time of your Separation, you are to proceed as the Wind is most favorable for making the quickest Passage, either to New York, Rhode Island, Whorekill Road within Cape Henlopen at the Entrance of the River Delaware, or to Chesapeak Bay within the Capes of Virginia; at each of which Anchorages you will find Ships of War to give you Protection, or conduct you to the Fleet. But if any Ships of War of the Squadron are in company with you at the time of your Separation, you are to be governed in your future Proceedings in quest of the Fleet by the Directions of the Senior Commander thereof.

Howe

1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

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

Philada Wednesday, June 25, 1777

On motion Agreed, That the Pay of the Commodore of the Navy of this State be allowed and paid at the rate [of] One hundred and Twenty five Dollars P. Month, inclusive of Rations.

On motion agreed, That the Pay of Capt. Hazlewood, the second in Command in the Navy of this State, be allowed & paid at the rate of One hundred Dollars, P. Month, inclusive of Rations.

1. Record Group 27, Supreme Executive Council Minute Books, vol. 6, 67, Pa. Arch. Hereafter cited as Supreme Executive Council Minute Books, Pa. Arch.

#### ADVERTISEMENT FOR A DESERTER FROM PENNSYLVANIA NAVY ARMED BOAT *Vulture* <sup>1</sup>

Deserted from the armed boat *Vulture*, under my command, John Hanlon, about five feet six inches high, swarthy complexion, black curly hair, and looks much like an Indian. He had on, when he went away, a swanskin jacket, buckskin breeches, yarn stockings, his shoes tied with strings, and an old slouched hat; was sickly, and left the navy hospital on Sunday last. Whoever takes up said deserter, and secures him so that I get him again, shall have Six Dollars reward.

June 25.

Jacob Hanse. Capt.

1. *Pennsylvania Evening Post*, June 26, 1777.

HENRY FISHER TO THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

Gentlemen/

Lewistown [Lewes] June 25 1777 –

When i wrote you last which was on the 22d of this instant, I inform'd you that the ships was making up the Bay, but before my Express had been gone a half an hour, they all anchor'd above the Brandywine, and Remain there still, there is no more ships in sight at this time.

The *Roebuck* and the other ships Carry on a fine Stroke of trade with the inhabitants from the uper part of this County, and from Long neck upon the north side of indian River where they get all sorts of fresh Provisions and Fish and fowl together – in these two necks of land there is scarce one Whigg and the Officers has give out that if the Militia should offer to hinder there trade they will land five hundred Men from these ships so that the torrys will Joine them with as many More and they will Plunder the whole County. Mr George Jackson is Comeing up who will inform you better than I Can Write. There has Been a Certain Simon Kollock who Serv'd his time to Mr Jonathan Evans Cooper in your City, Sent on shore from the *Roebuck* with a Large Sum of Counterfit thirty Dollar Bills he has inlisted near a hundred men from the two Necks above mention'd and is gone Round to [New] York in a Schooner to Joine the Rascally Crew – he, the said Kollock left with the High Sheriff of our County a large sum of his Base Money which the Shiriff has been buying up Cattle with, and imploying others to Doe the like we have detected some of them and at Snow Hill they have taken up one of the Shiriff's Emmisaries one Solomon Triss and Confin'd him in Jail – they found upon him one hundred and thirty thirty Dollar Bills all Counterfit – the Shiriff is not taken as yet, but I hope soon to here he is. if we should be so happy as to take him I am Perswaded that he will bring in some of our Great men, This Gentlemen, is what may be Called Striking at the Very Foundation of our Liberty, and I must beg that you will make all the Interest with the Congress, to have our Case taken under there Serious Consideration and grant us such Redress as they in there Wisdom shall think Proper. if they should take no notice of us our state is gone and the few friends to the American Cause in these parts must fall a sacrifice to Tyrants.

The Bearer hereof Major Henry Neille goes up to wait upon Congress with a Letter to that Honorable Boddy Pointing out some of our Greviances, in hopes of Relief. Any assistance you can give him will Ever be Rememberd by [&c.]

Henry Fisher

PS/ if something is not done I am under some Apprehention that should the fleet come in I shall not be Able to send the Express by land for the Second horse is kept at Evan's which is in the heart of the torrys therefore You Must have that nest Broke up. I am yrs

H Fisher

1. Record Group 27, Executive Correspondence File, Pa. Arch.



26 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Thursday Rainey Thick Fogg, & no Observation  
June 26th 1777. first part thick fogg & heavy breezes  
Latd 43.45N at 9 P M. Manley put about without making the proper  
Longd 47.25W Signal so that we narrowly Escape'd runing on board each  
other, in which case the Consequences might have been  
fateall to one or both of us -

1. McNeill's Journal, MM.

CAPTAIN JOHN PAUL JONES TO JOHN LANGDON<sup>1</sup>

Dear Sir

Boston 26th June 1777.

I had the pleasure of writing you last week - but could not be very particular as I had but a few Minutes warning of the Opportunity - I depended with a degree of certainty on receiving the return of our letters to the Honble the Secret Committee P the last post - no return however hath Appeared; which makes me very Uneasy Indeed! - A whole Month hath elapsed Since my first copies wer forwarded. - Should this Plan misgive - it will be the fifth disappointment of the kind which hath befel me Since my Arrival at Christmas. - it distresses me beyond Measure to think that I should lay Idle and inactive thus long - for no Violence can be greater to my Nature than this Preclusion from Duty.

Under my present uncertainty I think it imprudent to Enlist Men for I find it very difficult to hold the few who have entered. - As I understand that sundry letters have passed thro' here lately from Monsr Fautrel - I should be glad if you will please to inform me in What readiness the *Amphitrite* is and how he purposes to proceed Also what you think of your proposal respecting the Other Ship -

I must say that I wish it to take place - I have settled Captn [Thomas] Thompson's Accot here and shall write to him Soon - I am with due respect Sir [&c.]

J. P. J.

the Honble John Langdon Esqr

1. Papers of John Paul Jones, 6590, LC.

CAPTAIN JOHN PAUL JONES TO LIEUTENANT GEORGE HOUSE<sup>1</sup>

[Copy]

Sir

Boston June 26th 1777.

I should have made an earlier reply to yours of 17th June instant had I not expected that Yesterdays post would have brought me letters from Congress that would have determined the time of my departure. these letters however, have not Yet Appeared - so that I remain in a degree of Uncertainty. - I think myself obliged to you for the preference which you give me by expressing a desire to Sail under my Command - You have my thanks for

that Offer. – the Ship in Question being by accounts one of the finest Frigates in France and being intended for a Service which even my wishes could not exceed – must be Officered by Gentlemen of the first natural and acquired abilities. – the necessity of being thus particular is evident, altho' it hath been too little attended to in our Service. – for the Abilities of Sea Officers ought to be as far Superiour to the Abilities of Officers by land – as the nature of a Sea Service is more complicated and Admits of a greater number of Cases than can possibly happen on the land: so that the disciplin by Sea ought to be so much the More more exact and Regular.

As I shall ever regard the good of the Service in preference to the Situation of the particular Ship under my Command – I disdain the Idea of enticing any person to quit the Ship to which they Immediately belong in the Service – I do not at present see the propriety of your quitting the *Hampden* without a special Order from the Honble Committee or from the Deputy Board here Established – especially as you are the only Officer whose Commission is for that Vessel. – I would give yourself and the other Officers and Men encouragement equal to their Merit and Abilities provided they were fairly disengaged from Other connections – but, I determin to come under no positive engagement for any particular high Stations without a thorough knowldge of the persons Abilities and Superiour Merits to whom I make such Engagements. – Should any thing favourable Occur I will not fail to render you any consistent Services. – I left your Mother & Sister well in April – & am, Sir [&c.]

J. P. J.

Lieut Geo. House of the Brig of War *Hampden*

1. Papers of John Paul Jones, 6591, LC.

JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

[Extract]

Sir

Boston 26th June 1777

Your several favours under the 16th, 21st & 23d I but this hour at 11 O Clock Receiv'd tho' I was twice at the Lodgings of the post early in the morning to enquire after Letters but he was out, the list of names is gone forward for Capt [John Paul] Jones to sign, its fate I shall soon know, I return them by post I am pleas'd to hear the *providence* has 25 Barrells provision on board, as its next to impossible to get any round, that quantity I presume is sufficient for her Cruise, and I trust you will be able either to [illegible] bread or get flour Baked up to supply them, in regard to her future Cruise I suppose Capt Rathbourn [John Peck Rathbun] who is now with you has his orders how to proceed from the marine Board,<sup>2</sup> . . .

In answer to the disputes arising between Capt Jones & his Officers Relative to the distribution of their shares its impossible for me to say how it must be determined, and at present as things are situated to the southward, its not probable we shall soon hear from them, in short every reasonable man must know that the Congress can't give attention to those

matters at present, & tho' it effects individuals, less things must give way to greater, and they must wait –

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

2. Rathbun in the Continental Navy sloop *Providence* had been ordered to cruise off New York.

MASSACHUSETTS COUNCIL TO MESHECH WEARE, PRESIDENT  
OF THE NEW HAMPSHIRE COUNCIL <sup>1</sup>

[Copy]

To the Honble Meshech Weare Esqr

Council Chamber [Boston] June 26th 1777

Agreeable to a Resolve of this Court, of the 18th Inst, we enclose Copies of Sundry Resolves respecting an intended expedition to St John's River in Nova-Scotia. – You will See that it is grounded upon a Resolve of Congress of the 13th Ultio; which, together with Petitions from Sundry Inhabitants of the Eastern parts of this State, have determined us upon the Measure; being convinced that we must make a Stand Somewhere, & that it would be better to do it at that River, than at any other place, or to remove the Inhabitants: That by securing that River, we Should prevent a communication, that way, between our Enemies at Canada, with those in Nova-Scotia; – Should cover our Eastern Country; – Secure the Indians in our favor; – give greater Security to Your State, & promote the Interest of the united States of America: From all which considerations we are led to desire your aid therein, by permittg Your Inhabitants to inlist into this Service, or in Such other way as you may judge more proper. – Brigadier [Jonathan] Warner is appointed to the General Command; & Colo [Samuel] McCobb, to that of the first-mentioned Regiment; but the Field-Officers of the Regimt to be raised in Nova-Scotia, are not yet appointed.

We have engaged the *Alfred* Man of War, Capt Hinman, in the Service; & if you Should prevail with Capt Thom[p]son <sup>2</sup> to join him, it will make a good Convoy: They must soon enter upon the Service, & 'tis not probable that they will be detained long in it.

1. Mass. Arch., vol. 197, 204.

2. Commanding Continental Navy frigate *Raleigh*.

MAJOR ISRAEL KEITH TO DANIEL TILLINGHAST <sup>1</sup>

Sir,

Head Quarters. Boston June 26th 1777.

Two men by the Names of Levi and Peter Darling, some Time Since Inlisted in Colonel Baileys Regiment in the Service of the United States of America, were sworn Passed muster & Received the Continental States and Towns Bounty and were Just ready to march when a midshipman from Providence who was in this Town Saw and Challenged them as belonging to the Navy having as He saies Entered on Board the Brigantine *Ham[p]den* in the month of Febry Last from which they Deserted and were afterwards turned over to the Ship *Providence*, They were on Saturday last Tryed by a General Court Martial Sentenced to be whiped for Inlisting a Second

Time, to be returned to the Ship and a Stoppage of their Pay to be made to refund the late Bounty which they have received, The men declare that they Engaged for Six weeks, only on Board the Ship and that the Time was Expired before they Inlisted, as the midshipman has not a Copy of their Entry on Board the vessel and the men declare that they Engaged only for the Time before mentioned – Major General Heath Desires that you would Enquire of the Captain of the before mentioned Vessel, and Certify him as soon as Possible, of the Truth of facts alledged, and if it appears that they did enter on Board the Vessel and their Time of Engagement is not Expired, they will be Immediately Delivered up – I am Sir [&c.]

I. Keith A D C.

Colo Tillinghast Continental Agent at Providence.

1. William Heath Papers, II, Force Transcripts, LC.

*Independent Chronicle*, THURSDAY, JUNE 26, 1777

Boston, June 26, 1777.

Last Sunday [June 22] arrived at Cape Ann, from Halifax, in Nova-Scotia, 10 American Sailors, in a Whale-Boat, who made their Escape from the *Lord-Stanley* Prison-Ship in that Harbour, the 1st Instant. They were part of 75 American Prisoners, that were draughted from on board the said Prison-Ship, to help man the *Rainbow*, of 44 guns, the *Milford*, of 28; and the *Cabot*, of 16.

The pirate Ship of 64 Guns (lately mentioned to have been chased, by Commodore Manly) with the two Transports under Convoy, it is *said*, are arrived *safe* at pirate Road, near Sandy-Hook.

Last Week, a Vessel bound to this Port, from Martinico, was chased ashore on the Highlands, at the Cape, by a British sea-plunderer. The Cargo was saved.

To be sold by Public Vendue, On Wednesday, the 3d of July next, At General Hancock's Wharf, At Eleven o'Clock, in the Forenoon, The Prize Sloop *Betsey*, burthen about 60 Tons. She is a prime Sailer, uncommonly well found, and has been constantly used in the fishing Trade. Also her Cargo, consisting of about 160 Quintals of choice Fish, a few Barrels of good Beef, and a Quantity of Codline and Leads. At the same Time and Place will be sold for 7 Years Servitude, two Negro Men and one Negro Woman, at the Expiration of which Term they are to be free'd by the Purchaser. The Sloop and Fish are at General Hancock's Wharf.

Wm. Greenleaf, Sheriff.

LIBELS FILED AGAINST SEVEN PRIZES IN MASSACHUSETTS ADMIRALTY COURT <sup>1</sup>

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

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances, viz. in behalf of Azeriah Whittlesey, Commander of the private armed Brigantine called the *Fanny*, and

all concerned in said Brigantine, against the Ship *Caesar*, of about 180 Tons burthen, Lucius Obrian, late Master; against the Brigantine *Nancy*, of 150 Tons burthen, John Taylor, late Master; against the Brigantine *Conde de Aranda*, of about 100 Tons burthen, Thomas Wakehouse, late Master; against the Snow *Apollo*, of about 120 Tons burthen, Andrew Smith, late Master; and against the Brigantine *Nancy*, of about 90 Tons burthen, —, late Master. In Behalf of Harmon Courter, Commander of the Ship *Oliver Cromwell*, and all concerned in said Ship, against the Brigantine *Mercury*, of about 120 Tons burthen, Nathan Coffin, late Master. — In Behalf of Joseph Cockling, Commander of the armed Sloop *Revenge*, and all concerned in said Sloop, against the Schooner *Adventure*, of about 17 Tons burthen, Richard Hinckley, late Master. All which Vessels and their Cargoes, so libelled, are said to have been taken and brought into the Southern District aforesaid: And for the Trial of the justice of these Captures, the Maritime Court, for the said District, will be held at Plimouth, on Wednesday, the 16th Day of July, 1777, at the Hour of 10 in the Forenoon, when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause (if any they have) why the same, or any of them, should not be condemned.

N. Cushing, Judge of said Court.

1. *Independent Chronicle*, Boston, June 26, 1777.

DISPOSITION OF AMERICAN FORCES AFLOAT ON LAKES  
CHAMPLAIN AND GEORGE <sup>1</sup>

Officers Present at Fort George for the Navey

Jacobus Wynkoop Comd  
Isaac Seaman Capt  
Leonard Primer Capt  
Gilbert Sherer Capt  
Peter Hepburn Capt

Cornelius Wynkoop Lieut  
Barnabas Woodcock Lieut  
Thomas Easterly Lieut  
James Fletcher Lieut  
Samuel Pond Lieut

At Ticonderoga June 26th 1777

Galley *Gates*

Frederick Chappel Capt  
John Wilcot Lieut  
Jeremiah Gillet 2nd Lieut  
William Lewis Master

Sloop *Enterprize*

Daniel Scovell Capt  
Comfort Pratt Lieut  
1 Boatswain 1 mate Do  
1 Gunner 1 mate Do

Galley *Trumbel* [*Trumbull*]

Elijah Toleman Lieut  
1 Boatswain 1 mate Do  
1 Gunner 1 Steward

Schooner *Revenge*

Richard Hyam Lieut

Schooner *Liberty*

Mathias Primer Lieut

Gundelo *N York*

Robert Applebey Lieut

Vessels Names	Guns						Officers & men on Bord Each
	18 pounders	12 pounders	6 pounders	4 pounders	3 pounders	2 pounders	
<i>Gates</i>		2		6		4	40
<i>Trumbel</i>	2		2	6		4	24
<i>Interprize</i>				8		4	15
<i>Liberty</i>							12
<i>Revenge</i>							7
<i>New York</i>					1		11
Total Amount	2	2	2	20	1	12	109

1. FTML.

MAJOR GENERAL PHILIP SCHUYLER TO MAJOR CHRISTOPHER P. YATES,  
FORT GEORGE <sup>1</sup>

[Extract]

Sir

Saratoga June 26 1777

As a Body of the Enemy are encamp'd at Gilland Creek on Lake Champlain, from whence they will probably send parties to Harrass us, I intreat you to keep a good look out to send Scouts continually a considerable Distance to the west and Northwest of your Garrison to make discoveries, and least an attempt should be made to burn our Vessels on Lake George, I have orderd Commodore Wyncope to get the Guns in the Vessel already launched that they may be in a condition of Defence. . . .

1. Schuyler Papers, Letter Book, NYPL.

MAJOR GENERAL PHILIP SCHUYLER TO COMMODORE JACOBUS WYNKOOP <sup>1</sup>

To Commodore Wyncope

Sir

Saratoga June [26] 1777 <sup>2</sup>

Immediately on receipt of this you will get the Guns on board the Schooner which is already Launched together with a sufficient Quantity of Ammunition – some provisions & put her in the best state of Defence you can and moor her with a Spring on her Cable in such a station as that she may protect the Vessels on the Stocks and the store houses – Shou'd any attempt be made to destroy either – Captain Donaldson and his Company should lay on Board – I also wish to have two Batteaus fitted with a Gun in the Bow, One to lay off[f] the Creek towards the Hospital The other of[f] the Creek where the Batteaus are kept, – You will expedite this Business without delay – I am Sir [&c.]

Ph Schuyler

1. Schuyler Papers, Letter Book, NYPL.

2. Date is established by Schuyler's letter of June 26 to Major Yates.

CONTINENTAL MARINE COMMITTEE TO CAPTAINS THOMAS GRENNELL  
AND JOHN HODGE <sup>1</sup>

(Circular)

Sir

[Philadelphia] June 26th 1777

As it is the opinion of the General officers directed by his Excellency General Washington to take the most effectual measures for Securing the command of the North River that the Continental Frigates will be of essential service in securing the Chain and obstructions in Said River; and as by your Letter of the 9th instant we find you entertain a similar sense. We now think proper to direct that you have the frigate under your Command put in as good A State of defence as can be admitted of, and follow such orders as may be given you by his Excellency the General, or the Commanding officer appointed to direct the operations in that quarter, using your best judgment in the execution of such orders as you may receive. We now send forward to the Council of Safety for the State of New York a sufficient number of

Blank Commissions and Warrants for your officers, who are to be appointed temporary only until such time as their Characters and qualifications are sufficiently evinced and made known to us, therefore we wish you to join with the Council in having those Commissions filled up with the Names of Men of Merit whom you can recommend freely for a permanent establishment. We recommend your taking great care of the frigate her Materials and Stores and keep us constantly advised of your proceedings. We are Sir

Your hble servants

P:S: Congress have allowed Pursers for their Ships whose pay is Dollrs per month, and we send you herewith A Pay List & the Rules & Regulations of the Navy for your Government

1. Marine Committee Letter Book, 97, NA.

CONTINENTAL MARINE COMMITTEE TO THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

[Philadelphia] June 26th 1777

We are informed by a Letter from the Captains of the Continental Frigates in Hudsons River that the General officers sent by His Excellency General Washington to view the fortifications and obstructions in Said River were of opinion that the frigates would be serviceable in defending and covering the same and we find by an extract from your Minutes enclosed that you were of the same opinion. —

In consequence whereof we have now given orders to the said Captains to have the frigates put in as good a State of defence as can be admitted, and to follow and obey such orders as they may receive from General Washington or the Commanding officer who may direct the operations in that quarter. We must beg your Assistance in getting the ships fitted, and we now take the liberty to enclose a sufficient number of blank Commissions & Warrants for the Lieutenants and other officers who are to be appointed temporary until such time as we are sufficiently informed that they are well qualified for the Stations in which they may be put, therefore you will please to fill the Commissions with this proviso. & we have required the Captains to join in your researches for men of good Character whom you can freely recommend for a permanent establishment in our Navy. We must further beg leave to trouble you to send us a List of their Names, Stations, & qualifications & have the honor to be Gentlemen

Your hble servants

1. Marine Committee Letter Book, 98, NA.

CONTINENTAL MARINE COMMITTEE TO JAMES WARREN,  
WILLIAM VERNON AND JOHN DESHON <sup>1</sup>

Gentln

In Marine Committee Philadelphia June 26th 1777

We have the pleasure to transmit to you herein, a Resolution of Congress appointing you A Navy Board in the Eastern Department to Conduct and manage the business of such part of the Continental Navy as may be Built, bought, or fitted from Time to Time in the Four New England States. You are considered by this appointment as a Board of Assistants to the



Marine Committee, and subject to their Orders and directions in all such things as are not particularly provided for by orders or Resolutions of Congress, and we have now under our consideration a Set of Instructions adapted to the Nature of your business, and the extent of the Powers you are to be Invested with. In the mean time we desire you will meet together soon as Possible, fix on the most convenient place for opening your Office, which we suppose will be at Boston, appoint your clerk, and get all things so arranged as that you may be ready to enter on the Execution of your Duty without delay and should any business Occur to you as necessary to be done previous to the receipt of the intended instructions, we hereby Authorize you to do all such things in the Naval department as in your opinion will promote the Service and conduce to the true interest of the United States of America, taking care however that you do nothing that is contrary to or inconsistent with the Rules, Regulations, Orders or Resolves of Congress, which you are in all Instances and on all occasions invariably to pursue and Obey.

We are Gentlen Your Obedient Servts

John Hancock

Geo: Frost

Rob<sup>t</sup> Morris

Phil: Livingston

Henry Marchant

Benj<sup>a</sup> Harrison

Roger Sherman

Geo: Walton

I. Marine Committee Letter Book, 98-99, NA.

*Pennsylvania Evening Post*, THURSDAY, JUNE 26, 1777

Continental Navy Board, Philad. June 26, 1777.

Whereas an exchange of prisoners in the naval department is now in agitation, and likely to be accomplished, Notice, is hereby given to all officers, seamen, marines, and others, in or near this city, belonging to British vessels of war, or merchantmen, who have been taken by American privateers, or Continental vessels of war; and to all officers, seamen, marines, and others belonging to the American navy, privateers, or merchantmen, who are prisoners on parole, that they apply to this office as speedily as possible, in the forenoon, between the hours of nine and one o'clock, and enter their names and stations, with the time of their capture, for the purpose of negotiating an exchange.

John Nixon, John Wharton, F. Hopkinson.

Deserted from the ship *Montgomery*, commanded by William Allen, a certain William Atchison, born in the North of Ireland, is about five feet seven or eight inches high, black short hair; had on when he went away, a felt hat bound with black tape, and a light blue jacket. Whoever takes up said deserter and secures him so that I may get him again, shall have Four Dollars reward, and reasonable charges.

William Allen, Capt.

ADVERTISEMENT OF SALE OF CONNECTICUT PRIVATEER SLOOP *Lyon*<sup>1</sup>

To be sold at public vendue, at the dwellinghouse of Capt. George Payne, innholder, at Chestnut Neck, in Egg Harbour, on Wednesday the 9th of July next (the sale to begin at eight o'clock in the forenoon) the remains of the privateer sloop *Lion*, lately commanded by Captain Timothy Shaler, of about ninety-five tons burthen, viz. Her hull and some spars, &c. as they now lie on Long beach; her standing and running rigging, cables, sails, barge, yawl, eight excellent double-fortified four pounders, all complete, with carriages, gunners implements, &c. Continental and English colours, a number of swivel guns, blunderbusses, small arms, pistols, cutlasses, cartouch boxes, spears, a quantity of powder, a quantity of shot of different sorts, musket balls, a medicine chest, surgeons instruments, beef, pork, salted shad, bread, old iron, and a number of other articles, which may be seen at the place of sale.

June 26.

1. *Pennsylvania Evening Post*, July 3, 1777.

JOSEPH SNOWBALL TO GOVERNOR THOMAS JOHNSON<sup>1</sup>

The Humble Add[r]ess and petition of Joseph Snowball late Master of the ship *Elizabeth* most Humbly Sheweth

That on the second day of Feby 1777 in the Lattd 17° 12<sup>m</sup> North and Longd 48° 24<sup>m</sup> West, your Petitioner in the Said ship *Elizabeth* was steering for the west India Islands fell in with, and was taken by the private Briganteen of war Calld the *Sturdy Beggar* Commanded by John McKeel Esqr and on the 23d of March last was in the Said Ship Brought to Baltimore, and Since then, your petitioner has been Detained a prisoner on parole, by the Owners of the said Brig, your Petitioner was Order'd to Board and Lodge at a Certain House at the point by James Nicholson Esqr and the Owners of the Brig has paid the Charge thereof, your petitioner begs leave to inform Your Excellency that on his Arivell at Baltimore, had Very little money which was Some time Ago all of it Expended in Washing and Other Necessary Expences, that being intirely Unacquainted here, has not, any friend to whom he Can Apply for Assistance in his present Situation and in Order to defray to small Unavoidable Expences, has been under the Disagreeable Necessity of Selling a part of his Apparell – Your petitioner most Humbly requests Your Excellency will be Kind enough to prevail upon the Owners of the said Brig to discharge him, and further begs the favour of a passport from your Excellency. Your petitioner Yett Can (by Selling the Remainder of his Apparel) Raise a small Sum to Carry him off, but if Much longer confind will Soon be Expended here – Your petitioner trusts you will be pleas'd to take his Case into Consideration and Grant him Such Relief as to your Excellency Shall seem Meet – and will be ever gratefully Remembered by

Joseph Snowball

Baltimore June the 26th 1777

1. Executive Papers, Box 7, Md. Arch.

*South-Carolina and American General Gazette*, THURSDAY, JUNE 26, 1777

Charlestown, June 26.

Advices from the Dutch West Indies inform us, that by Accounts received there from Holland to the Middle of April, the States General had determined to fit out 50 Sail of Men of War for the Protection of their Commerce, which had met with considerable Obstruction from the British Cruizers; that 12 of them were actually sailed, and that two, with some richly laden Merchantmen under their Convoy, were daily looked for at Currassow. It is added, that Sir Joseph Yorke, the British Ambassadour at the Hague, had demanded Satisfaction for the Protection and Respect afforded to the American Vessels by M. de Graaf, Governour of St. Eustatius; when their High-Mightinesses gave an Answer not all agreeable to the British Minister.

Capt. John Willis, who arrived here on Monday from Martinico, after a Passage of 23 Days, informs us, that the Day he left St. Pierre's, three Prizes taken by two American Privateers, of 14 Guns each, commanded by Captains Orr and Palmer,<sup>1</sup> arrived there, viz. a Ship from Africa with 318 Slaves, a Brig from Corke for Barbados with Provisions, a Letter of Marque Ship of 14 six Pounders, from Liverpool for Jamaica, with Dry Goods. The third day after Capt. Willis left St. Pierre's, he saw 13 Ships, some of which appeared to be Men of War, steering a S.W.W. Course; they did not show any Colours.

1. Pennsylvania privateer schooner *Security* and privateer sloop *Fly*.

## 27 June

JOURNAL OF CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Friday June 27th 1777. Latd 43. . 29 Longd 48. . 03	I wrote him [Manley] a Letter at noon, & gave him my mind freely on his misconduct, which nettle'd the Commodore Verey much Latter part clear & pleasant hoisted out the pinnace & Sent on bd the Other Ships. first part small breezes & Clear weather Manleys boat brot 1 chest with 30 Small arms from on board the <i>Fox</i> . wrote Manley concerning our Signals & Standing so much to the North.
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1. McNeill's Journal, MM.

CAPTAIN JOHN MANLEY TO CAPTAIN HECTOR MCNEILL<sup>1</sup>

Captn McNieil  
Sir -

On board Ship *Hancock*  
June 27th 1777 -

By your Letter you tax me & my Officers for not showing proper Signals last Night but I was upon Deck & made the Exa[c]t Signals you gave me which was by firing one Gun & showing three Lights which was for Tack & Sail with the Starbard Tacks on board if there is any mistake it is owing to your now [*sic not*] giving me a true Copy I am much surprized that

you should not observe the Signals when Mr Hill <sup>2</sup> did whom I give an Exat Copy from your Signals but at the same time it cannot be supozed that your Officers knew the Signals when they never had seen them expecting some ill consequences I desired Captn Waters to go forward to look out & had it not have been for his hailing we certainly must have been aboard of each other you some time ago tax't me for being sparing of my Lights – I must now tax you for being sparing of your Canvas for you commonly keep a considerable distance astern atho' you was shy of our Compy. I should think it more proper especially in foggy weather when there is a good breeze of Wind that we can Command our Ships to keep within hail of each other or so near as that we can hear the Bells strike as for the *Fox* she keeps so nigh that I can distinguish her Bell in the Cabin every Night as well as I can my own if you will go a head I will be bound to keep Compy with you & be close upon your Quater or so nigh that it Will be impossable to loose Each other you mention of not standing upon Sound-ing which I Join with you, but I think it will not be of any advantage to stand on this Tack after we break off from South, I am very Anctious to get home since I am very lame myself and destitute of Officers. In Case of Foggy Weather I think it would be necessary when the foregoing Signals is made for Tacking for the Sternmost & Weathermost Ship to Tack first & when she is about to repeat the Signal – I am sorry you met with that Accident in going aboard hope your Leg is better, am afraid I cannot wait on you next Sunday on Account of my Lameness for I am no[w] laying upon my be[am] ends & what is worse than that I cannot drink neither, Punch, Wine nor Grog –

Yrs –

John Manley

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

2. Lieutenant Stephen Hill prize master on board captured British frigate *Fox*.MASSACHUSETTS BOARD OF WAR TO EMANUEL MICHAEL PLIARNE <sup>1</sup>

Mr Pliarne,

War Office

Dear Sir,

Boston June 27th 1777

We have the Pleasure to forward your Letters from France with our Wishes that the Intelligence the[y] contain may be agreeable, – That you may see the State of our Correspondence with your House we inclose Copy's of the Letters rec'd from them – The two Large Ships with Lumber & Spars will sail soon, but the utter impracticability of engaging Seamen in this Town has hitherto prevented our dispatching the Ship *Adams* – This together with the extreme danger of the Navigation, three British Men of War being in our Bay, & many others on our Coast, has induc'd the Board to suspend for the present, any further Speculation in Navigation, which they determine to reassume the Moment a favourable Opportunity presents We are with Regard & Esteem, Dear Sir [&c.]

By order of the Board,

Sam' Phps Savage, Prest

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776–1780, 84.

TRIAL AND CONDEMNATION OF THE PRIZE BRIGANTINE *Independence* <sup>1</sup>

State of the Massachusetts Bay }  
 Middle District Suffolk ss }

At the maritime Court for the middle District of the State of the Massachusetts Bay holden, at Boston in the County of Suffolk, by the Honourable Nathan Cushing Esquire, Judge of said Court, on Fryday the twenty seventh Day of June in the Year of our Lord one thousand seven hundred & seventy seven

Mackay & Adams Proponts vs the Brig <i>Independa</i> Harvey Master Libel &c filed 153	Be it remembered that on the twentieth Day of March in the same Year of our Lord, Mungo Mackay & Thomas Adams both of Boston aforesaid Merchants, in Behalf of William Brown Commander of the private arm'd Ship called the <i>Boston</i> , the officers, marines & mariners on board the same Ship, the Owners thereof and all concerned therein, came before the said Judge and filed a Libel exhibiting an Information, to wit, that the said Brown and his Company, in said Ship, on the high Seas, on the tenth Day of February last, attacked and took, and, on the same twentieth Day of March, bro't, into Boston in said District, the Brigantine called the <i>Independance</i> of about one hundred and twenty Tons Burthen, in Ballast, & commanded by one Harvey, <sup>2</sup>
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Which Brigantine and Appurtenances, the said Mackay & Adams, in their said Bill, aver'd, were, at the Time of said Caption, the Property of & belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermuda, New Providence and the Bahama Islands, and was then employed by the Enemies of the united States of America, By Means whereof and by Force of the Laws of this State and the Resolves of the Continental Congress in such Case provided, the same Brigantine, her Cargo & appurtenances (the Proponants further said) are forfeit & to be distributed to and among the Captors and others concerned therein, Praying Advisement in the Premises and that, by a due Course of Proceedings, the same Brigantine and appurtenances may be decreed to be and remain forfeit & distributed as the Law directs –

And the Time & place of Trial having been duely notified, the said Proponants appear. And Richard Derby junr Esqr agent, within the said District, for the State of Massachusetts-Bay, by William Wetmore Esqr his attorney comes into Court & (his Claim having been duely filed) in behalf of said State, claimeth the said Brigantine, her Stores, Guns, Arms, Boat & appurtenances – and saith “that no Condemnation of the said Brigantine &c hath been had by the Enemy – & the same Brigantine &c before the Capture thereof were and now are the Property of the Government and People of the State aforesaid & not liable to Forfeiture” and prays that the one half of what she, her Stores, Guns, Arms, Boat & appurtenances may sell for, be restored & paid to him the said Richard, for the Use of the said Government and People, after deducting the Charges of Trial and Sale from the Proceeds of the said Brigantine &c

And after a full Hearing of the Proponants and the Claimants (by their respective Counsel) the Bill aforesaid of the Proponants and the Claim of the said Richard Derby are committed to a Jury duely returned and impannelled & sworn to return a true Verdict thereon according to Law and Evidence. Which Jury are John Coburn, John Woods, Elisha Gardner, Joshua Boylston, John Hooton, David Williams, John Champney, Thomas Parker, William Bosson, Francis Archbald, John Bennet, Benaiah Perkins. Who return their Verdict to the said Judge & upon their Oath say "that the said Brigantine & her appurtenances, Stores, Guns, Arms & Boat were the Property of the Government and People of this State of the Massachusetts Bay and were taken by the Enemy and were in the Enemy's possession more than ninety six Hours and then no Condemnation thereon being had, was retaken on the high Seas, to wit, the tenth Day of February last, by Capt William Brown Commander of the Ship *Boston* and his Company & brought into the middle District of this State; and thereupon the Jury determine that one half of the neat Produce of said Brig Stores, Guns, Arms, Boat and appurtenances be to the Recaptors & others concerned therein and the other half to this State of the Massachusetts Bay."

And thereupon, It is, by the said Nathan Cushing Judge as aforesaid, considered and decreed that the said Brigantine *Independance* with her Stores, Guns, Arms, Boat and appurtenances be sold at public Vendue; and that the Monies thence arising, after deducting the Charges of Trial & Condemnation being eigh[t] Pounds fourteen Shillings & three pence and the Charges of Sale, be delivered, to wit, one half thereof to the Recaptors aftersaid, their agents or attornies, for the Use & Benefit of such Recaptors & others concerned therein; and the other half thereof to the said Richard Derby for the Use of the Government & People of the Massachusetts Bay.

attest Isaac Mansfield Clerk

1. Mass. Arch., vol. 159, 121-27. On this date the brigantine *Sally*, prize of the Massachusetts Navy brig *Tyrannicide*, Captain Jonathan Haraden, was also condemned.
2. *Independence*, before recapture by the *Boston*, had been taken by H.M. Sloop *Hope*. See Volume 7.

# JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE <sup>1</sup>

June 1777

Friday 27

Monument Land SW 3 Leagues

at 8 AM tackd in company as before

First part fresh Gales and hazy Latter little wind Working into Cape Cod Harbour at 1 PM a Brig and a Sloop run a shore near Cape Cod Harbr at 2 the *Amazon* made the Signal for all Boats man'd and Arm'd, Came to with the Bt Br in 7 fm water and sent the Boats to get the Brig and Sloop off fird Several Shott at the Rebels; on shore who had brought 2 Pieces of Cannon for the Protection of the Sloop at 3 got the Brig afloat sent 2 men on board of her and hung her at our Stern with the stream Cable <sup>2</sup>

1. PRO, Admiralty 51/4229.

2. *Compte D'Estaing*, from Martinique to Boston with salt, capture credited to H.M.S. *Amazon*, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

28 June

CHARTER AGREEMENT FOR SCHOONER *Speedwell* AS A CARTEL VESSEL <sup>1</sup>

This Charter Party of Affreightment Indented made and fully concluded the Twenty eighth day of June, In the Year of our Lord One Thousand Seven Hundred and Seventy Seven, Between Nathaniel Waterman of Scituate – in the County of Plymouth, and State of the Massachusetts Bay Cooper Owner of the Schooner named *Speedwell* burthened about Forty Tons, whereof Job Prince junr is at present Master on the one part, And Robert Pierpont of Boston in the County of Suffolk and State aforesaid Merchant Commissary of said State for the Exchange of Prisoners of the other part; Witnesseth That the said Nathaniel Waterman for the consideration herein after mentioned Hath Granted and Letten to Freight, And by these presents Doth Grant and Lett to Freight unto the said Robert Pierpont for the use of said State The whole Hull or Body of the said Schooner Furniture and Appurtenances whatsoever to her belonging for a Voyage to be made in her as a Carteel Vessel from the Port of Boston aforesaid to Dartmouth, from thence to Rhode Island and from thence back to Boston again where she is to be discharged, And the said Nathaniel Waterman doth hereby Covenant with the said Robert Pierpont Commissary as aforesaid, That the said Schooner is tight Staunch and Strong and is and during the said Voyage shall be well and Sufficiently Tackled and Apparrelled for such a Vessel and Voyage.

In Consideration whereof the said Robert Pierpont in behalf of said State Doth hereby Covenant and Agree to and with the said Nathaniel Waterman, That he will Victual and Mann the said Schooner, and pay all Pilotage and Port Charges the said Voyage at the Expence of said State, And That the said State shall pay or cause to be paid unto the said Nathaniel Waterman for the hire of the said Schooner after the rate of Thirty pounds Lawful money per Callender Month, and after that rate for a less part than a Month, and that within Thirty days after her return to Boston aforesaid. To the true performance whereof the parties to these presents do bind and oblige themselves their heirs Executors and Administrators each unto the other his Executors Administrators and Assigns in the Sum and penalty of One hundred pounds Lawful money, firmly by these presents. In Witness whereof the parties aforesaid have hereunto Interchangably set their hands and Seals the day and Year first within written. Signed Sealed & Delivd in the presence of

Memo In Case the Vessel should be lost during the said Voyage then and in that Case the said Robert Pierpont Covenants in behalf of said State to pay the said Waterman Six hundred pounds, being the Estimated Value of the said Vessel

Witness

Nath<sup>l</sup> Waterman

Henry Alline jun

Francis Southack

1. Mass. Arch., Revolutionary Rolls, VIII, Charter Parties-Prisoners, 52-52a.

MAJOR GENERAL PHILIP SCHUYLER TO JEREMIAH POWELL <sup>1</sup>

[Extract]

Sir

Albany June 28th 1777.

I have just received two Letters from General St. Clair dated Tyonderoga of the 25th & 26th Instant. He advises me that the Enemy's Fleet and Army are arrived at Crown point; that they have sent strong Detachments one to cut off Fort George and the other either to surprize Skenesborough or throw themselves on the Communication between that and Tyonderoga. Our Garrison at Tyonderoga is greatly inadequate to the Defence of the expensive Works on both Sides of the Lake and I have unhappily no Troops to reinforce them. . . .

1. Mass. Arch., vol. 197, 207-08.

WORCESTER COUNTY COMMITTEE TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir/

Worcester County June 28th 1777

In obedience to your Request in yours of the 12 Inst we have consulted as to the Best mode of defence for Synepuxent Inlet and are clearly of Opinion that a row Galley constructed for a small draught of Water, will best answer the purpose, we think that a Galley to Carry Two Twelve poundrs and Sum Smaller Guns could protect the harbour against any of the Enemys Tenders for which there is Water in the Inlet. From the Bleakness of the place Judge that a floting Battery would be Useless except in Very moderate weather; for that reason we apprehend, that a Galley would be much more servicable, as She would be much more Manageable and would live much better in a high Sea, At present the Militia are planting some Cannon on the South Beach & on South point, which will Command the harbour, but the Cannon must be removed early in the fall, as the Beach is frequently overflowed, when the hard Easterly winds Come on -

Should you think proper to adopt our proposal, we must request, that you will send down a workman who is Acquainted with building Vesels of that kind as we know none that are. we could git Carpendars as Under workmen if we had one Master Bulder

We are with Due respect [&c.]

Zadock Purnell Joseph Dashiell John Dorne

1. Red Books, XVI, 113, Md. Arch.

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

June 1777

The West Corcos SEBE 2 Leagues

Friday 27

At 8 AM the Land bore WBS. 4 Leagues.

Fresh Breezes &amp; Cloudy

At 3 PM saw a Sail & gave chace at 5 fired 3 Shott & brot her too, proved an American Schooner from Cape Francois to Philadelphia with Molasses <sup>2</sup> sent an Officer and People to take charge of the Prize & brot the Prisoners aboard.

Saturday 28

At 9 AM spoke a Sloop from the Grand Corcos to Hene-



ago, At Noon brot too & sent a boat aboard the Prize.  
 Wore Ship Occasionally  
 Moderate Breezes and fair  
 At 2 PM sent a petty Officer & 4 Men with the Prize to  
 Jamaica

1. PRO, Admiralty 51/399.

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

## 29 June (Sunday)

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

Number 33.

*Eagle* Hudson's River

Sir

June the 29th 1777.

With this You will receive the Duplicates of my Dispatches sent in the *Halifax* Packet that sailed for England the 14th Instant.

By the *St Albans*, which arrived the 17th with the Remainder of the Convoy Captain [Richard] Onslow had in Charge, the *Favorite* Transport excepted, I had the Honor to receive the Commands of the Lords Commissioners of the Admiralty signified in your several Letters of the 11th and 12th of April. Information has since been brought by the Master of a Vessel lately released from Boston, that the *Favorite* was taken and carried into that Harbor. Captain Onslow's Report respecting his Separation from the Transport is enclosed herewith.

The Main-Yard of the *St Albans* being decayed and broke in the Slings, and the Crew of the Ship very sickly, it is doubtful whether she can be made ready in time to attend the next Movement of the Army. Captain Onslow, when about One Hundred and Fifty Leagues from this Port, fell in on his Passage from England, with two Armed Ships of the Rebels of Thirty-two or Thirty-six Guns each; supposed to be a part of the Number that put to Sea from Boston the 21st past. They stood off to the Southward upon Appearance of his Intention to chase. He h[ad] Sight also, at different times, of five small Vessels, judged to be a further Part of the same Armament. But, attending to the Principal Object of his Appointment the safe Conduct of the Transports, he steered after th[ese] Cruizers only for the Purpose of forcing them from t[he] Station they appeared to have taken; Tho' the Advantage they had of the *St Albans* in Sailing did not promise much Success, if it had been expedient to continue the Chace. – They will be probably met with again, if they keep the same Station, by the *Raisonable*, after the Term of Captain Fitzherbert's appointed Cruize is expired; Or by Captain Parker who sailed the 15th from Chesepeak Bay to clean the *Phoenix* at Halifax, A Measure made necessary at this unseasonable Time, by the Damage the Cables received consequent of the Injury the Ship suffered in her False-Keel forward, when on Service in the North River last Summer, whereby she was disabled from continuing upon the River Service for which she was intended.

By the *Scarborough*, escorting some Transports with Provisions and Necessaries for the Army, and a Proportion of Naval Stores wanted from Halifax at this Port, I received Advice from Captain Pownoll of his Arrival at Quebec the 6th of last Month. He had sent his Dispatches to Halifax, by

Lieutenant [George] Scott, who then commanded the *Gaspee*. – But this Brig appearing on Examination incapable of being made further serviceable without a considerable Repair, had been left at Halifax. And from the Report made of her Defects, I have not deemed it advisable to direct any fresh Expence to be incurred on that Account.

I send herewith Copies of Captain Pownoll's Letter, and of the most necessary papers referred to therein, for their Lordships more particular Information. But as it appears that the Matter in Dispute respecting the Subordination of the Officers of the Fleet to the Authority of the General, taken Notice of in the last Paragraph of Captain Pownoll's Letter, was finally so adjusted that Captain Lutwidge accepted the Command of the Armed Vessels to be employed on the Lakes, and had proceeded to get them in Forwardness for immediate Service; I do not think it necessary to trouble their Lordships at this time with a Detail of some Length, which is not requisite for any present purpose.

The *Tartar* was met by Lieutenant Scott so far advanced up the River St Laurence, that he reckoned Captain Ommanney arrived with the Convoy at Quebec the next Day.

It was supposed the Northern Army would be in Readiness to move from St Johns to cross Lake Champlain the Beginning of this Month. I do not therefore yet see Cause to make any Alteration in the purport of my Letter to Captain Pearson of the 10th of April, with respect to the General Conduct of the Naval Services in the St Laurence.

The *Diligent* Armed Brig having been lately lost in the Bay of Fundy whilst attending upon the Transports sent to bring Forage from thence for the Army, She will be replaced by the *Cabot*, an American Armed Brig carrying fourteen Four-pounders, which I ordered to be purchased from the Captors at an estimated Value stated in the enclosed Report, upon Sir George Collier's Representation of her Fitness to be so employed. – And Lieutenant [Edmund] Dod having been acquitted of all Misconduct upon Inquiry at a Court Martial into the Cause of the Loss of the *Diligent*, I have moved him with the Crew of that Brig, into the *Cabot*; To form the Complement of the last, established in Proportion to her Force, according to the Return annexed.

I have added thereto, the Particulars of the Intelligence obtained from Mr [Edward] Parry, Agent to the Contractors for supplying Masts for the Service of the Navy from Piscataqua, and lately released on Exchange from the Restraint he has been under several Months with the Rebels. Sir George Collier, to whom the Intelligence was first given, has ordered the *Milford* off of Kenebec River, to attempt the Seizure of the French Ships named in the Paper of Intelligence, said to be loading, and expected soon to sail from thence for Europe.<sup>2</sup> And as Six other Frigates are at this Time upon the New England Coasts, I have Reason to hope the foreign Ships may be intercepted in their Attempts to put to Sea: These being the only Precautions that the State of the War will at present admit of being adopted for the purpose, on those Coasts.

By the *Scarborough* I have the first Account of the State of the *Hunter*,

which had wintered at the Island of St Johns. Lieutenant [George] Keppel will be ordered here by the earliest Opportunity, to take up his Commission for the *Swift*.

The Repairs immediately necessary for the *Bute* being completed, she sails this Morning for Jamaica. I wrote by that Conveyance to Vice Admiral Gayton, to the same purport as to Vice Admiral Young by the *Camel*, regarding the Appointment of a Time and fixed Longitude at which the Trade from Jamaica should attempt to pass the Parallel of Bermuda on their passage to Europe: That I may calculate for strengthening the Convoies, at least until they have passed the usual Limits of the Rebel Cruizers off these Coasts, according to Circumstances with respect to the impending Operations on this Continent.

With reference to their Lordships Commands expressed in a second Letter of the 12th of April, that I should explain the Motives for the Deviation from the general Method of victualling the Troops in Transports, consequent of a Representation from the Victualling Board; I am to inform You, that my Orders to the Principal Agent of the Transports thereon, were dated the 4th and 5th of August, regarding a part of the Guards, and the Hessian Troops which arrived under Convoy of Commodore Hotham

It was intended that the Movement of the Army which afterwards took place from Staten Island to Long Island, should have been executed very soon after the Arrival of the said Reinforcement. In which View it was proposed not to disembark those Corps, until the Descent was made on Long Island. But as those Troops would then continue (which actually happened for some time) upon the Sea-Victualling, which the Rest of the Army, besides other local Gratificat[ions,] were at whole Allowance, which caused some Discontent amongst the Foreign Troops, the Change in the Sea Victualling was made at the General's Desire.

The Duration of the Extra Victualling being expressed "until further Order," had Reference to the uncertain Time those Troops (daily expected to be sent on Service) would remain embarked. It was however found expedient to land them first for their Refreshment on Staten Island; When they became entitled to the full Proportion of Victualling, similar to the Rest of the Army.

A subsequent Order of the 18th of August for Extra Victualling in Species and Quantity, proceeded from the Necessity for providing the Soldier with the Quality of Provision most portable, and best adapted for his Use upon a March. Similar Deviations were necessary for the Seamen attending in the Flat-Boats: Tho' the just Adherence to Rule and Usage, where the Nature of the Case would admit, has never been out of Memory upon any Occasion.

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

Howe

[Endorsed] 29 June 1777 New York Lord Visct Howe R 22 Augt  
(11 Inclosures)

1. PRO, Admiralty 1/487, 420-23.

2. See Lords Commissioners, Admiralty, to Lord Weymouth, September 15.

30 June

COMMITTEE OF CORRESPONDENCE, INSPECTION AND SAFETY OF SALEM  
TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To the Honorable the Council & the Honble House of Representatives of the State of Massachusetts Bay.

The Representation of the Committee of Correspondence, Inspection and Safety of Salem

Sheweth

That Capt Richard Valpey, an Inhabitant of Yarmouth in the Province of Nova Scotia, but formerly of this Town; hath made application to this Committee, setting forth, that being at Halifax in said Province, in May last, he was applied to by the following Persons Vizt Capt Habakkuk Bowditch, Messrs Jonathen Payson, Charles Calahan and Andrew Millet, Inhabitants of this State, and who were then Prisoners at that Place, requesting him, that he would devise some means by which their escape from their Captivity might be effected, as they were then in the most necessitous and distressed circumstances and Situation; that he accordingly procured a Vessell and engaged to bring the said Persons from Halifax which he accordingly did, altho' at the Risque of his Vessell as well as his liberty, as he must unavoidably have forfeited both, had he been detected in the execution of his Plan, by the Government at Halifax; that in pursuance of this Scheme, he was proceeding to St John's in the Bay of Fundy, where he had engaged to land the said Persons, but while on his Passage he was informed, that the Place would be in the hands of our Enemies before he could Arrive there; in consequence of which, he put into Cape Porceau; when his Passengers beforementioned, got a Vessell to carry them to Newbury,

That after this, the said Valpey was proceeding to St John's having on board two hogsheads of Rum, two hogsheads of Molasses, one Piece of checked and two Pieces of white Linnen and two barrels of Pork, with which he was going to Purchase a load of Staves, for the use of Persons residing at Yarmouth, that while he was at St John's a Party of Men from Machias, in this State, came and took his Vessell and Goods into Possession, and made himself and his Crew Prisoners: and carried them all to Machias, where they still hold the said Vessell and Goods.

This Committee would therefore intercede with the Honorable Court in behalf of the said Valpey, and beg leave to acquaint the Honble Court, that they are well assured, that the Inhabitants of that part of Nova Scotia, of which the said Valpey is an Inhabitant are almost to a Man friendly to the Interest of these States, that they frequently have assisted our Countrymen, who have been Prisoners and carried in there, in making their Escape, and when any of our Vessells have been forced into that Place, they have afforded all the assistance and Relief which was in their Power, to the Crews: particularly when the Brigantine *Cabot* was drove in there by the *Milford*, this same Capt Valpey entertained and supported, Capt Olney, Lieut Knight, and about thirty others of the *Cabot's* Crew, three days and Nights, in his own house and at his own Expence: as will appear by a Cer-

tificate signed by the said Lieut Knight, herewith transmitted:<sup>2</sup> And as the Cartel between this State and Nova Scotia is now stopped and no way for the Subjects of this State, who may be carried Prisoners into that Province, to be released, but by the assistance of such Persons there, whose humanity and friendly disposition towards these States may induce to afford such assistance; the Committee therefore fear, that unless a stop is put to making Captures of, or Seizing any Vessell which may be employed, in endeavouring to effect the Escape of any such Prisoners, it will entirely prevent and discourage any of the Inhabitants of that Province (who otherwise would be disposed to do it) from giving any assistance to any of our People in future.

This Committee would therefore Pray that the said Capt Valpey may have his Vessell and Goods, ordered to be restored to him, or otherwise relieved as the Honble Court in their Wisdom shall think fit and proper.

The Committee would also beg leave to recommend him to the favour of the Government, that he may have some allowance made him for his Expence in entertaining the Captain and Part of the Crew of the Brigantine as mentioned before –

By order of the Committee

Committee Room

Tho<sup>s</sup> Mason, Chairman P.T.

Salem June 30th 1777

[Endorsed] In Council July 1st 1777 Read & Ordered That Henry Gardner Esqr with such as the Hon'ble House shall join be a Committee to consider the above Representation and report what is best to be done thereon Sent down for Concurrence

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

In the House of Representatives July 1st 1777

Read & concurrd & Mr Wendell & Mr Hunt are joined

R T Paine Spkr pr temp –

1. Mass. Arch., vol. 183, 47–50.

2. "This may Certify all whom it may Concern that I the Subscriber was Lieutenant of the Brigg *Cabott* at the time she was Chased on shore at Cheborge in Novascotia by the *milford* frigate and that after the officers and Seamen made there Escape from the wreck Captn Olney my Self and near thirty of the *Cabots* crew was lodged and Curtisly Entertained by Captn Richd Valpey at his house in Yarmoth novascotia for three days and three knights and this entirely at the Expence of said Valpey whose friendly disposition to my Self and others belonging to the United States demands my most grateful Acknowledgements and I do hereby Recomend him as A person whose ginerall Conduct merits the feaver of all the good people of these States Benj Knight Leftan. Salem 30 June 1777," Mass. Arch., vol. 183, 54.

# GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR. <sup>1</sup>

[Extract]

Sir,

Lebanon, June 30th 1777.

I am advised by General Schuyler that the Enemy are arrived at Crown Point, that they have sent a strong party by the way of Otter Creek to fall in between Ticonderoga and Skeensborough, that another detachment is sent down on the west side of lake George to get possession of Fort George if Possible – Thus the enemys plan of operation is opened. we may hourly expect Intelligence that the army under General Howe is in motion to act

in Concert with the Northern Army, probably up the North River. it is not unlikely a Diversion may be attempted on our coasts.

It will be prudent to take every precaution to watch their motions and frustrate their measures. As the Continental troops are now rendezvousing at New Haven, I am of opinion it will be best to send the whale boats in your care to New Haven to facilitate their movements, and the *Mifflin* and *Schuyler* should cruise off New Haven and to the Westward to make Discoveries of the motions of the Enemy, which you will please to order accordingly – Niles will be ordered on the same service.<sup>2</sup> I need not mention how much it concerns the Inhabitants on the Sea Coast to keep a good look out and give seasonable Intelligence. . . .

1. Nathaniel Shaw Papers, 1775–82, Force Transcripts, LC.

2. Robert Niles commanded the Connecticut Navy schooner *Spy*.

*New-York Gazette*, MONDAY, JUNE 30, 1777

New-York, June 30,

His Majesty's Ship *Raisonable*, of 64 Guns, arrived here last Saturday from England: On her Way she took two Prizes, one of them a valuable Ship from Carolina, which was ordered for England; the other a Brig, left off the Coast a few Days since.

Wednesday last his Majesty's Ship *Scarborough*, Capt. [Andrew] Barkley, arrived here from Halifax in 13 Days, with a Fleet of 16 Sail under his Convoy with Stores and Troops.

The *Scarborough* brought in with her two Prizes, both Brigs, one of them from New London for Bourdeaux; the other from Bedford for Surinham.

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

[Philadelphia] Monday, June 30, 1777

*Resolved*, That Mr. [Richard] Law be appointed a member of the Marine Committee, in the room of Mr. [Roger] Sherman.

1. Ford, ed., *JCC*, VIII, 508.

HENRY MARCHANT TO GOVERNOR NICHOLAS COOKE<sup>1</sup>

[Extract]

Philadelphia June 30th 1777

. . . I could wish that Our State would see it Their Interest to fit out one or two State Brigs. – The Expence might most probably be doubly paid to Them in One Cruize. I cannot think The Hazard of Loosing Them ought to discourage the Attempt. – if They could be got out of the River when fitted. – Might They not be ventured out only in a set of Ballast with a few Hands and sent round to Bedford and fitted out from thence? – I venture Sir at Suggestions from an Attachment to the Honor, Interest & Happiness of the State. – Should They not meet with Approbation I know Their Candour will excuse . . .

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

EDWARD BLAKE TO THE SOUTH CAROLINA DELEGATES IN CONGRESS <sup>1</sup>

Gentlemen/

Navy Board June 30th 1777 –

The Commissioners of the Navy Board having Established a Public Ship Yard, & Rope walk in the State of South Carolina, and haveing given Directions for the Building a Galley for the Defence of the State & the protection of Trade, not being able to get Sufficient Workmen here to Execute the Business with Dispatch, they will be very much Obligated to you if you will Endeavour to Engage and send here as soon as possible Twelve good Ship Carpenters with an Experienced Foreman, One Ship Joyner, and One good Block Maker, on the most reasonable Terms you can, to serve Twelve Months after their arival at Charles Town, their wages to Commence the day of this Agreement <sup>2</sup> – We have now Employ'd in the Ship Yard Eighteen Carpenters which were Returning from Georgia to Philadelphia they were Engaged in Philada. for the State of Georgia at Thirty Dollars P Month Each, their wages to Continue [until] they have returned Home – in Order to Induce them to *stay here* [three] Months <sup>3</sup> which was the Longest time they would Engage for, *We gave* them forty Dollars P Month, and One Ration and a half a Man P Day, and to Continue their pay till they return to Philadelphia, should they Incline to do so at the End of three Months – We are Hopeful that you will be able to Engage on Better Terms, at least so as to Ease this State of any expence, after they leave the Service, we would recommend that each of them should furnish his Own Tools if such men can Conveniently be got, as such Articles are become very scarce and of Course very dear in this State –

We shall be much Obligated to you to furnish us with all such regulations respecting the Continental Navy, as will be of any particular Service to regulate the Navy of this State, as we are very desirous to have the Navy of this State under as good Regulations and on as respectable a Footing as any Other Navy in America – by Order of the Board I am Gentlemen Your Most Obedt. Hble Servt.

Edw<sup>d</sup> Blake 1st Commissioner

1. Salley, ed., *South Carolina Navy Board*, 77–78.

2. *Ibid.*, 74, June 20 resolve of the Navy Board:

Resolved to Build a Galley of the Following Dimentions viz

Length of Keel 100 feet

Breadth of Beam 26 feet

Depth in the Hold 10 feet Clear

3. *Ibid.*, 76–77, in a letter of June 30 from the Board to George Abbott Hall a three months agreement with the carpenters is mentioned.

*Gazette of the State of South-Carolina*, MONDAY, JUNE 30, 1777

Charles-Town, June 30.

The following British Men of War were, on thursday last, the 26th Instant, lying off St. Augustine Bar, viz. the *Brune*, of 32 Guns, Capt. James Ferguson (not a very fast Sailer), the *Galatea*, Capt. Jordan, the *Perseus*, Capt. Elphinstone, and the *Daphne*, Capt. St. John Chinnery, of 20 Guns each, and sheathed with Copper. – The *Daphne* was the Ship that, on the 1st

Instant, took 25 valuable Negroes out of Fishing Canoes off the Bar, all which (except one belonging to Mr. R[h]ind, and two to a Widow Wright, who are reserved to be restored to the Owners, when applied for), were sold, on the 23rd, for £.1300 Sterling: she had then on board six Chests of Money, to pay the Troops in East Florida; and in Company, under Convoy, the *Union* Store-ship, Capt. Wallace, from New-York, with Cloathing and military Stores, for the Garrison of St. Augustine, and the Brig *Fanny*, of and from this Port, with a Cargo of Salt, for Virginia, Thomas Tucker, Master, which she had taken in ten Fathom Water, about 15 Miles North of Cape Hatteras, on the 29th of May; upon which Day she also took the Sloop *Polly*, Elkanah Hathway, Master, which sailed from this Port the 27th, bound for Dartmouth (not since heard of) and brought too, the Scooner *Angelina*, also from this Port, for Curaçoa, Turpin Holroyd Master, who, taking Advantage of a hard Gale of Wind, which prevented the boarding of him, made his Escape in the Night; she had before taken a Scooner from Boston, one Ridley, Master, which after being stripped by the *Union*, was burnt. The *Daphne* is also the Ship that on the 9th Inst (as mentioned in our last) chased Capt. Ranking, and retook his Prize; the Prize-master whereof, Capt. Richard Bissel, they have loaded with and remains confined in Irons. – The *Brune* arrived off St. Augustine the 22d, with two Prizes, a Brig from Hispaniola, of 8 Guns, loaded with Dry Goods, one C[o]x Master, bound for this Port, (the Master of which is confined in Irons, in like Manner as Capt. Bissel) and a Scooner from George Town, laden with Rice, for Bilboa, on board which were Passengers, Mr. Irving, Mrs. Irving and some other Persons. – On the 24th an Indian Chief was brought on board the *Brune*, who was saluted with Cannon, and for whom the Shrouds were manned – The *Union* Transport having landed her Cargo of stores, on the 25th began to take in Troops, on the 26th, having 220 on board, in the Evening, she sailed for New-York, under Convoy of the *Daphne*, which after seeing her safe in, was to proceed to Delaware Bay. – None of the Men of War were healthy, or well manned; the *Perseus* was said to have the Yellow Fever and Small Pox on board; and the best manned Ship was the *Daphne*, whose Crew did not exceed 140. – The *Brune* is stationed to cruize off Cape Fear; the *Perseus* and *Galatea*, from the Bar of St. Augustine to this, crossing each other. – The *Perseus* and *Galatea* were the two Ships that on the 14th Inst. chased Capt. Sutton's Prize Brig ashore near Stono, and burnt her. – The Ship that, on the 25th past, together with Capt. Mowbray's Sloop, had an engagement with the *Comet* Brig, Capt. Allen, was a very stout Transport, mounting 16 six-Pounders; the Sloop suffered so much in that Combat, that they confessed they had been obliged to make use of many Plugs; but we cannot yet learn what Number of Men were killed or wounded on board: these two Vessels were lying in St. Mary's or St. John's Rivers; and about 30 Sail of trading Vessels were lying in the Harbour of St. Augustine – On Thursday last Capt. Chinnery gave a Boat to 15 of his Prisoners, and to 13 more another, with Orders to put off immediately; the 15, after having been 53 Hours in her at Sea, bailing all the Way, got safe into Ogechee; but the other Boat has not since been heard of.



We have Advices from Europe to the 28th of April – According to these, General Burgoyne was to have the Command in Canada, and General Carlton to return to England – Great-Britain had failed to obtain the Troops she expected from Germany, to reinforce her Army in America; most of the Transports that had been prepared to bring them over, were appointed to other services; and it does not appear, that the whole Addition she can make to General Howe's Force the present Campaign, will amount to 3000 Men – A great Number of Ships were put into Commission, but, notwithstanding the Continuance of an excessive hot press, very few of them were manned – The Earl of Dunmore and Lord William Campbell had been in England some Time, yet neither of them had been introduced to the King their Master, to receive his Thanks for their distinguished Services – And Trade was every where quite dead. – The French and Spaniards continued unremitting in vast Preparations for War – And we have a Confirmation of the Intelligence lately received here, of a Memorial presented by Sir Joseph York to the States General; of their beginning to pay some Attention to their Marine, &c. with this in Addition, that they have sent Orders to their Governor of St. Eustatius forthwith to erect Fortifications wherever he shall think them necessary, and to return the Salutes of the Americans, Gun for Gun, upon sending a Lieutenant ashore to notify the intended Salute.

From St. Eustatius we learn, that the above Orders were received there on the 2d Inst. – That two French brigantines loaded in this State, for Martinique, were lately taken and carried into Antigua. – That a small schooner (which answers to the Description of the *Jenny*, Captain Ralls) belonging to Virginia, on the 28th ult. took a Sloop, from St. Eustatius for Antigua, laden with Cotton; but was the same Day taken by the *Hind Man* of War, which also retook the Prize. – And that on the 1st instant, the *Hind* also captured two Dutch Ships from St. Eustatius, actually bound for Holland.

We hear that next Friday, the memorable 4th of July, the Anniversary of the Formation of American Empire, is to be observed at a State-Day and Grand Festival.

We have just now received Intelligence, That the Letter of Marque Brig *Fair American*, Capt. Charles Morgan, and Privateer Brig *Experiment*, Capt. Francis Morgan, both of this State, arrived off the west End of Bermuda on the 11th instant, and might have taken the *Galatea's* Tender (formerly the Schooner *Peggy* of this Port) and the Decoy-Boat, who have for several Months past done so much Mischief on that Coast, could they have got a Pilot; but that not having such Pilot, they both stole out in the Night, and went round to Castle Harbour, where lay the *Nautilus*, unrigged, and her Guns ashore. That the *Fair American* and *Experiment*, however, went into the Western Harbour the 13th, were fired at from the Fort, mounting 5 Cannon, to which they returned a Broadside; That upon preparing to give a second Broadside, the Fort was abandoned; which the Captains Morgans observing, they landad some Men, took Possession of it, demolished the Embrazures, dismounted and spiked the Cannon, and destroyed the Carriages; and remained there six Days. That on the 16th they put to Sea, and

on 17th took the Sloop *Ann*, Wm. Bray, Master, from the Bay of Honduras for Rotterdam, laden with Logwood, Hides, and some Mahogany; which is since arrived in a safe Port. That a Brig from Bristol, in a very short Passage, bound for St. Augustine, put into the Harbour where our Vessels lay, on the 15th. And that had Captains Morgans got in on the 11th, the Enemy had prepared to burn the Tender and Decoy-Boat themselves.

The Man of War that appeared off the Harbour of Nassau in Providence, when the Captains Newton and Groundwater went in there to cut out the *Comet* armed Scooner, was the *Aeolus* Frigate of 32 Guns, not a Sloop of 16 Guns: She could not get into the Harbour; but cruized about there till the 17th Instant, and then sailed to Northward. The *Comet* sailed at the same Time, with the three Vessels she had seized, for Jamaica.

The 1st Instant, a large Guineyman, with 318 Slaves on board, bound for Dominica, was sent into Martinique, taken by a Privateer Brig belonging to Philadelphia, commanded by Capt. Ord; also, a Brig laden with Provisions, from Corke for Barbados, and a Ship mounting 14 six Pounders, from Liverpoole, for Jamaica, laden with Dry Goods, taken by a Privateer Scooner, commanded by Capt. Palmer; which last was captured by immediately running along-side and boarding. This Information is given us by Capt. Willis, who likewise informs, that it was the *Beaver* (not the *Favourite*) Sloop of War, which took the *Oliver Cromwell* Privateer of Philadelphia; and the Loss of that Vessel was owing to more than Half of the Crew consisting of Men who had entered from Prizes, and who, after strongly urging the Captain to fight the *Beaver*, as soon as she came along-side, refused their Assistance and jumped down below.

On Friday last arrived at a safe Port, the Sloop *Polly*, late Capt. Henderson, from Mississ[ip]pi, with a Cargo of Barrel Staves, bound for Dublin; taken off the Havanna, on the 13th Instant, by the Privateer Sloop *Vixen*, Capt. Downham Newton of this Port. On the 11th ult. Capt. Newton wooded and watered at Havana, where he met with the most friendly Reception.

The *Brune* frigate and *Merlin* Sloop, in their late Cruize on this Coast, among other Vessels, took a Sloop from Boston, for this Port, and carried her into New-York.

Yesterday arrived at a safe Port, the Prize Sloop *Ariadne*, William Freeman late Master, from the Musquito Shore, bound for Jamaica, laden with Mahogany and spotted Wood, taken on the 3d Instant, off the East End of Jamaica, by the *Washington* Privateer of this Port, commanded by Capt. Anthony. This is the 6th Prize taken by the *Washington* on her present Cruize; two she carried into, and sold at, Cape Nichola, and two Capt. Anthony gave to his Prisoners, to put them ashore at Jamaica.

## 1 July

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

June 1777	3 [AM] Sounded no Ground	8 Fresh Breezes & Clear
Monday 30th	Wr saw a Sail in the NE Qr	made Sail & gave Chace

July 1777  
Tuesday 1st

10 Sounded 55 Fm Green Oozey Ground 12 Sounded  
50 Fm fine Brown Sand in Chace at Noon Lattd  
40° 23" Longd 0° 47" Et Nantucket Shoal N 69° Et  
Dist 16 Leags –

1 [PM] Fresh breezes & Cloudy Wr the Chace bearing  
SBE TKt Ship 4 Do Wr 5 Fired 3 Shot at the Chace &  
brought her too She proovd to be Prviteer Sloop belong-  
ing to New London sent a Petty Officer & 12 Men to take  
Charge of her<sup>2</sup> wore Ship & made Sail the Prize in  
Compy at 8 Soundd 72 fm fine Sand & Green Ooze

4 [AM] Do Wr Sounded 66 fm Do Ground the Prize  
in Company 7 Modt & Clear took the Prize in Tow at  
Noon Lattd 40° 38" Longd 0° 57" Et Block Island N  
56° Et Dist 17 Ls –

1 [PM] Light Breeze & Hazey the Prize in Tow

1. PRO, Admiralty 52/2079.

2. *Nancy*, Robert Palmer, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 69.

### SALE OF NEW YORK NAVY SLOOP *Montgomery*<sup>1</sup>

Middleto[w]n July 1. 1777

Sale of Privateer Sloop *Montgomery*,<sup>2</sup> with all her Stores as P Inventory,  
This Day Sold Col Comfort Sage for Three Thousand Five Hundred & Fifty  
Pounds Lawful Money

By –

Jos King Vandue Master

Recd at Same time one Pound Sixteen Shillings Lawful Money his fee for  
Selling the above Vessel

Jos King

1. Andrew Elliot Papers, Sloop *Montgomery* Folder, NYSL.

2. New York Navy vessel, not a privateer.

### COMPLEMENT OF H.M. BRIG *Cabot*<sup>1</sup>

*Eagle.*

Hudsons River.

1st July 1777.

Establishment of the Complement  
of the Armed Brig *Cabot*.

Lieutenant and Commander –

1.

at 5 Shills P Diem

Servant to Ditto

1.

Clerk and Steward to Ditto

1.

Midshipman

1.

Surgeon's Mate

1.

Boatswains Mate

1.

Gunners Mate

1.

Carpenters Mate

1.

Second Master and Pilot

1.

Widows Man

1.

Seamen

50.

60.

at £3.10.0 P Mensum

To be allowed  
6th Rates  
Pay

Marines to be borne as an Addition to the Complement until further Order.

Serjeant	1.
Corporal	1.
Privates	13.
	<u>15.</u>

[Endorsed] 9 In Lord Howe's Lre No 33.

1. PRO, Admiralty 1/487, 881-83. Formerly Continental Navy brig *Cabot*.

SAMUEL PURVIANCE, JR., TO ROBERT MORRIS<sup>1</sup>

Sir

Baltimore 1st July 1777 –

I lately wrote Coll Lee requesting him to procure from the Marine Board an Order for 10 or 12 Thousand Dollars for the Use of the *Virginia* Frigate, as Mr Stuart & myself were out of Cash on that Accot & had a good many Accots to pay off on the Sailing of the Vessel. Coll Lee left my Letter in the hands of Coll Whipple (when he left Philadelpha) to apply for an Order, which has been neglected, altho I have written to both Coll Whipple & Mr Hancock on the Subject. – I must therefore Sir take the Liberty of requesting you will be so obliging as to procure for us an Order on the Treasury for at least 12 thousd Dollars Besides the Debts of the Vessel here which exceed that Sum. Captn Nicholson writes me last Week from York River, that I must either send him Money or lodge a Credit for him there. – We have Recd no Money on the Frigates Accot since Octor save 10 thousd Dollars, part of 30 thousd left with us when Congress departed from this; Of which 20 thousd have been applyd in laying in Materials for building two New Frigates; For which purpose, We purchasd Two Cargoes of Mahogany that absorbd a pretty large Sum of it. – By last Advices from Capt Nicholson, he was preparing to run the Frigate up into the Fresh Water in York River, to get her out of the Way of the Worm. But shoud the Enemy withdraw their Vessels from that River, it is probable he will endeavour to get back to this Place to heave down. I am Sir [&c.]

Sam<sup>l</sup> Purviance Jun<sup>r</sup>

1. Papers of Robert Morris, LC.

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

June 1777

Cape May ESE 5 or 6 Leagues

Monday 30

at 10 AM a Signal On Board the *Roebuck* for all Detached Ships to Join Her at ½ Past 11 a Signal on Board the *Roebuck* for the *Marlen* to Prepare to Anchor –

Fresh Breezes and Cloudy Weather, at 2 PM made the Signal to the *Roebuck* for Seeing a Sail in the SE Quarter, at 6 sent the Pinnacle with an Officer mand and Armd of[f] Cape May, in Company the *Roebucks* Boats and *Pearls*, at 9 do Came to An Anchor by the *Roebuck* and *Standley* Tender in Company,

July 1777

Cape May ESE 5 or 6 Leagues Cape henlopen  
 Light House S  $\frac{1}{2}$  W 3 or 4 Leagues

Tuesday 1st

between the Howers of 4 and 5 AM we heard the Report  
 of 17 Guns in the Offing, at 10 Loosed Sails to dry, at noon  
 the Pinnacle Returned and Informed us of a Schooner  
 being a Ground under Cape May, Could not Board Her  
 On Accot of a Battery which fired upon them, in the  
 Expedition Lost the Boats Graplen, furl'd Sails.

1. PRO, Admiralty 51/157.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE<sup>1</sup>

June 1777

At Single Anchor in Chesapeake Bay

Monday 30th

In General Little Winds and Hazey Weather 2 PM  
 Heard the Report of Guns fired Off the Capes at 4 heard  
 more Guns fired at 6 Wore away to  $\frac{1}{2}$  Cable 10 PM  
 Saw a Strange Ship standing down New York River at  
 12 Saw one More Square Rigged Vessel accompanied by  
 2 Sloops Saw the *Emerald* at an Anchor Off Cape Henry  
 July  
 Tuesday 1 Light Breezes and Cloudy Wear Saw One Ship, a Brig  
 and two Sloops at Anchor in the Mouth of York River 9  
 AM Saw One Ship Attended by 2 Square Rigged Vessels  
 and Seven Galleys and other Small Sails Standing down  
 the York Channell Over the Spitt<sup>2</sup> Set the Single Reef  
 Topsails and Topgallt Sails and Wore away to the Moor-  
 ing Service in Order to Slip Employ'd preparing the  
 Ship for Action at  $\frac{1}{2}$  past saw the Frigate Anchor on  
 the Egg Island Flatts All Her Fleet did consist of Two  
 Brigs, 6 Galleys, two with three Masts each, with Sloops  
 and Schooners amounting to 17 Sail in all Do saw One  
 Brigg in the Mouth of Mopsack [Mobjack] Bay, and 2  
 more Galleys on the Etern Shore by Cherry Stone Point  
 Endeavouring to Join the above Fleet, three other Sail  
 in Sight coming down Chesapeak Bay, at 11 Hoisted a  
 Red and White Flag at the Main Topmast Head and  
 fired at different times 3 Guns as a Signal to the *Emerald*,  
 Lowered the Topgallt Sails and hauled down the Stay-  
 sails -

Modt Breezes and fair Weather At Single Anchor in  
 Chesapeake Bay  $\frac{1}{2}$  past Noon saw the *Emerald* hoist  
 a Flag on Her Main Topgallt Mast Head which We Con-  
 jectured was to call in all Cruizers  $\frac{1}{2}$  past Noon We  
 hoisted a St George's Ensign at the Fore Topgallt Mast  
 Head which She Answer'd by hauling down Her Signal  
 the before-mentioned Fleet at Anchor on Egg Island Flatts  
 at 1 Saw Arm'd Sloops go under the Rebel Frigates  
 Stern and then bore up for Old Point Comfort at 2 PM

we Weighed and came to Sail the Rebel Frigate and all  
 Her Fleet Weigh'd and Stood up York River Do Stood  
 down the Bay at 6 Brot too with Small Br in 6 fms  
 Water, on the Back of the Horse Shoe Veered away to  
 $\frac{1}{3}$  Cable Old Point Comfort WbS $\frac{1}{2}$ S 6 Leagues, Cape  
 Henry SEbS 5 Miles, Smith's Island ENE 6 Leagues –

1. PRO, Admiralty 51/982.

2. Continental Navy frigate *Virginia* and Virginia Navy row galleys, brigs and sloops.

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

Navy Board [Charleston] 1st July 1777

[Com]missioners of the Navy, beg leave to Observe to His [Excellency] the President, that, in their Opinion, the State should be furnished with a Vessel of Greater Force, than any that now belongs to it, to be employ'd as well for the protection of its Trade, as for the Annoyance of its Enemies, and, that if a Ship was immediately built of about 108 feet Keel, 31 feet Beam, & depth of Hold in proportion, such Vessel would be of much more benefit to the State than Another Galley, and is at Present much more wanted. The Board have at Present a Number of Ship Carpenters Employ'd in the State Yard & have wrote to Philadelphia for thirteen more in Order to Carry on the work with Dispatch; they are hopefull they will be here before those now Employ'd Quit the Service, should they Incline to do so, when the Three Months are Expired, the time they first Engaged for; They are also furnished with Timber and Other Materials necessary for the Building of such a Vessel, and if its the pleasure of your Excellency, & Council, that such a One should be Built, you will be pleased to signify it to the Board as soon as possible, (the Operations in the ship Yard being Delay'd for your Answer) and the Commissioners will give Orders Accordingly – The *Acteons* Guns with others that may be furnish'd by the State, the Commissioners apprehend will be sufficient for the Vessel mentioned – The Public are at a Considerable Expense in hiring Negro Labourers at great Wages, for the Naval Department, great part of which might be saved & the work more certainly & regularly Conducted, if your Excellency would be pleased to Order Twenty of the Labouring Negroes, Employ'd in the Public Service to assist in the works of the Naval Department, under the direction of the Commissioners – The Commissioners have a Quantity of ship Timber laying at Mr Capers Island, which they have accasion for at the Ship Yard, & will be Obligated to his Excellency to Order the Floating Battery to be delivered to the Commissioners, in Order to Convey it Over as the State has no Other Vessel proper for the purpose

1. Salley, ed., *South Carolina Navy Board*, 80.

2 July

JOURNAL OF CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY FRIGATE  
*Boston*<sup>1</sup>

Wednesday N. Observation  
 July 2d 1777 the first part this 24 hours Thick weather & fresh Gales  
 Latd 42 54N Shifted some of the guns aft to bring the Ship by the Stern  
 Longd 55-39W which we fancied help'd her Sailing.

1. McNeill's Journal, MM.

LIEUTENANT JOSEPH DOBEL TO CAPTAIN JOHN PAUL JONES<sup>1</sup>

Sr

Boston July 2d 1777

I am Extreemly sorry to trouble you with an affair of this Nature but hope you will excuse it, your being the senior officer in the place being the reason Not doubting but you would Enquire impartialy into the matter, & I shall state the facts as near the truth as I possibly can recollect, Vizt I being appointed by the Honourable Continental Congress first lieutnt of the Frigate *Hancock* commanded by John Manley Esqr and have belonged to her upwards Twelve months during which time I have attended the ship steadily till the 22d of april which day Capt Manley told me he had no further service for me without giving me any reason or making any enquirey into my conduct all the reason I Can Assign is on that day he sent for to his house as soon as I enter'd the room he said to me God Damn you I order you on board the ship in half hour the ship laying in congress road I told him I could not possibly get on board in the time he replied that was all the time I should have I told him I Could not go on board unless my Acct was settled as we was so near sailing and that I would be oblig'd to him to do it he then replied God Damn you I will not pay you one farthing he then repeated the above order for my going on board I then told him I did not understand the meaning of the words god damn you I order you on board this answer and asking for a Settlement is all the reason of his behaveour to me that ever I knew of or ever heard, I then ask'd him if he would please to tell me where the ships Tender lay he replied with an Oath that if I wanted her I Might go look for her, which I did and found her in order to go on board, Capt Manley was along side of her after walking on the Wharfe half an hour he said Mr Dobel, I have no further Orders for you on board the ship I ask'd him if I was Clear of the ship he replied no without you'll give me your commission for which he said he would pay me my wages and if I would not he would Try me by a Court Martial and that he would either disgrace me or I should him and still further he says he has taken Several Methods to Affront me and make me leave the ship but that he could not do it till now, I shall be greatly Oblig'd to you if you please to make Enquirey into this Matter that I may once more have the honour of serving my country or of having my Commission Rovok'd by the Honourable Gentlemen that gave it to me I am with Great Esteem[&c.]

Joseph Dobel

PS I Could Insert a great many more Abuses that I have met with but must Omitt them they being to Lengthy to be put in this Letter so I must Defer them till I am Call'd upon to prove them In Clos'd you have the Coppy of a Paper sent me by Capt Manley which is all that I have Ever seen or heard of since the Above Mentioned Affair hapned JD

1. Papers of John Paul Jones, 6595, LC.

CAPTAIN JOHN PAUL JONES TO MARINE CAPTAIN EDMUND ARROWSMITH,  
PROVIDENCE <sup>1</sup>

Sir Boston July 2d 1777.

You are hereby Ordered and directed forthwith to wait on Captain Mathew Park of the Marines at Providence And to take Orders from him for your government in the Enlistment of Able Bodied Men, especially Seamen, to Serve in the Navy Under my Command –

You are to Put into his hands the Account of and Receipt for All the Arms which were taken in the *Mellish* &c ~~and you are to put into his hands~~ also the prisoners Pistols and Side Arms which I committed to Your care – the reason of this demand is because the Agent here Alledges that he did not receive the Arms in Question. Your punctual Attention to this Order will recommend you to my further Notice I am Sir [&c.]

J.P.J.

1. Papers of John Paul Jones, 6597, LC.

CAPTAIN JOHN PAUL JONES TO MARINE CAPTAIN MATTHEW PARKE,  
PROVIDENCE <sup>1</sup>

Sir Boston July 2d 1777.

I have now to inform you that I yesterday recd Orders from Congress to proceed from Portsmouth in the Ship *Ranger* instead of the *Amphitrite* – Captain Roach [John Roche] being suspended in consequence of a complaint from this State – I am the more sensibly Affected on his Account as congress have thought proper to put the Ship under my direction – And I wish heartily that he May be able to disprove the charges brought Against him.

The *Ranger* taken altogether will in my Judgement prove the Best Cruiser in America. – she will Always be able to fight her Guns under a most excellent cover; and nothing can be better calculated for Sailing fast or making Good Weather. – When we reach France She will be a great Addition to our other Force and ~~insure~~ Facilitate our Success.

As you are confident that a number of good Men will enter with you at Providence to Sail under my Command You are directed to enter as Many as possible – but especially good Seamen – as I mean to appoint some petty Officers from Among them – You are to call on Captain Arrowsmith of the Marines and order him to Assist and co-Operate with you in this Enlistment. – for this purpose let him go round with a Drum Fife, and Colours as Often as may be proper. and ~~let~~ it is my express desire & direction that both of you exert yourselves in this Business to the Utmost of your



Skill and Abilities. – be careful to Avoid all cause of complaint & let your whole deportment be Such as becomes the dignity of Your Rank – As I obtained for Captn Arrowsmith his present Commission and Brought introduced him into the Service at the first – he will now have an Opportunity of Recommending himself to further Notice. – You will duely note the Orders which I inclose for him and take care that they are Punctually Obeyed.

You are not to pay the Advance at Providence – but such as Enlist must be sent in ~~small parties under persons of trust~~ immediatly here – their reasonable expences will be Allowed – they will be entitled to Wages from the day of Entry – and the Advance will be paid on their appearance at the Ship. Upon the whole I shall expect you to Observe the Strictest Frugality that may be consistent with the Service. – Since the establishment of the Navy none have had so good, so fair a prospect before them as ours is at present – this makes any Arguments in favour of it Unnecessary. – the *Ranger* is Equiped and in Readiness – A few Men Only are Wanting – I mean to begin enlisting here to Morrow – I will give Orders Also to Enlist at Various places to the Eastward.

The Agent there must Supply you with what little cash may be necessary – I shall write to him and to You Again Unless I determin Soon to come up there myself – Inclosed you have Blank Articles – but as I do not yet know the Name of the Frigate I rather prefer your using the Written Articles which I gave you When here – You may inform Mr House And other Officers and Men – that Congress have Sent us a Number of Blank Commissions and Warrants – and that the Officers are not Yet Appointed. But their must be no Other connection in this Way. – The Clock Strikes Twelve. I am Sir [&c.]

J.P.J.

NB A Surgeon or other Gentlemen who have Abilities may make application to me by Letter (on public service) You may Ask Mr Pitcher what he intends doing; and if You know of any other Officers out of employment – it is your duty to return their Names &c. to me. Congress have determined to Support as few Idle Officers as possible.

1. Papers of John Paul Jones, 6598, LC.

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

July 1777  
Wednesday 2d

1 [AM] Calm the Ships hd to the Southd 3 Calm her  
hd Round the Compass 4 Light Airs saw a Sail to  
the Southd made Sail & gave Chace Block Island NNW  
Dist 5 Leags 8 No Obsn 10 Fired 4 Shot & brought to  
the Chace She proovd to be a Sloop from St Martins  
bound to New London sent an Officer & 6 men to take  
Charge of her<sup>2</sup> at Noon Lattd 40° 27" No Longd 0°  
16" Wt Block Island NBE ½ E Dist 14 Leagues –  
1 [PM] Fresh breezes & Clear Double Reeft the Sails

& made Sail the 2 Prizes in Company 4 Do Wr 5  
Saw Montuck pt NNE Dist 3 or 4 Leags 8 TKt Ship

1. PRO, Admiralty 52/2079.

2. *Boston Packet*, Elias Lay, master, with salt, rum and sugar, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 69.

GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS <sup>1</sup>

[Extract]

Camp at Middle Brook July 2d 1777

. . . As the Enemy will adopt every Stratagem & device to deceive & distract us, notwithstanding the present appearance in favor of their making an Expedition up the North River, I doubt not but you will have the most vigilant lookouts kept along Delaware Bay & proper Expresses & Signals for communicating the earliest intelligence. I think it would be highly expedient that some sensible – judicious Men should be employed in that business at this time, who would view things as they ought to be and from whose Accounts certain inferences & conclusions may be drawn so as to form a proper line for our conduct. – The most fatal consequences may flow from false information at this period – Things should be examined with all possible certainty – I shall not be surprised, to hear of Several Ships appearing in or off Delaware, tho' Genl Howe's destination should be elsewhere. – Their fleet give them the most Signal Advantages, and an Opportunity of practising a thousand feints. I have the honor to be with great respect Sir [&c.]

G<sup>o</sup> Washington

1. Papers CC (Letters from General George Washington, 1775–84), 152, IV, 317–22, NA.

PENNSYLVANIA NAVY BOARD TO HENRY FISHER, LEWES, DELAWARE <sup>1</sup>

Sir/ State Navy Board [Philadelphia] July 2d, 1777

Mr [George] Jackson informs us that he is in danger of being taken off from the Post he has the Care of by the Enimies Barges. The board is of opinion that the Signal Boats is of no use, and ought to be discharg'd, which you will order to be done; the two Guard Boats, [Charles] Lawrence & [Daniel] Murphy,<sup>2</sup> we are inform'd have much trouble with their people, should that be the case, are apprehensive they are in great danger shou'd they be attack'd by the Enimies Barges, especially as the Inhabitants are mostly disaffected. It's the Opinion of the Board they ought to be Sent up. You'l inquire into the state of those two Boats & Order them for the present as you think best –

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

2. Lawrence commanded the armed boat *Salamander*, and Murphy the armed boat *Eagle*.

JESSE HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

[Extract]

Baltimore, July 2 – 1777

. . . I have Got the Brig *friendship* up to the County Warf and on Soft Mud there to Ly till farther Orders – I have Advanst Cash to Capt [George]

Cook and his officers, and Sum to the Galleys – So that there is a Continual Expenche and Must Bee While the officers are here With the Galleys – the Carpenters Corkers and Riggers are Going On Wee Want Sum Salt Provisions Pleas Order Sum up By the Barer Sum Pork and Beef Should be very Glad to See you here and Remain [&c.]

Jesse Hollingsworth

1. Red Books, XVIII, 110, Md.Arch.

MARYLAND COUNCIL TO CAPTAIN GEORGE COOK, MARYLAND NAVY SHIP  
*Defence*<sup>1</sup>

In Council 2d July 1777.

The Governor being informed that Quantities of Sugar Coffee Rum and other Articles which were engross'd and Stored in Baltimore Town were Yesterday on Board Craft with intention to remove the Same out of this State. You are immediately to proceed in a Boat with a Sufficient force to Patapsco & so up the River to Baltimore Town & examine all Craft you may meet with, and if you find any having on Board Salt Rum Sugar Molasses Coffee or Iron, which you have good cause to Suspect is attempting to be removed out of this State you are to compel such Craft to return to Baltimore Town give Information to a Magistrate & if he judges the goods are forfeited Have the same Stored for the use of the Public – If you are informed that any Craft is gone to the Head of Elk or elsewhere up the Bay with any of the said Articles for the Removal of them out of this State you are to follow them and endeavour to bring them back.

1. Executive Papers, Box 8, Folder 8, Md.Arch.

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

Gentlen

July 2: 1777

Consistant with my Instructions to prevent sundr Articales from going out of this State have Sent in a boat wh foure Tuns of Iron and Some Steell Bound to Suffolk in Virginia, with a Officer, to Obay Your farther Instructions, I am Gentlen [&c.]

On board the Said Boat

Geo. Cook

Joseph Taylor Skipper

John Donnal passenger

a Whit Boy and a Negroe

}

1. Executive Papers, Box 8, Folder 8, Md.Arch.

MARYLAND COUNCIL TO CAPTAIN JAMES BELT<sup>1</sup>

In Council 2d July 1777.

The General Assembly having approved our design of fitting out the Xebeck Johnson as a Cruiser – You are to get her rigged and Manned as quick as possible. We wish her to be Manned agreeable to you and Therefore shall not appoint any Officers without your Recommendation or consulting you – It appears to us likely that the Men will the most willingly engage for a Cruise only and therefore We would have you engage them

for the Cruise of Six Months to be discharged sooner if the Vessel returns sooner to this Port – they are to be intitled in every Respect as they would be in a private Ship of War. And as a further encouragement you may advance as far as Twenty Dollars to every Seaman & as far as ten Dollars to every Landsman to be deducted & returned to the Public out of their Respective Share of Prize Money – We expect to supply you with Provisions here – If you hear of any six pounders Advise us of it that We may get them for you – The Twelves we expect to get from the Messrs Hughes's – Mr Steward will assist you in any thing he can – To prevent disappointments from a forwardness of disposition retain nobody but who Signs Articles on his first Coming to you – We are [&c.]

1. Executive Papers, Box 8, Folder 8, Md.Arch.

CAPTAIN TYRINGHAM HOWE, R.N., TO CAPTAIN BENJAMIN CALDWELL,  
H.M.S. *Emerald* <sup>1</sup>

Memo:

*Thames*, 2d July 1777. –

Upon Egg Island Flats was the Frigate <sup>2</sup> attended by two Brigs, Six Galleys, two of which had three Masts. the rest amounting to 19 Sail, in all, were Topsail Schooners and Sloops, Two more Galleys were seen upon the Eastern Shore, off Cherry Stone Point, endeavouring to join the above Fleet, besides One Brig in Mocksack [Mobjack] Bay, and coming down the Bay three Vessels more, at a great distance.

1. Benjamin Caldwell Papers, Letter Book (May, 1776–July, 1779), NMM.

2. Continental Navy frigate *Virginia*.

INVENTORY OF STORES ON BOARD NORTH CAROLINA NAVY BRIG  
*King Tammany* <sup>1</sup>

Masters Stores

Hull, Masts, Yards and Rigging equivalent for a Brig 2 Spair Topmasts, 1 deep Sea Line and Lead, 1 hand ditto & Lead, 1 Log Reel and Line, 4 half hour Glasses, 1 two hour Glass, 2 half minute and 2 quarter minute Glasses, 2 Bower Anchors and Cables not half wore, 1 Sheet Anchor and Cable not half wore, 2 speaking Trumpets, 2 Ensigns, 1 Pendant, 1 Jack, 2 Top Armors 2 Quarter Cloths, 1 Waste Cloath –

Gunners Stores

6 double fortify'd 4 Pounders	}	Rammers, Spunges, Handspikes and Crow Bars fitting for the same
4 3 pounders		
2 two pounders		

10 Swivel Guns, 30 Muskets, 12 Cutlasses, 6 Blunderbusses, 3 Pistols, 15 Powder horns, 22 Cartridge Boxes for Musket Balls, 19 Wooden cartridge Boxes for Carriage Guns, 160 lb Musket Balls, 12 Gunners Mallets, 20 priming irons, 27 four pound double head Shot, 10 three pound double head Shott, 10 Lanthorns, 180 four pound Shot, 50 three pound Shot, 18 hand Grenades, 50 two pound Shot, 79 Swivel Shot, 20 Bags of small langrage, 21 pound of Swan Shot, 33 pound cartridge paper, 45 Launcets, 24 Iron Stantions for netting, 100 lb Sheat Lead –

## Boatswains Stores –

3 Marlin Spikes, 3 Searing Mallets, a number of Spare Blocks & dead Eyes, 1 Spun yarn Wench and Bolt, 1 Cat Block, 4 Scrapers

## Sail makers Stores

1 Foresail, 2 top Sails, 2 Top gallant Sails, 1 Main Sail, 1 Main Stay Sail, 1 top Mast ditto, 1 Midle ditto, 1 Jib, 1 fore Stay Sail, 1 Ring Tail, 1 top Mast steering Sail, 2 lower steering Sails, 2 top gallant Royals. 4 Bolts spare Canvas, 6 Palms.

## Carpenters Stores

1 Long Boat, 1 Yawl, 1 Whale Boat and Sails, 6 long Boat Oars, 4 Yawl Oars, 2 Whale Boat ditto, 10 Ship Oars, 8 pump Boxes, 2 pump Hooks, 6 pump Bolts, 4 pump Cans, 2 Saws, 1 broad Axe, 3 Augurs, 6 Gimblets, 2 Gouges, 2 plains, 30 lb Spikes, 2 Crow Barrs, 28 pair Hand Cuffs, 2 Files, 6 pump Brakes, 1 Hammer, some spair Iron Bolts, 1 Copper pump, 4 Chizels, 2 Adzes, 2 Corking Mallets, 2 Corking Irons, 2 hen Coops, 2 drawing Knives, 2 Tap Borers, 1 Bung borer, 1 Iron Mall.

## Cooks Stores

2 large Iron pots, 1 small Iron ditto, 1 iron Camboose, 2 Grid Irons, 1 Frying pan, 1 Stew pan, 2 Sauce pans, 2 Ladles, 1 Tormentor, 1 Harness Tub, 1 Wood Axe

## Stewards Stores –

4 Tin Funnels, 1 pair Steelyards, 1 half Gallon Measure, 1 Quart Measure, 1 Gill Measure, 4 Knives, 4 Forks, 6 plates, 2 dishes, 2 pewter Basons, 2 Decanters, 6 Wine Glasses, 1 Tureen.

Taken by Rob Smith

[Endorsed] *King Taminy's* Stores 2d July 77.

1. Treasurer and Comptroller Papers, Port Papers, Port Roanoke, NCDALH.

## 3 July

LIBELS FILED AGAINST TWO PRIZE BRIGANTINES IN NEW HAMPSHIRE  
MARITIME COURT <sup>1</sup>

State of New Hampshire

To all whom it may concern.

Notice is hereby given that a Maritime Court for this State, will be held at the Court House in Portsmouth, on Monday the 28th day of July 1777 at 10 o'clock in the forenoon for the Trial of the Justice of the Captures of the Brigantine called the *Jane*, about Eighty Tons burthen her Cargo and Appurtenances, John Decaen late Master – and also the Brigantine called the *Two Sisters*, about 50 Tons burthen her Cargo and Appurtenances, William Waterman late Master, which Vessels with their Cargoes and Appurtenances, were at the time of their Capture, said to be the Property of, and to belong to some of the Subjects of the King of Great Britain, being enemies to the United States of America, & taken and brought into the Port of Piscataqua by Thomas Dalling Commander of the private Armed

Schooner named *McClary*, against which Vessels a Libel is filed before me in behalf of the owners & Captors – Any persons concerned, may then appear & shew cause (if any they have) why the said Vessels Cargo's & Appurtenances should not be condemned.

J Brackett      Judge of said Court.

Portsmouth, July 3d 1777.

1. *The Freeman's Journal*, Portsmouth, N.H., July 19, 1777.

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

[Extract]

Honble Sirs –

Boston 3rd July 1777

Captain Hinman of the *Alfred* informed me some time ago he had receiv'd orders from the Honble Board to go out on a Cruise & to return here or to some near port to receive your orders which shou'd be left me the *Alfred* has been ready to Sail about a week only the Captain being disappointed in manning his Ship – the time being so nearly elaps'd he thought best to remain in port till this time & by desire of Coll Whipple who arriv'd here two days ago, I mention this, Lest your orders may have mis-carried on the Road & he be detain'd here waiting for them – I wrote the Honble Board under the 22d May & 19th June hinting that the marine Service must suffer if I had not a Supply of money . . .

We have no advice from the frigates<sup>2</sup> since my last, but the *General Mifflin* has sent a prize into an eastern port, with thirty five Teirces peruvian Bark, Salt, Raisins, Sherry, &c a valuable prize, the fifty Gun Ship & two frigates continue in our Bay and almost dayly appear in sight of our harbour, that the Risque is great, and the Chance much against the prizes getting in . . . I beg leave again to mention the difficulty I am under relative to the distribution of Shares Among the Schooners people who engaged in the service under his Excellency General Washington On different terms from the mode the Honble Congress has Apportioned their shares, it will be agreeable to the men to let the Captains have their two twentieths, but as there is but few Officers Among them, if those they have, shou'd share the whole of what is assign'd for the whole Class & only two Officers of that Class they will share four men's shares the men are very unwilling to give up that point – the Schooner *Lee* will Sail on a Cruise in a few days . . .

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

2. Continental Navy frigates *Hancock* and *Boston*.

# CAPTAIN JOHN PAUL JONES TO LOUIS DANIEL CHARRIER, NEW BEDFORD<sup>1</sup>

Sir

Boston 3d July 1777

having now received Orders from Congress to proceed from Portsmouth in the Ship *Ranger* instead of the *Amphitrite* – agreeable to your desire I am willing to make Trial of your intrest and Address in enlisting Able Bodied Men, especially Seamen, to Serve in the Navy under my Command. – You are therefore Ordered and directed forthwith to proceed to Salem in this



# G R E A T ENCOURAGEMENT F O R SEAMEN.



**A**LL GENTLEMEN SEAMEN and able-bodied LANDSMEN who have a Mind to distinguish themselves in the GLORIOUS CAUSE of their COUNTRY, and make their Fortunes, an Opportunity now offers on board the Ship RANGER, of Twenty Guns, (for FRANCE) now laying in PORTSMOUTH, in the State of NEW-HAMPSHIRE, commanded by JOHN PAUL JONES Esq; let them repair to the Ship's Rendezvous in PORTSMOUTH, or at the Sign of Commodore MANLEY, in SALEM, where they will be kindly entertained, and receive the greatest Encouragement.---The Ship RANGER, in the Opinion of every Person who has seen her is looked upon to be one of the best Cruizers in AMERICA.---She will be always able to Fight her Guns under a most excellent Cover; and no Vessel yet built was ever calculated for sailing faster, and making good Weather.

Any GENTLEMEN VOLUNTEERS who have a Mind to take an agreeable Voyage in this pleasant Season of the Year, may, by entering on board the above Ship RANGER, meet with every Civility they can possibly expect, and for a further Encouragement depend on the first Opportunity being embraced to reward each one agreeable to his Merit.

All reasonable Travelling Expences will be allowed, and the Advance-Money be paid on their Appearance on Board.

\*\*\*\*\*

IN CONGRESS, MARCH 29, 1777.

RESOLVED,

**T**HAT the MARINE COMMITTEE be authorized to advance to every able Seaman, that enters into the CONTINENTAL SERVICE, any Sum not exceeding FORTY DOLLARS, and to every ordinary Seaman or Landsman, any Sum not exceeding TWENTY DOLLARS, to be deducted from their future Prize-Money.

By Order of CONGRESS,

JOHN - HANCOCK, PRESIDENT.

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DANVERS: Printed by E. RUSSELL, at the House late the Bell-Tavern.

State And in that district to exert your utmost Skill and Abilities in the Enlistment of prime Seamen and Able Bodied Landsmen to Serve in the Navy under my Command. – You are not to pay the Advance ~~at Providence~~ allowed by Congress – but Send such as enlist, to me. their reasonable expences will be Allowed – they will be entitled to Wages from the day of entry – And I will pay the Advance on their Appearance at the Ship. – I will expect you to observe the Strictest Frugality that may be consistent with the Service. – You herewith receive Blank Articles of enlistment – but as I do not yet know the Name of the Frigate I would rather prefer your using the written Articles which you have Already received from me. – I mean to Appoint Sundry petty Officers from among the Most deserving Seamen. – I am persuaded that you will ~~be careful to~~ Avoid all cause of complaint and be careful that your whole deportment be Such as becomes the ~~dignity of your Rank~~ Dignity of the Officer and the Gentleman. the *Ranger* taken altogether will in my Judgement prove the best Cruiser in America. – She will always be able to Fight her Guns under a most excellent cover – And nothing can be better calculated for Sailing Fast or Making good Weather. – When we reach France She will be a great Addition to our other force and Facilitate our Success. – Since the establishment of our Navy no persons in it have had so good – so fair a prospect of Success as ours is at present. – this makes all Arguments in favour of it Unnecessary. – the *Ranger* is Equiped and in Readiness for Service – a few Men Only are wanting. – I mean to begin Enlisting here immediatly – I have already given enlisting Orders at providence – and shall Also give enlisting Orders at Various other places to the Eastward. – You may Also enlist Men at Marble Head provided your Operations there do not interfere with your enlistment at Salem – I have Occasion for a number of petty Officers and will show preference to dilligence and Merit Only. I wish you Ample Success and am [ &c. ]

J.P.J.

1. Papers of John Paul Jones, 6600, LC.

#### REPORT OF THE MASSACHUSETTS HOUSE OF REPRESENTATIVES <sup>1</sup>

[Boston] July 3d 1777

The Committee appointed to inspect the Accot Sales of the Agents for the middle District of Prizes belonging to this State have attended this Service & beg Leave to report

That in the Opinion of this Committee the sd Agents have disposed of larger Quantities of Goods to particular Persons then were expedient considering the Distress of the Community in general at this time.

The Committee are also of Opinion that it is necessary that such Goods as are from Time to Time brought in & are not wanted for the immediate Service of the State should be sold by the Piece at public Vendue.

1. Mass.Arch., vol. 137, 176.



JARED TRACY TO JOSEPH TRUMBULL,  
COMMISSARY GENERAL, CONTINENTAL ARMY<sup>1</sup>

[Extract]

Dear Sir

Boston July 3d 1777.

I have the Pleasure to inform you Of the arrival of four of the Virginia Vessles, Vizt

Schooner *Merry*, Richd Riche 778 Barrels

Schooner *Liberty*, Nathl Low 354

Schooner *Speedwell*, Aaron Staniford 400

Brigg *Nabby*, Knolton 994 Barrels

The schooner *Sally*, Moses Lewis is taken & Carried into Newport, with 1107 Barrels flour

Have sent away 36 Sail of which have accts of the arrival of Twenty five there, 5 taken going, 1 Cast away & 5 of the last have had no accts of, there has now Nine arrived & taken coming back which is all have had accts of sailing . . .

Am I to fix out any more Vessles for Virginia or not, my last instructions was to fix out no more till further orders.

1. Miscellaneous Letters, Force Transcripts, S-W, LC.

*Continental Journal*, THURSDAY, JULY 3, 1777

Boston, July 3.

A Prize, taken by Captain [William] Day, in the *General Mifflin* Privateer, arrived at a safe Port to the Eastward last Wednesday; she was taken two Days before their Time was out with the Continent. The Prize was bound from London for New York; her Cargo consists of Salt, about 200 Quarter Casks Sherry, about 300 Casks of Raisins, and 30 or 40 Tierces of Bark, containing about 4000 wt.

THOMAS GREENE TO GOVERNOR NICHOLAS COOKE<sup>1</sup>

Sir,

Providence July 3d 1777.

We the Subscribers, both of Providence in the State of Rhode Island &c. Merchants, request your Honor to Grant a Commission or Letters of Marque and Reprisal to John Tillinghast Commander of the Private Sloop of War *Retaliation* of which we are Owners. She is burthened Ninety Tons carries Twelve Carriage Guns, Six, Four and Three Pounders, and Fourteen Swivel Guns, manned with Seventy Men, and fitted with a suitable Quantity of Muskets, Blunderbusses, Pistols, Cutlasses, Powder Ball and other Military Stores. She hath on board Fifty barrels Beef and Pork, and Five Thousand weight of Bread &c. John Jacobs is First Lieutenant [blank] Tobey is Second Lieutenant, and Ebenezer Hill is Master of said Sloop. We are with great Respect Sir [&c.]

Tho Greene

1. Maritime Papers, Letters of Marque, 1776-80, 64, R.I. Arch.

REPORT OF THE COMMITTEE APPOINTED TO EXAMINE THE ACCOUNTS OF  
CAPTAIN WILLIAM COIT, CONNECTICUT NAVY SHIP *Oliver Cromwell*<sup>1</sup>

[Extract]

Lebanon: July: 3d 1777

To his Excellency Govr Trumbull and the Honble Council of Safety now  
Convend in Lebanon –

Wee the Subscribers being Desired to Examine the Acctts of Capt  
William Coit late Commander of the Ship *Oliver Cromwell* belonging to  
this State Relative to the Wages Disbursements &c for said Ship during the  
time said Coit had the Command, beg leave to Report as follows –

That the whole Amount of Capt Coits Acctts for wages of the officers  
and Men Disbursements &c for the Ship Amounts to the Sum of £4084. 13. .  
31½

Whereof the Sum of £2884. .5s. 7½d is the Sum due for the Wages  
of the officers and men while Retaind in said Service on Board Said Ship  
according to agreement made with them in behalf of this State –

That the further Sum of £591. .1s. 10½d Containd in Sundry Articles  
Chardgd in said Acctts for Contingent Expences of the officers for Inlisting  
men Negotiating the affair &c has been Considerd & allowd by Messrs Deshon,  
Ledgard & Hurlburt but as wee have not the vouchers are not able to Judge  
of the Justice or Propriety of them Chardges –

That in Regard to the first article of £23. 14s. .8d for board Chardgd  
in the additional part of said Acctts Exhibited the same was for his own  
Board on Shore while at New London after his Capt Coits appointment to  
the Command and before his Dismission: That the time from the 11th of  
July: 1776: to the first of December following was Chardgd at 12/ p week  
and for the Residue of the time till the 14th of April 1777: at 18/ p week –

That the article of 320 Meals victuals there Chardgd @ 10d the men  
belonging to sd Ship had on Shore before the Caboose was made on board  
said Ship –

That the Sum of £65. 15. .0 in Sundry articles in Said Acctts is  
Chardgd for boarding the officers of Said Ship on shore –

That the further sum Amounting to £145. 14s. .0d Chardgd in said  
Acctts for boarding & nursing: was for boarding and Nursing the Sick People  
that belongd to Said Ship while on Shore and that the same articles Containd  
in the last Mentiond Sum Capt Coit has paid and agreed to pay to those  
Persons who did the Service.

That the article of £10 – Cash Chardgd to be paid to Men to Long  
Island was paid by Capt Coit to Some of the People belonging to sd Ship for  
Extra Service going to Long Island to procure Spars & Timber for the use  
of this State –

That as to the Residue of the articles Chardgd in Said Acctts wee have  
Examind the vouchers in Support of them: and find by the vouchers Except  
in Some few Instances where they were not had that Capt Coit paid the  
Several Sums Chardgd According to the Respective Chardges made therin –

And that the articles last Referd to Excepting an Article of two pieces

of Ribon Chardged at £2..0s..3 were applied to the use of the Ship and for the use of the People belonging to the same & Negotiating in the Service aforesaid: Save only an Article of Expences at Duglass' Chardgd at £4..0s..0d another Do at Noble Hinmans Chardgd at £13..0s..8d: another Do Chardgd at £2..0s..0d at Eliots Watermans & Potters which last Mentiond articles were Expences for Liquors had and used by the People belonging to sd Ship at Sundry of the Taverns at New London while sd Ship lay in the Harbour there and that the Same were Deliverd Under Capt Coits Direction: which Articles Containd in Capt Coits said Acctts were Examind Revisd & allowd by Messrs Deshon Ledgard & Hurlburt & Some few of them Reduced to a lesser Sum - . . .

Wee also find that 36920 lb of Beef was Deliverd on board of sd Ship during the time Capt Coit had the Command - 780: of which Capt Coit procured & has Chardged: That the Quantity of Provisions taken and used on board said Ship during Capt Coits Command woud Much Exceed the Rations & allowance Established in the army & Navy: for Such a Number of men for the time they were Retaind on board sd Ship -

Wee also find that N: Shaw Junr Esqr at the Request of Capt Coit paid to the Seamen on board sd Ship the Sum of £473..2s..4d: and also advanced to Capt Coit the further Sum of £510..8..6 for the same Purpose both which Sums are Chardgd in Capt Coits Acctts -

All Which is Submitted by Your Humble Servts -

Matth<sup>w</sup> Griswold Daniel Sherman Benj Huntington

1. Conn. Arch., 1st Series, IX, 167a-d, Conn SL.

#### COLONEL SAMUEL BREWER TO MAJOR GENERAL WILLIAM HEATH <sup>1</sup>

Hond Sir

Ticonderoga 3d July 1777 -

I receiv'd your letter, cannot now refer to the date as I am not now with my Papers. I sensably acknowledge your Kind favor. Shall very cheerfully comply with your request In Sending you every Extraordinary occurrence that may from time to time happen in the Camp so far as shall come To my Knowledge. -

As to Present News can Inform you that the Enemys fleet arriv'd in full view of us at 3 Mile Point the 30th of June Consisting of Two Ships - one of 22 gun & one of 18 or 20 - with 5 or 6 Sloops, and as near as we can tell about 25 Raddows and Gun Boats - the same day their Landed a Large Number of men on 3 Mile point, which were Composed of Fraziers Infantry Canadiens Savages, &c on the west - The next day i.e. the 1st Inst 45 Boats Came up from Crown point Loaded Deep with men, and landed on the East side where they still remain in the woods - the 2nd Inst they took Possession of my old forts at Mount hope which is near the Mill and Block house - they made several attempts upon Leut Hewit with about 20 men - he having 2 - 2 pounders in the block house repuls'd them repeatedly - in the night following the Genl sent him orders to burn the Block house and Mill and make his Escape the best way he could - which he Did yesterday morning after sun rise - before noon they attackt our Piquett in the front of the

French lines – our Piquet gave way after a brave resistance, and retreated within the Lines and brought off the Kill'd and wounded – they ventured to Pursue our men so Close to the lines that one of our Regiment had opportunity of Discharging Two round, on them, which with a few Pieces of Cannon loaded, with Grape they Scampered away in the afternoon they Rallied again – (we had replac'd our Piquet) and made the second attack but with out effect – our Piquet stood their ground. at the writing of this they are Imbodied about a mile west of the lines and appear to be about a thousand of them one of the Infantry pushing so hard to kill one of our men (which he did) but was made a Prisoner in an Instant – 2 Waldeckers Deserted to us yesterday, but am not able to give any account of what Intelligence they bring as I am so much unwell, I have not been able to go to head Quarters since they were taken; nothing has been done this day on either Side, but prepare for action our number are few but in high spirits – and I am Determined to conquer or die; our men are very healthy thank God – hope in my next to be able to give you a good account of those fellows that now present Themselves to our view – Sr Excuse my freedom as this Post is now waiting for this – I beg leave to subscribe myself [&c.]

Sam<sup>l</sup> Brewer

1. William Heath Papers, V, 187, MassHS.

BRIGADIER GENERAL GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM <sup>1</sup>

[Extract]

Fort Montgomery 3d July 1777

. . . The *Congress* is not yet got down. Capt Hodge is up at Poughkeepsie to assist in bringing her down & not a Gun on Board his own Ship.<sup>2</sup> I will send to Palmer & try to prevail on him to take Command of the *Shark*,<sup>3</sup> tho' I despair of his doing it, in the Mean Time I will look out for somebody Else that will. We shall want Artillery Men much, we want a Man to a Gun I mean such as must be in Use should the Enemy approach by Water only. I am [&c.]

G C

1. George Clinton Papers, no. 594, N.Y.Arch.

2. Continental Navy frigates *Congress* and *Montgomery*, Captains Thomas Grennell and John Hodge respectively.

3. Connecticut Navy row galley.

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

[Extract]

Number 34.

Sir,

*Eagle* Hudson's River

July the 3d 1777.

Under this and other Covers by the same Conveyance, you will receive the Judgments and Minutes of several Courts Martial held in this Fleet on different Occasions.

Upon the Subject of that assembled the 23d of January herewith enclosed, for the Trial of the First Lieutenant, Gunner and Gunner's Crew of

the *Diamond* by Order of Sir Peter Parker, in consequence of a Letter from Captain [Charles] Feilding representing that five Men had been killed and two wounded in the *Grand Duke of Russia* Transport by a Shot fired from the *Diamond* in a Salute; I am to observe that as the Proceedings in the Case were founded on a Charge exhibited in a Letter from Captain Feilding, a Member of the Court; and that the Acquittal extended to no other Crime besides a Neglect of Duty in the Parties, who are only described by their Official Characters, not by Name; I thought it requisite to signify those Exceptions to Sir Peter Parker. . . .

[Endorsed] 3 July 1777 New York Lord Howe R 22d Augt

1. PRO, Admiralty 1/487, 448-49.

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

State Navy Board [Philadelphia] July 3d 1777

James M'Coy second Lieutenant of the *Experiment* Galley and Philip Ardel second Lieutenant of the *Effingham* Galley having been guilty of Misdemeanours were both try'd by a Court Martial and broke -

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

#### 4 July

#### MASSACHUSETTS COUNCIL TO SAMUEL HARTLEY<sup>1</sup>

Sir

Councill Chamber Boston July 4: 1777

You are hereby ordered & Directed Imediately to Cleare Such People as are now in Helth onbord the Cartill this Day aryved from Halifax, & take onshore at the Pest House, those who are now sick with the small pox, & see that they are properly taken Care of. you are Also Directed to Clean the Vessell in order that she may Imediately [be] brought to Town with safety<sup>2</sup> To The Keeper of the Pest House, on Rainsford Island

1. Mass. Arch., vol. 167, 66.

2. The Boston Selectmen reported: "Information given that Capt Glover in a Flag of Truce from Hallifax was arrived at Rainsfords Island having the Small Pox on board. Orders were therefore given Mr Hartley to smoke & cleanse, and he having Reported that the Captain & seven Passengers were cleansed & had each a fresh Shift of Clothes & might come up to Town without danger-Liberty was given for that purpose, July 7, 1777." *A Report of the Record Commissioners of the City of Boston containing the Selectmen's Minutes from 1776 through 1786* (Boston, 1894), 43.

#### COMMODORE ESEK HOPKINS TO HENRY MARCHANT<sup>1</sup>

Sir

North Providence July 4th 1777 -

I wrote to Mr Ellery some time ago for the Petition or Complaint against me, but he did not get it for me. These are to desire you to get and send to me, an Attested Copy of all the Complaints against [me] to Congress or to the Marine Board, if it is in your power to procure them - if not, please to let me know the reason I can't have them, and you will oblige. Sir [&c.]

E H

To Henry Marchant Esqr Member of the hon Contl Congress at Philada

1. Hopkins Letter Book, 78, RIHS.

DIARY OF FREDERICK MACKENZIE<sup>1</sup>

[Rhode Island] 4th July This being the first Anniversary of the declaration of the Independency of the Rebel Colonies, they ushered in the morning at Providence by firing 13 Cannon, (One for each Colony we suppose). At 12 o'Clock the three Rebel Frigates that lie at and near Providence fired 13 Guns each, and at one, 13 Guns were fired from their Fort at Howland's ferry. At Sunset the Rebel Frigates fired another round of 13 Guns each, one after the other. As the Evening was very still and fine, the Echo of the Guns down the Bay had a very grand effect, the report of each being repeated three or four times. Several Guns were fired during the day, from other places in the adjacent Country. It being usual with us, for Forts or Garrisons to fire at 12 o'Clock, and the Ships at 1, on rejoicing days, we suppose they chose to reverse it, for the sake of differing from our mode.

1. *Mackenzie's Diary*, I, 145-46.

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

At a Meeting of the Governor & Council of Safety holden in

Lebanon the 4th Day of July AD 1777

Voted & resolved, that no Board wages when suitable Provision was made on board shall be allowed to the Officers and Men on board the ship *Oliver Cromwel* in the settlement of their Accounts antecedent to the fourteenth day of April 1777 except such Officer, Marine or Mariner, was so sick as that his Continuance on board would have endangered his Life or the Health of others on board sd Ship.

1. Council of Safety Journal, vol. 1, ConnSL.

ORDERS OF MAJOR GENERAL ISRAEL PUTNAM<sup>1</sup>

[Peekskill, July 4, 1777]

Agreed – that 1 12 Pr on travelling Carriage & that with the new Trunnion be sent to Fort Montgomery; that the 9 Prs at Fort Constitution be immediately put on Board the ship *Congress*;<sup>2</sup> – that Lt [Daniel] Shaw of sd ship command the galley *Shark*;<sup>3</sup> – that Col [John] Lamb be ordered to Ft Montgomery with a Reinforcement of Arty; – that the 2 12 Prs be sent for from N Windsor; – the Brass 24 to supply their Place; – that the 12 Prs left last Fall near Fort Lee be immediately sent for; – a Party be detached from Gen [Samuel H.] Parson's Brige for this Purpose; – that Two Comps be ordered to Ft Constitution to supply Col [Jotham] Loring's Place.

1. George Clinton Papers, no. 595, N.Y.Arch.

2. Continental Navy frigate, Captain Thomas Grennell.

3. Connecticut Navy row galley.

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

State Navy Board [Philadelphia] July 4th 1777

William Greenway and Joseph Bradford having Petition'd for Commissions and being well recommended, they were appointed to the Command

of the Guard Boats, *Hornett & Wasp*, the Board gave them their Commissions and swore them accordingly –

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

COLONEL ZADOCK PURNELL TO GOVERNOR THOMAS JOHNSON<sup>1</sup>

[Extract]

Worcestr County July 4th 1777 –

. . . I have reced intelligence that two of the british Cruisers went into Chingoteague the day before yesterday & took possession of the Vessells in that port except two or three which were up some of the Creeks the same attempt upon our Harbour I think may undoubtedly be expected – I cou'd wish that a kind of Row Galley or Gondalo could be constructed which to act in Conjunction with our little Battery would I presume render us very secure, if your Excellly shoud approve of such kind of Vessell being stationd here we shoud want some Carpenters who woud be able to direct & carry on the work –

1. Red Books, XVI, 117, Md. Arch.

“EXTRACT OF A LETTER FROM ST. VINCENT’S, DATED JULY 4.”<sup>1</sup>

His Majesty’s sloop *Ajax*, the 1st inst, about nine leagues from hence, fell in with an American privateer of 14 guns, schooner rigged, which she fought five glasses; and after shooting away her enemy’s ensign staff she made of. The *Ajax* received so much damage during the action, in which almost all her crew were either killed or wounded, that she was disabled from pursuing her antagonist. The seamen belonging to the *Ajax* took up the American ensign, which has since been brought on shore here. It is a red field with an hydra painted thereon.

1. *London Chronicle*, August 23 to August 26, 1777.

5 July

TRIAL AND VERDICT IN VICE ADMIRALTY COURT AT HALIFAX OF RECAPTURED  
BRITISH SLOOP *William & Barbara*<sup>1</sup>

Nova Scotia Court of Vice Admiralty	}	Cause
		J Hanes Esqr Commander of his Majesty’s Ship of War the <i>Albany</i> VS the Sloop <i>William &amp; Barbara</i> & Cargo –
5 June 1777		Libell filed & entred, Order made thereon as on file Registers Office June 9th 1777 –

George Harris, Purser of his Majesty’s Ship of War the *Albany*, being duly Sworne, Deposeth, that on their Passage from New York to this Port of Halifax, they fell in with the Sloop, *William & Barbara*, on the 29th day of May last, being off of Cape Sables, that Joseph Hains, acting Capt’n of the *Albany*, order’d the Boat out and Boarded said Sloop, & found she was from St Lucas [Sanlucar de Barrameda], bound to, Perth Loaded with Salt & Wine, that she had been taken about six weeks before,

by the Rebels, and was then in their Possession, that the former Master, & all the Hands, were taken out of her by the Rebels (except a Lad,) that the said Sloop is now safe in this Port, that the papers, now produc'd by the Advocate Genl, and filed in Court, No 1 to 6 were found on Board the said Sloop –

Geo. Harris

Sworne before

Charles Morris junr Regr –

David Martin, Seaman on Board the Sloop *William and Barbara*, being duly Sworne, Deposeth, that he was Ship'd on Board said Sloop at Perth in Scotland – that on their Passage from St Lucas to Perth, being sixteen Leagues to the Southward of the Rocks of Scilly on the 15th of April last, they fell in with an American Privateer Brig, Commanded by one, John Clouston,<sup>2</sup> who boarded and, took Possession of the said Sloop, took out the Capt'n & all the Hands except the Deponant, & mann'd the Sloop with Rebels, & then Shap'd their Course, for Marblehead or some Port in the Rebellious Colonies, that on or about the 27th of May, they fell in with the *Albany* Sloop of War who retook the said Sloop *William & Barbara* & brought her safe into this Port –

David Martin

Sworne before

C Morris junr Regr

9th June } Court open'd by makeing Proclamation as usual  
 Proclamation, then made for all Claimers, none appeared. The Evidence taken before the Register read & the Papers filed by the Advocate General No 1 to 5. read as on file. The Advocate General then moved that as no Claimer to the said Sloop and her Cargo had appeared to pay the Salvage & Charges, that she might be Sold to pay the same, which motion the Court took into Consideration and Ordered that the said Sloop and her Cargo be Sold at Public Auction under the direction of the Collector of his Majesty's Customs in whose Custody the said Sloop and Cargo is, & that the money be paid into the hands of the Register of this Court, and an Account of Sales thereof filed with said Register, Specifying the marks and numbers of each Cask of Package, for the further Consideration of the Court.

Court Adjourned to Wednesday the 18 June Instant. 18th June, Court opened by making Proclamation as usual. The Judge Ordered Proclamation to be made for all Persons Claiming property in said Sloop to Appear and Assert their Claims, none Appeared, the Advocate General then moved for a Decree which was pronounced as on file. Court adjourned without Day. – Halifax, 19th June 1777. Account of Sales of the Sloop *William & Barbara* taken by his Majestys Ship *Albany*, Alexander Thomson Esqr Agent.

216 hhds Salt @ 18/	£194 . 8 . 0
167/8 Qr Casks Sherry Wine	139 . 4 . 4½
The Sloop <i>Wm &amp; Barbara</i> & Appurtenances	270 . . . .
1 Barrel Oatmeal	13 . 9
2 bbs Beef Damaged & part of a Bbl Sound Do	10 . . .
	<hr/> £604 . 16 . 1½



## Charges vizt

Paid Labourers	£18..6
Do for Cooperage	15..—
Do Samuel Pettits Bill for Labour	3..5.10
Bill of Sale	10..—
Cryers fees & Advertising	10..—
Custom House Duty on 2 Tons & 1 Gall. Wine @ £7 Stg	15.13..6
Exchr	1.14..9½
Entry	2..9
	<hr/> 17.11..0½

Carried over

Brot over

£604.16..1½

Light House Duty 60 Tons	£1.10..—
Wharfage	2..—..—
Commission 5 PCt	30..4.10½

57..5..5

Halifax 3d July 1777. Errors Excepted

£547.10..8½

Ja. Browne  
Settlement

The Nt Amount of Sales of the Sloop *William*  
& *Barbara* as Pr Auctioneers Acct } £547.10..8½

The Eighth &amp; Charges to be Deducted

One 8 to the Captors £604.16..1½ £75.12..—

Wages to David Martin 6.14..3

Warrant Appraisement &amp;ca 1..1..—

3 Appraisers at 23/4 each 3.10..—

Judges Fees to be Distributed £10 Stg 11..2..3

The Advocates Generals Bill 7.11..8

Collectors Bill, Waiters Attendance,  
& Custody of the Vessel 5..—..—

Copy of the Case &amp; Sundry papers 2..1..8

Poundage, receiving &amp; Custody of the

Money 5 PCt 27..7..6

Gaugers Bill —..5..8

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140..6..—

Remains for the Owners or Insurers as the  
Case may be

£407..4..8½

Halifax July 5th 1777. Examined & Allowed  
Rich: Bulkeley.

£407..4..8½

The Nt proceeds of one Cask of Wine Paid  
David Martin by the Judges Orders. See  
the files.

5.11..—

Remains in Court

£401.13..8½

paid to Wm Nesbitt who was impowered to receive for the owners.

1. N.S. Arch., vol. 495, Vice Admiralty Register, vol. 5, 1769-77, 532-35.
2. Massachusetts Navy brig *Freedom*.

"REPORT OF THE COMMITTEE APPOINTED TO PURCHASE VESSELS ON ACCOUNT  
OF THE STATE [OF RHODE ISLAND] JULY 5TH 1777." <sup>1</sup>

Providence July 5th 1777

We the Subscribers being Appointed with others by the Honobl Council of Warr to propose a plan for the purchase of Two Suitable Vessills for Cruizers, and for the Voiages of Three Vessels to be fitted out by the State to procure Necessarys for the Inhabitents and the Armye haveing tacen the Same in to Consideration find it a Very Difficult Matter, our own State being Blocked up and the Vessills the Most Suteable for Cruizers which belong to Other States being allready Engaged in that Service, but as Collo Smith has a promise from the State we Recommend that he with one other person be appointed to go to the Severil ports of the State of the Massachusetts to See if Aney Suitable Vessell Can be Got & if aney one to Cary from 16 to 20 Guns Can be found to the Satisfaction of said Smith that they purchase the Same on the best Terms they Can & Report to the Council Weither an other Can be found & on what Terms, as we Suppose woolin Goods will be the most wanted by the Time Aney Vessell that may be fitted out Can Return, We Recommend that one Vessill be Dispatched for France or Sweedland with a Cargo of Tobacco and flaxseed if to be Got and that a Large amount be Imported in her on C[ommissio]n & that one other Vessell be Fitted for Carolina & one for Verginna both in Ballis with Bills on 'the Congress for a Sufficient Sum to Load them with Rice and Tobacco

John Brown John Jenckes Thomas Rumreill		
2 Armd Vessills from 16 to 20 Guns Compleete for the Sea	£16,000 to £20,000	
1 Vessill with 100 hhds Tobacco with Chargis &c about		2 500
2 do to Carolina & Verginna with Bills to Load them		9 000
Supposed 120 Tons Each		
		<u>£31,500</u>

1. Letters to the Governor, 1777, vol. 10, 121, R.I. Arch.

ACCOUNT OF EXPENCES RELATING TO PRIZES OF NEW YORK NAVY  
SLOOP *Montgomery*, CAPTAIN WILLIAM ROGERS <sup>1</sup>

An Account of the Expences of the [burnt] & Prizes taken at Long Island –  
[New Haven]

1776 [1777] June 16	To Cash gave to the Officers belonging to the <i>Grayhound</i> Ship of War <sup>2</sup> to Beare their Expences to New York	1 . 4 . 0
	To Cash gave the Gard for their Expences	2 . 0 . 0
	To Cash gave Jacob Willis for going to New York Express	1 . 10 . 0
	To Cash paid Jacob Willis for going to New York with a Waggen	2 . 10 . 0
	To Cash paid James Smith for going to New York do	2 . 10 . 0
	To Cash paid Daniel Jones for piloting the [boat] over the Bay	1 . 0 . 0

To Cash paid an Indian Squaw for keeping a Negro man that died, taken in the Sloop <i>Charlotty</i> <sup>3</sup>	1. 16. . 0
To Cash paid Capt Strong for Vittiling the prisnors at Sundry times, & for finding Six men for a Gard, Wher we Could not Spare our men	20. . 0. . 0
	<hr/> £32. 10. . 0
Ballance due to the State N York	7. 10. . 0
Cr	<hr/> £40. . 0. . 0
By Cash Recd of Joseph Hallet £40. . 0. . 0 pay the above Accot	

Errors Excepted July 5: 1777 William Rogers

1. Andrew Elliot Papers, Sloop *Montgomery* Folder, NYSL. This document was damaged in the New York State Library fire.
2. Taken in *Greyhound's* prizes recaptured by *Montgomery* and brought into Fire Island Inlet on June 27, 1776. See Volume 5.
3. *Charlotte*, British transport sloop, carrying entrenching tools, chevaux de frise, etc., captured by *Montgomery* on July 5, 1776. See Volume 5.

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

Number 35.

Sir,

*Eagle* Hudson's River

July the 5th 1777.

The General meaning to withdraw the Army from the Jerseys into Staten Island preparatory to the intended Operations of the Campaign, the Rebels affected to meditate some Interruption to the Movement. But their advanced Corps, consisting of about three thousand Men, being vigorously attacked by part of the Troops forming the Right Column of the Army under Lord Cornwallis, on the 26th of last Month, they were immediately beat back to the Heights and Defiles where their chief Force was assembled at some Distance in their Rear.

Three pieces of Cannon with several prisoners were taken on this Occasion. And the Enemy not appearing afterwards, the Army were crossed over from Amboy on the 29th and 30th past, and will soon embark from Staten Island for further Service.

The *Otter* Sloop arrived here from Antigua the 29th, and the *Raisnable* the next Day. These two Ships coming in with the Coast from the Southward, did not cross the Tract which appeared to be the Station of the Cruizers seen by the *St Albans*.

The *Raisnable* took two American Vessels of Ninety Tons each on the Passage to this Port; One with Rice, Indigo, Pimento and Fustick from Charles Town for Nantz; The other with some Tobacco and Lumber from Boston to Surinam.

The Commander in Chief of the Land-Forces having desired that a Frigate may be appropriated for the Conveyance of the Hessian General Heister ordered to return to Europe; I have appointed the *Niger* for that Service; And to convoy such empty Victualling Transports as have been

cleared of their Stores. Captain [George] Talbot is directed to Portsmouth in preference, for the Accommodation of the Hessian General; And will wait to receive Orders for docking the Ship; which will be particularly necessary from some Damage to the False-Keel that she has received.

The *Liverpool* arriving the 5th Instant, I am favored with your Letters of the 28th and 30th of April, respecting their Lordships future Intention for Sir Peter Parker; with a Commission enclosed appointing him Rear Admiral of the Blue Squadron. Likewise a Letter of the 5th of May concerning the Copy of a Memorial from M Du Noailles, regarding the Detention of a French Vessel called *Le joli Coeur*, in consequence of their Seizure thereof made on these Coasts by the Commander of the *Perseus*.

The Occasion that subsists for the Employment of experienced Officers to direct the different naval Services that may occur in the farther Prosecution of the War, induces me to hope their Lordships will think fit, upon the Removal of Sir Peter Parker, to continue the same Number of Commanders of Divisions on this Station. I have been even obliged to increase it at this time by the temporary Appointment of Captain [Walter] Griffith in that Capacity; As the Continuance of Commodore Hotham is absolutely necessary at this Port during my Absence.

The Particulars respecting the Cause for detaining the French Vessel are transmitted by this Conveyance. And their Lordships' Commands for the Appointment of John Taylor to the Station of Carpenter in the *Mercury* will be obeyed.

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

Howe

[Endorsed] 5 July 1777 New York Lord Visct Howe R 22d Augt (2 Inclosures)

1. PRO, Admiralty 1/487, 460-61.

#### GEORGE WASHINGTON TO GOVERNOR JOHN RUTLEDGE<sup>1</sup>

[Extract]

Head Quarters Morris Town July 5th 1777

. . . Our situation is truly delicate and perplexing, and makes us sensibly feel now as we have often done before the great advantage they derive from their navy. — But we are doing the best we can in our circumstances and keep in sight the difficult objects to which they may direct their attention. — As the information from the Northward was such as merited notice, I have sent a reinforcement thither from Peek's Kill and have dispatched a couple of Brigades hence to that post. — We have also moved the whole army to a position more convenient for throwing speedy succours over the North River, than the one we lately occupied, and at the same time sufficiently near to Philadelphia, to oppose any attempt of the enemy to possess themselves of that city.

1. George Washington Papers, LC.

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

[Philadelphia] Saturday, July 5, 1777

Whereas, the Secret Committee, by the absence of a number of the members, are reduced to two,

*Resolved*, That a new committee, to be styled, the Committee of Commerce, be now appointed, to consist of five members; that this committee be vested with the powers granted to the Secret Committee, and that the remaining members of the late Secret Committee be directed to settle and close their accounts and transfer the balances to the Committee of Commerce:

The members chosen, Mr. R Morris, Mr. P Livingston, Mr. W[illiam] Smith, Mr. [Thomas] Heyward, and Mr. Gerry.

Ordered, That the case of Nicholas Davis, formerly referred to the Secret Committee, be referred to the Committee of Commerce.

On application from the Marine Committee,

*Resolved*, That a warrant for forty thousand dollars be drawn on the commissioner of the loan office in Massachusetts bay, in favour of John Bradford, and a warrant for five thousand dollars on the deputy pay master general, in Virginia, in favour of John Tazewell, the continental agent there, for the use of the frigate *Virginia*; and another warrant for twenty thousand dollars on the commissioner of the loan office in the State of Connecticut, in favour of Governor Trumbull, for the use of the frigates building there, the same being in part of the money heretofore granted to the Marine Committee.

1. Ford, ed., *JCC*, VIII, 533–34, 535.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN YOUNG<sup>1</sup>

Sir

[Philadelphia] July 5th 1777

It is expected that the Continental Sloop *Independence* under your command is now ready to proceed to France agreeable to the directions sent you a few days since. You will receive herewith sundry dispatches from the Committee of Foreign Affairs and Secret Committee respecting which you will obey such orders as they may give. You are to proceed in said Sloop from Senepuxent for the Port of Nantes in France where you must apply to William Lee and Thomas Morris Esquires Commercial Agents of the United States and they will supply you with money to defray the expences of your journey your Lieutenant must employ the Crew in heaving down, Cleaning and refitting the Sloop, and in getting all such things done to her as may be necessary. The Agents will supply the Money and other articles proper on this Occasion for amount whereof you must grant them receipts, You must give directions also to your Lieutenant and other officers to engage as many seamen as possible that you may return full manned – the more the better only taking care to lay in a Stock of Provisions proportioned to the number of men you get. You are to receive from the Honorable Docter Franklin and the other Commissioners at Paris all Letters and dispatches they have to send, and to wait any time they may think proper to detain you.

You are to receive from the Commercial Agents any goods they have to send out by the Sloop and bring from [them] also all Letters and Packets they have to send. Should the Honorable Commissioners think it necessary to detain you any time for their dispatches, it may probably be an eligible plan for you to make a Cruize on our enemies Trade from which you may return at an appointed Time for their dispatches & then also take in such goods as may be ready – This you may propose to the Commissioners and to the Agents.

If you are fortunate enough to take any Prizes you will send them to Address of said Agents, who will receive the Continental share and divide the other as it ought.

When you are dispatched from France you must make the best of your way for this Coast and get into the first safe port you can immediately bringing to us all the dispatches and Letters, which both going & Coming have always ready Slung to a weight sufficient to Sink them, and if you perceive an inevitable misfortune put them into the Sea for they must not on any Account fall into the enemies hands.

You must duely observe the Instructions of the Navy Board, preserve strict discipline but use your officers & men well that they may be fond of the service – treat Prisoners with humanity and in All things act the part becoming an active good officer which will recommend you to Sir [&c.]

1. Marine Committee Letter Book, 99–100, NA.

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

July 1777

Martyrs S 21 10 Lges

Friday 4

1½ past 5 AM Commodore made our Signal to Chace to No do gave Chace at 11 Spoke the Chace a Spanish Brigg from Mississippi.

First part Light airs & cloudy, Middle & latter Heavy rain with Thunder & Lightning. At 1½ past 11 PM a Flash [of] Lightning Shivered the Main Mast & Gaff in several splinters, started two planks on the Starboard Bow, burnt the Mainsail, & two Gaff topsails to Raggs, Cut the Rigging at the Mast Head & sett fire to the Sloop in the Hold, got the Fire out, hoisted Lights & fired Guns.

Saturday 5

At 5 AM made the Signal of Distress & fired Thirty Guns. Several of the Fleet passed us standing to Eastward. at 9 AM Lost [sig]ht of the Fleet, & bore away for St Augustine in Company [wi]th a Schooner & Brigg. Unbent the Remains of the Mainsail & bent the Trysail

1. PRO, Admiralty 51/707.

#### NEWS FROM JAMAICA<sup>1</sup>

From the *Jamaica Gazette*.

Kingston, July 5.

The ship *Elizabeth*, Capt. Byrne, about three weeks ago on her passage

from Liverpool to this port, after an obstinate engagement of three glasses, was taken off Deseada by a sloop privateer, under the Congress colours, called the *Fly*, Capt. Palmer, mounting 14 six-pounders, 25 swivels, and had on board 106 men, all French except the Commander, she was fitted out by a Merchant at St. Pierre's in Martinico. The *Elizabeth* had four men killed and 15 wounded, Capt. Byrne dangerously so. The privateer had eight men killed, eight mortally wounded, and a great number slightly wounded.

The passengers were plundered and stripped by the privateer's crew almost naked; application was made to the French Governor upon their being landed at Martinico, but from whom they could obtain no redress; the Agent for American Affairs, however, furnished them with some old clothes.

Capt. Byrne arrived here in the *Thynne* packet on Monday last, together with Mr. Eccles of St. Thomas in the *Vale*, and the rest of the *Elizabeth's* passengers.

Letters from the North Side mention that the American privateers continue to swarm on the coast, and unless the most effectual measures be soon taken to remedy the evil, all communication between that part of the island and this port must cease, few vessels chusing to venture out of the harbours.

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

## 6 July (Sunday)

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

Sunday July  
6th 1777

Latt obs. 43.44.N  
Longt ing 65.3.W

This 24 hours plesent Breases and Cleer Weather  
at 5 am maid the Land Which We take to be tween  
Cape Sabils & hallifax  
at 6 am Came up With a Sloop from Spanish River  
Bound to hallifax With a Cargo of Coal  
Capt Manly tuck him in tow  
Cape Sabils then Boor NNW Dist 7 or 8 Lagus –

1. Conner's Journal, MM.

NATHANIEL SHAW, JR., TO JOHN BRADFORD, BOSTON <sup>1</sup>

New London July 6, 1777

Sir I am directed by the Marine Comte to fitt out, an[d] arm a Brig to be commanded by the bearer Saml Chew Esqr and have almost compleated the Business – there will be several articles wanting that cannot be had in this State and Capt Chew comes himself on purpose to get them I beg you would assist him with articles that he wants for the purpose and have them sent forward soon as possible that there might be no delay in the Brigs Sailing – I am ordered to draw Bills for the fitting out the Brig, on the Committee and can either give you a Bill for the Amo of what you supply or you can Charge it in your Accot I shall want one hundred Musketts more then what is wanted for the Brig, for the Continental Ship *Trumbull*, which now lys

in Connecticut River & is almost ready to Sail, if you have any belonging to the States, would have you send them also Pistols & hangers, this Frigate is to carry Twenty Six, Six pounders & has every thing ready and nearly compleated, except those articles, hope you will send them as the Service requires it, My Bro wrote you that Capt. [John] Moodie was taken and carried into N York, since that have recd a Letter from his Mate, the Four pound cannon came safe to hand from Bedford. I am &c.<sup>2</sup>

1. Nathaniel Shaw Letter Book, YUL.

2. This date Shaw wrote a similar letter to Daniel Tillinghast, Continental Agent for Rhode Island, Nathaniel Shaw Letter Book, YUL.

"A LIST OF VESSELS TAKEN AND DESTROYED AT SKENESBOROUGH,  
JULY 6, 1777."<sup>1</sup>

*Trumbull* Galley, 2 Eighteen Pounders, 2 Six-Pounders, 6 Four-Pounders, 4 Two-Pounders, & 12 Swivels, – taken.

*Liberty* Schooner, laden with Powder, – taken.

*Revenge* sloop – burnt and blown up.

*Gates* Galley, 2 12-Pounders, 2 6-Pounders, 3 Four-Pounders, 4 Two-Pounders, and 8 Swivels – burnt and blown up.

*Enterprize* Schooner, a Provision Vessel – burnt.

1. *Connecticut Gazette*, December 5, 1777.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE<sup>1</sup>

July 1777	At Single Anchor in Chesapeak Bay
Wednesdy 2	Fresh Breezes and Clear Weather [P.M.] Weighed and came to Sail Standing up Chesapeak Bay all sail set at 4 Came too between the Horse Shoe and Middle Ground in 6 fms with Small Br Veered to $\frac{1}{3}$ Cable Cape Charles East Distant 6 Leagues, Cape Henry SEBs 5 Leagues One Galley with 3 Masts and a Schooner in Sight New York River at 7 Hove in Sight of the Mouth of the River a Frigate, Two Galleys and a Brigg <sup>2</sup> People Employed Occasionally –
Thursday 3	Fresh Breezes and Clear Weather 1 PM Weigh'd and came to Sail 2 Brot too 6 PM The Frigate and 4 Small Sail in Sight at the Mouth of York River –
Friday 4	7 AM 2 Strange Sail in Sight coming down the Bay at $\frac{1}{2}$ pt 7 Saw a Small Schooner Boat Cross the Lower Part of the Bay, The Rebel Frigate and one Small Sail in Sight in the Mouth of York River – Light Breezes and Cloudy Weather [P.M.] The Frigate and One Sail still in Sight and several Small Sail to be seen along the West Shore –
Saturday 5	Light Breezes and Clear Weather 3 PM Came out of York River a large Galley with 3 Masts and Anchored near Cherry Stone Point 3 more Sail in Sight Standing down



Sunday 6

the Bay  $1\frac{1}{2}$  pt 3 Hove up the Anchor and Sighted him,  
at 6 A Pilot Boat stood near us and fired 2 Swivells, after  
which bore Up for York River –

6 AM hove in Sight 5 Small Schooners standing down the  
Bay, Mist the Rebel Frigate Suppos'd Her to be gone  
up the River –

In General Fresh Breezes and Hazey Weather at 4 PM  
A Topsail Schooner and 2 Sloops Standing down the Bay  
in their Way from York River to Hampton Road –

1. PRO, Admiralty 51/982.

2. Continental Navy frigate *Virginia* and Virginia Navy row galleys, brigs and sloops.

## 7 July

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Monday July  
7th 1777

Fine pleasant Weather and Smooth Water Capt Manly  
had Still the Sloop in tow at 4 am Saw two Sails giving  
us Chace Capt manly then Sot the Sloop a fire at  
9 am a nother Sail under our Lee Bow Which When a  
Brest of us gave us 2 guns as Son as she got in to our  
Wake she put about & gave us Chace & When Within gun  
Shott Wee played a Way with our Starn Chaces at her till  
We got a Long Side of manly Which Capt manly & Capt  
McNiell Counclouded to put about and ingage hir Which  
Was done and gave hir 1 or 2 Broad Sides as we pased  
by So Ends this 24 hours

[P.M.] the frigate Which We Engaged then Stood for the  
*fox* Capt manly then tacked and Stood after hir We  
Ware to do the Same at the same time the *fox* more fell  
in Between the frigate and the Larg Ship the[y] Both  
tacked & followed hir the[y] Both gave hir Several guns  
Which She Returned as well as She Could the Large  
Ship Soon tacked again and Stood after Capt Manly the  
frigate Still Continuing hir Chace of the *fox* We then  
Standing to the North at 3 pm maid 2 Sails to Windward  
of us Standing as We Ware at 9 pm tacked Ship & Stood  
to the South. at 11 p m tacked Stood to the North

1. Conner's Journal, MM.

BENJAMIN CROWNINSHIELD'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Trans on Sunday the 6 of July –

at 4 am a Squall of Raine Shifted the wind to the Norrad & fine Clear  
weather made the Land At 5 am See a Saile Barring WSW at 8 oClock  
came up with hir She was a Sloop from Spanish River Bound to Halifax  
Capt Hinkston Command we have made a prise of hir and Capt Manly  
has got hir in tow At 8 am hoisted out the Pinnis and Capt McNeill  
Sent Leut [Hezekiah] welch on Bord Capt Manly with a Letter and at his  
Return the pinnis went on Bord the *fox* with the Doctor to Tarrey – At

12 pm Cape Sables Bore WBN Dist a Bout 7 Leag this 24 hours attended with Pleasant weather then Light winds At 6 oClock pm See two Vesails to the Eastward of us –

Trans on Mounday July 7. 1777

at 4 am See them Bearing to the Eastwart Still at 5 am made a Saile Bairing to SW we going WbS She past us & gave us two guns as Soon as she got in our wake She put a Bout and Stood for us and came up fast and we playd a way with our Stairn Chases. At 11 am Capt Manly & the fox & our Ship put a Bout & Stood for hir at 35 Minutes after 11 we began to Engage & had it very warm. the fox being to Lew yard the frigate at hir & She Run be fore the wind. ther was a two Decker under our Lee we ware a Stopping our Shot holes we thought Not Safe to follow – this 24 hours Light winds Pleasant weather at 12 pm Capt Manly put a Bout Stood after the fox the two Decker gave Chase to him and fird Sevrals guns he Stood a way as fast as posable the frigate and fox made a Running fight they Stood a way a bout NNE we Stood a bout NWN we Lost Sight of Capt Manly a Bout 4 pm But we keep Sight of the fox & frigate till Darck and Could See the frigate two guns Shot off the fox and though the fox gaind of hir the frigate Monted 32 or 36 Guns. We are Surounded with Ships all Round –

1. Crowninshield's Journal, MassHS.

#### JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER <sup>1</sup>

July 1777

Sunday 6

Cape Sambro N.45W 10 Leagues

at 3 AM hove up & came to Sail – fir'd a Gun for the *Victor* to make Sail – at 8 Cape Sambro NE $\frac{1}{2}$ E 5 Lgues. Moderate & clear Wr at 1 PM saw a Sail to the So wd – at 5 saw three Sail ahead – made Sail & gave Chase – at 8 the three Sail in Sight – the *Victor* astern in Chase –

Monday 7

at 3 AM discover'd the 3 Ships on the Wear Bow with a Sloop in Compy – at  $\frac{1}{2}$  past 4 saw the Sloop on fire – Saw a Ship to the SE she fir'd 2 Guns to Leeward – We hoisted St George's Colours & Tack'd – at 45 Mins past 10 saw the strange Ship engage with the 3 other Ships, wch we took to be Rebel frigates – at Noon Tack'd after the Rebel Ships. Cape Sable N 11 Lgues Moderate & fair Wr at 2 PM fir'd sevl Guns at the Rebel Ships as did the other Ship – One of the Rebel Ships bore away wch our Companion chas'd – the other 2 Ships tack'd, as did we – Spoke with Hs Ms Ship *Flora* in Chase of 2 Rebel Ships – at  $\frac{1}{2}$  past 4 heard the report of sevl Guns, wch we imagin'd to be the *Flora* engaging the Rebels –

1. PRO, Admiralty 51/762.

#### JOURNAL OF H.M. BRIG *Victor*, LIEUTENANT MICHAEL HYNDMAN <sup>1</sup>

July 1777

Sunday 6th

Sambro Light NEbE $\frac{1}{2}$ E Dist 7 Leagues

$\frac{1}{2}$  past 3 AM Weigd & came to Sail Pr Sigl from the *Rain-*

*bow* at 8 AM the *Rainbow* made our Sigl to chace to windward do made Sail and gave Chace in Company with the *Rainbow*

First prt modte & fair Wr at 4 PM made the Sigl for Seeing a Sail in the SW qr the *Rainbow* made our Sigl to chace in that qr at 8 Do the *Rainbow* made our Sigl to Join her at 9 Do Wear Squally  $\frac{1}{2}$  past 9 PM handed Top Gallt Sails at 10 PM lost Sight of the *Rainbow*  $\frac{1}{2}$  past 11 PM Set top Gallt Saills

Monday 7th

at 4 AM Saw the *Rainbow* in the SW qr  $\frac{1}{2}$  past Do Saw 5 more Sail in the Same Qr the *Rainbow* in chace Set all the Sail we could at 9 AM one of the 5 Sail was on fire a Sloop  $\frac{1}{2}$  past 10 AM there began a firing of Guns from some of the Sail Ahead at Noon a Constant firing for Some time

Do Wear Cape le Have No 19° Et Dist<sup>22</sup> Leags Still in chace the *Rainbow* fird Several Guns at 1 of the Ships at 2 PM the *Rainbow* TKd as did 1 of the Strange Ships at 3 Do lost Sight of the other 3 Sail at 4 Do & from that to near 6 oClock heard a Great Number of Guns fird in the NE qr at 8 PM the *Rainbow* Still in Chace at Do Lost Sight of the *Rainbow*

1. PRO, Admiralty 51/23.

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

July 1777

Monday 7th

Cape Sable No 16:45 Et Distance 24 Leagues

AM at 4 Saw 4 Ships in the NE Standing to the SW, the Hindmost having a Sloop in Tow, Sternmost about 8 Miles Distt from the rest,  $\frac{1}{2}$  Tack'd and gave Chace, at 6 came up with the Wt most, Hoisted our Colours and Fired 2 Twelve Pounders to bring them too, they Still Stood on & sett the Sloop on Fire,  $\frac{1}{2}$  past 7 we fetch'd their Wakes, Tack'd Ship & pursued, at 9 we Weather'd and Came up fast,  $\frac{1}{2}$  past the 3 Ships hoisted Rebel Colours. Rear began with her Stern Chaces, in a good direction for our Masts, which we Retd, at 10 two of them Shorten'd Sail, Tack'd and past under our Lee, it being little wind Exchanged two or three Broad sides, & stood for the 3d who Attempted to tack, but Wore, which gave us an Opportunity to Rake Him; Wore Ship and Chace'd, During this time we fell Considerably to Leeward -

Light winds and fair Wear Cape Sable No 28 East Distance 14 Leagues PM at 1 Several Shot from our Chace past in a good direction for the Masts, at 2 Discover'd the Ship to Leeward, to be His Majesty's Ship *Rainbow*, who Tack'd & stood to the SWt after One of the

Enemy; 1½ pt 4 Came up with our Chace, who Struck. found to be His Majesty's Ship *Fox*, taken by the Enemy a Month ago – hoisted out our Boats & sent them for the Prisoners, at 8 lost Sight of the *Rainbow* & her Chace, at 10 in Boats & made Sail Leaving an Officer and 30 Men in Charge of the *Fox* –

1. PRO, Admiralty 51/360.

DIARY OF MARINE LIEUTENANT WILLIAM JENNISON,  
CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

1777

July [1–5]

On our return from the Banks it was very Foggy on the Coast of Nova Scotia and a Rocket was frequently fired to discover the proximity of our Ships – A little to the Eastward of Halifax the Fog being very dense, Capt McNeil spoke the Commodore & enquired whether he would ring the Bells as usual, who replied Yes, if all the British Navy was near him – But (Note. The *Fox* when captured was manned with Mr [Stephen] Hill as Capt from the *Hancock*, and Simon Groce [Gross] 2d Lieut of the *Boston* & 67 Men & under Officers from the *Boston* – they were ordered to keep in Company during our Cruize – The *Fox* ahead, the Commodore in the Center, & the *Boston* in the Rear–)

6 Discovered a Sloop & gave Chace, she proved from Spanish River bound to Halifax with Coal & Dry Goods – The Commodore took her in Tow – This day made Cape Sables – Cast off the Sloop & scuttled her –

7 At 6 am discovered a Vessel standing athought our Fore Foot – At 8 she hawled round & stood in our wake – giving each of us a Broad side without trailing up even the Courses (that is the Fore & Main Sails) to get along side of the *Fox* which before belonged to the British Navy and was their determined purpose to recapture – The *Flora* being graved and pressing all Sails passed us who had been 4 months at Sea – and overhauled the *Fox* which continued her Course to the Southward till 2 pm when we saw her Colours struck, & Boats passing & repassing from Ship to Ship – during the time of the *Flora*'s Chase, Guns from the *Boston* called Stern Chases were continued – At 10 oClock the *Flora* passed us and fired a Broad side on the Commodore, – we received three Shots between Wind & Water, Several were killed and wounded on board of the two Ships – After the *Flora* had passed the Commodore, still pushing on for our prize, The Commodore hove about to plug up the Shot holes and ordered the *Boston* to follow him – The Captn told him that his Ship was injured and

could not wear Ship until he had the injury remedied – By the time the Shot holes were stopped, a large Ship we Saw to leeward some while before had got in reach of our Guns shot, which caused Capt McNeil to consult his Officers whether to follow the Commodore after the strange Ship which was afterwards known to be the *Rainbow* of 44 Guns, the only Ship on the Halifax Station with a Poop, which gave reason to suspect she was a Ship of the Line – This consultation terminated in our Standing to the Northward – The Commodore made all sail to the Southward the *Rainbow* pursuing after her – The *Fox* now a prize to the *Flora* was at a considerable distance to Leeward – we lost Sight of them all by Sunset –

1. William Jennison Diary (1776–80), LC.

PORTSMOUTH COMMITTEE OF SAFETY TO NEW HAMPSHIRE  
COMMITTEE OF SAFETY<sup>1</sup>

Gentmn

In Committee of Safety Portsmo 7th July 1777

It is no little concern to us, that the *Raleigh* a Continental Ship is 'to this day unman'd, occasion'd by Private Arm'd Vessells being man'd in this Port & Persons from other States coming here to carry away our Men, these things have been and are unhappy circumstances attending this Matter, and has occasion'd Capt Thompson this day to make application to us, to represent this matter to you, the Latter of these Cases now complained of, is by Capt Nathl Odiorne's carrying men into another State, and notwithstanding his promise to us to decline engaging any more here, has since engaged a considerable number, We could wish some happy measure could be fallen upon to accomplish so desirable an end, as the Maning this Ship – We have also to recommend to your Notice Capt [John] Roach, who was some time since commission'd by this State, as a flag of Truce to carry Mrs Levius to Halifax, We do not know of his having delivered up his Commission, his conduct in this Respect has given cause of Suspicion, and upon that his Vessell has been detained by the *Raleigh*, with the said Capt Roach, till we could inform you thereof – We have no matter to give you in evidence against him, his Ignorant or Willful Neglect of Duty & Respect to the State, we presume render him a Subject of your notice.<sup>2</sup> The Publick Welfare & due honor to Authority, will always demand our attention –

In behalf of the Committee of Safety of this Town I am Gentm, [&c.]  
H Wentworth Chairman

1. N.H.Arch.

2. Committee of Safety responded to this letter on July 9, and Captain Roach returned his commission for carrying Mrs. Levius to Quebec, Minutes of the New Hampshire Committee of Safety, 72, N.H. Arch.

LIBEL FILED AGAINST PRIZE BRIGANTINE IN NEW HAMPSHIRE  
MARITIME COURT <sup>1</sup>

State of New Hampshire } To all whom it may concern.  
Rockingham, ss.

Notice is hereby given, that the Justice of the Capture of the Brigantine called the *Thetis*, about 50 Tons Burthen, John Russel, late Master, will be tried in the Maritime Court which is to be held at Portsmouth on Monday the 28, Day of this Instant, a Libel against which, is filed before me, in Behalf of the Owners and Mariners of the private armed schooner named the *McClary* commanded by Thomas Dalling – Any Person concerned, may then appear and shew Cause (if any they have) why the said Vessel, Cargo, and Appurtenances should not be condemned.

Joshua Brackett, Judge of said Court.

Portsmouth, July 7th 1777.

1. *The Freeman's Journal*, Portsmouth, N.H., July 19, 1777.

JOURNAL OF H.M.S. *Amazon*, CAPTAIN MAXIMILIAN JACOBS <sup>1</sup>

July 1777

Monday 7th

Cape Anne So 66 Wt 42 Leags

at 2 AM Saw a fleet to NNE out reefs made Sail at ½ pt 5 made Signl for knowing each other which being Answd made *Orpheus's* Signl to Speak them bore away and Chaced a Brigg in the SSW at 8 made *Orpheus's* Signl to Chace WNW & WSW ½ pt made her Signl to Close at Noon light Airs and fair fleet in Sight and we in Chace

Light Airs & fair Wr Cape Anne So 84 W at 3 PM fired 6 Shot to bring too the Chace ½ pt retook the Brigg *Wm & Anne* from Port au Port [Oporto] for Petersborough <sup>2</sup> Joined Company the *Milford* & Convoy brot too at 7 in 1st & 2d reefs

1. PRO, Admiralty 51/4112.

2. Edward Howe, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67. The brig had been captured by the Massachusetts Navy brigantine *Freedom* on her homeward passage from France.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON <sup>1</sup>

July 1777

Monday 7th.

[Cape Ann] So87°.04''Wt. Dist 39 Leagues

At 4 AM saw 15 Sail to the No ward, and 1 to the So ward out 3d & 2d Reef Topsails and set Top Gallant sails at 5 *Amazon* made our Sigl to Chace to the No ward, out all Reefs Topsl at 6 *Amazon* and *Juno* bore away, at 7 Tkd Ship at 8 Brot too Main Top Sail to the Mast and Spoke His Majesty's Ship the *Milford*, with a Convoy, bore away for the *Amazon*, set studding Sails and Royals Exercised Ships Company, with fire arms, and fired.

First and latter parts Light winds and fair middle Calm. at 4 [P.M.] *Amazon* brot too the Chace, at 6 shortened Sail, and joined the *Amazon*, *Juno* & *Milford* with a Brig taken by the *Freedom* Rebel Privateer, with Sugar, Oil &c received from her three Men, at 8 sent the Brig to New York with the *Milford*, and her Convoy, at 10 *Amazon* made signal to bring too Main Top Sail to the Mast.

1. PRO, Admiralty 51/650.

LIEUTENANT COLONEL AARON BURR TO CAPTAIN ROBERT COOKE <sup>1</sup>

Capt. Robert Cooke: You are hereby authorizd and commanded forthwith to enlist what number of men you can for the service of the gallies. They are to engage to the first of January, 1778, have the bounty given soldiers in the Continental service, and eight dollars per month wages, to be otherwise under the regulations of the navy and army of the United States.

Given at Headquarters, Peekskill, 15th June 1777. By order of Gen. Putnam.

A. Burr, A. D. C.

[Endorsed] Mr. Abraham Lewis, master of the Continental frigate *Gen. Montgomery*, being appointed to command the *Lady Washington* Galley, in the room of Captain Cooke, is to recruit men on the within warrant on the same terms Capt. Cooke was to have recruited them.

Geo. Clinton, B. Gen.

Fort Montgomery, 7th July 1777.

1. Walter R. and Mary A. Benjamin, *The Collector*, vol. 4, no. 37 (New York, September, 1890).

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

July 1777	Egg Island Light House ESE. Bombay Hook NWbW 5 or 6 Miles.
Saturday 5th	The first and middle parts light Airs inclinable to Calms, the latter Modte & fair: PM Sent the Boats after a Schooner in Shore, Fir'd two Guns for the Boats to return which they did with the Schooner laden with Corn.
Sunday 6th	AM Muster'd the People to their Quarters. Modte and fair Wr throughout: Egg Island Light House ESE, Bombay Hook NWbW 5 or 6 Miles. At 5 PM Sent the Schooner <i>Endeavor</i> & Longboat with a Sloop and Yawl belonging to the <i>Camilla</i> upon an Expedition up Duck Creek under the Command of Mr. Lamb, Master of the <i>Pearl</i> .
Monday 7th	At Noon he return'd with the Schooner, Sloop, and Boat, haying at 3 in the Morning with the two boats without any opposition boarded the Schooner <i>Musqueto</i> , of Six 3 Pdrs and 4 Swivels belonging to the Congress, <sup>2</sup> after taking

the Master and Gunner out, which were the only People on board, Set her on Fire.

The first part Modte breezes and fine Wr the middle and latter fresh breezes and Cloudy. Bombay Hook SWbW 2 Miles. At 7 PM Burnt the Prize Sloop, and fir'd several Muskets for the Boats to return from her.

1. PRO, Admiralty 51/675.

2. Continental Navy schooner *Mosquito*, Captain Thomas Albertson.

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

July 1777

Monday 7th

Cape Henlopen SbE  $\frac{3}{4}$  mile

AM at 5 Saw a sail to the SSE at 8 the Sail seen in the Morning Anchor'd near the land to the So Wd sent the Boats in chace

First part Modt and cloudy Latter with Rain PM  $\frac{1}{2}$  pt 2 we weigh'd & turn'd out of the Bay, at 5 The Boats Return'd with their chace which was a sloop in Ballast from Martinico<sup>2</sup>  $\frac{1}{2}$  pt Spoke the Other Sail, at 6 made sail for the Bay, at  $\frac{1}{2}$  pt 7 Anchor'd The light House SbE  $\frac{3}{4}$  of a mile

1. PRO, Admiralty 52/1965.

2. *Liberty*, Ezekiel Wellecut, master, bound to Philadelphia, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

#### ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL NAVY XEBEC *Repulse*<sup>1</sup>

Deserted from on board the armed ship *Repulse*, Peter Brusstar, Esq. Commander, now lying at Philadelphia, the following persons, viz.

John Dunbar, a seaman, about five feet seven inches high, dark complexion, short black hair, pretended to be one of those who ran off from the English, with a boat at Charlestown.

Samuel Prible, a seaman, about five feet eight inches high, dark complexion, appears to have been an officer, as he has on a blue coat faced with red, and an epaulet on one shoulder.

John Drifts, a seaman, a short well set little man, about twenty-five years of age, is well known in Philadelphia; he served his time in Moore and Furman's employ.

Peter Gain, a French sailor, and speaks bad English.

Daniel Hamil, a landsman, formerly a carter near the Drawbridge.

Bonsel James, a landsman, a shoemaker by trade, about five feet seven inches high, and fair complexion.

A reward of Ten Dollars each will be given for apprehending and securing the said Dunbar and Prible; and Eight Dollars for each of the other five [*sic* four].

Philad. July 7, 1777.

Peter Brusstar, Capt.

1. *Pennsylvania Evening Post*, July 8, 1777.



"STATE OF THE SUPERNUMERARIES BORNE ONBOARD THE SHIPS AND VESSELS OF  
HOWE, OFF NEW-YORK THE

Ships Names.	No.		
	Marines	Pilots	For Victuals only
<i>Eagle</i>	_____	41	{ Coopers at the Brewery. 13 }
<i>Preston</i>	_____	1	{ Lieutenants &c 4 }
<i>Centurion</i>	_____	_____	{ Mr. Lee & Servt 2 }
<i>Augusta</i>	_____	1	_____
<i>Isis</i>	_____	_____	_____
<i>Richmond</i>	_____	_____	_____
<i>Liverpool</i>	_____	_____	{ Genl Clinton & Suite 21 }
<i>Otter</i>	_____	_____	{ Protection 8 }
<i>Dispatch</i>	_____	_____	_____
<i>Raven</i>	_____	2	1
<i>Thunder</i>	{ Artillery 19 }	_____	_____
<i>Carcass</i>	{ Artillery 30 }	_____	_____
<i>Jersey</i>	_____	_____	_____
<i>York</i>	{ Soldiers 4 }	_____	{ Protection 3 }
<i>Rose</i>	10	1	_____
<i>Vigilant</i>	_____	_____	_____
<i>Daphne</i>	_____	_____	_____
<i>Mercury</i>	_____	_____	_____
<i>Swift</i>	_____	_____	_____

1. PRO, Admiralty 1/487, 477.

THE SQUADRON UNDER THE COMMAND OF THE VICE ADMIRAL THE VISCOUNT  
7TH DAY OF JULY 1777. - " 1

Ship				
Prisoners to the Rebels.	Prisoners	Supernumry Seamen.	Invalids	Other Ships.
_____	226	{ Extra Lieuts:&c:5 Supry Seam:35 }	_____	200
_____	_____	42	_____	11
_____	_____	36	_____	4
_____	_____	_____	_____	3
_____	13	_____	_____	_____
_____	7	16	_____	_____
_____	_____	_____	_____	8
8	13	9	_____	3
_____	3	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	2
_____	_____	{ Nurses &c: 9 }	_____	_____
_____	17	_____	_____	6
20	_____	_____	_____	2
_____	_____	5	_____	3
_____	5	_____	_____	5
_____	10	_____	_____	_____
_____	_____	_____	_____	3
			Howe	

PETITION OF JAMES WILLIAMS FOR MARYLAND LETTER OF MARQUE  
SCHOONER *Beggars Bennison* <sup>1</sup>

Jas Williams on Behalf of himself & others (Vizt Jas Williams William Hammond, Thos Russell & Statia Hepburn), applies for a Letter of Marque for the Schooner *Beggars Benison*, about Ten Tons Burthen, Commanded by Thos Steel – Mounting two three Pounders, & two four Pounders Carriage Guns, two Blunderbusses, & three Muskets Thirty Pounds Pouder, one Hundred & Fifty Pound Shott with three Months provision as Witness my Hand this 7th Day of July 1777

Ja<sup>s</sup> Williams

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776–83), 196, I, 103, NA.

CAPTAIN TIMOTHY COFFIN TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Newburn [New Bern] July th 7 1777

To the honored Governor & Council of the State of Rode Island  
Gentlemen I have Proceided for Boltemore as I was ordered <sup>2</sup> After A Long Paseg th 2 July made th Caps Stood in for them but Soon made A Sail between us & th Caps but Could Not Tell what She was She Not making for us thought it was Posble S[h]e might be Afraid of us we run in As Nigh as we Dare till we Could See her off[f] Deck & made two more from A loft Afraid thay would take th Advantage of us we being to the windard of them Lade about & Stood off[f] until we Lost seit of them & th land thay Not Persuing After us Lade About & Stood in Again in hops thay were Gone in but found them thare & three more Amagined thay were Stationed thare Run in till we Could See thare huls off[f] the Deck one of them Give Chase to us but we out Sailed him So he Left us thay All of them having Tenders intirely blocks up th Chenell under Cape Charls but we beet three Days With th wind to th Northward to Try to Git in if Posable but th Current Seting to th Southward & th wind Blowing hard we Gat within teen miles of Cape hatteras then Put Away for North Carrolina it being impractable Giting to Boltemor & warter being Short for to make A Nother Paseg home So I Am in hops of Giting A Lode of Naval Stors but how I Shall Suckcede I Can Not tell for we Came over Oricoke Bar this morning a 8 Clock Arived hare a 6 & Gentm If I have mis Conducted in So Doing I Do humbly Bage your Parden for I was in th Gartist ankcidity that A man Could be to No What to Dwo & If there is Any Duck & Rigen to be had I should think very Proper to have Some Rigen & New Square Sail & Studen Sail as thare was Non to be had thare for we was Constantly a Carring away th Rigen & mending th Sails th hool Paseg &c what to Do About Corking I Do Not No her Supper leaks very Bad but th Corkers have three Dollers P Da but Now is A Good Time for to Cork th Seems being open and very worm So I Am Gtmen [&c.]

Timothy Coffin

1. Letters to the Governor, 1777, vol. 10, 129, R.I. Arch.

2. Coffin commanded sloop *Diamond* outfitted by Rhode Island.

*Gazette of the State of South-Carolina, MONDAY, JULY 7, 1777*

Charles-Town, July 7

Last Wednesday morning a brigantine (supposed to be the *Defence* late belonging to this State, and taken by the *Roebuck* and *Perseus*), accompanied by a schooner having top-sail yards rigged aloft, came in from the N.E. right before the wind, to this bar, and, being so disguised as to have all the appearance of a merchant vessel, by 8 o'clock, ran up along-side, surprised, boarded, and went off with, the ship *Franklin*, bound for Bourdeaux, Madet Engs, master, very soon after she had got over the bar, having on board 920 tierces and 140 half tierces of rice, about 1200 lb. of Indico, and the following passengers, viz. Mr. Charles Prince (a Lieutenant in the navy on half pay, who had resided here many years) Mrs. Prince, and their four children: The ship, as soon as taken, steered a S.W. course, now and then hawling more southwardly, the brigantine steered nearer in shore, under her top-sails on the caps, and the schooner kept without both: They passed Stono about 10 o'clock, and at 11 were out of sight: 'Tis probable they proceeded immediately for St. Augustine, all the pilots that were at sea, agree, that the brigantine was the *Defence*, and suppose the Schooner to be another prize.

The same day it was reported, that a man of war sloop and two tenders, were at the watering place, near the entrance of Cape Fear river: But, on Thursday, Capt. Cheese arrived from thence, who informs, that nothing like an enemy had been seen upon that coast lately, except a brigantine, a schooner and a sloop, which had anchored and staid at the watering place 3 days, and sailed from thence the 25th past; and that they were suspected to be West India privateers – But it seems more probable, that the brigantine which took Capt. Engs, and the schooner in company, were two of the vessels.

Last Thursday arrived at a safe port, the prize sloop *Blakeney*, of and for Jamaica from Cape Nichola, laden with flour, brandy, Geneva, beef &c. taken on the 2d of June, by the *Washington*, privateer, Capt. Anthony, of this port. <sup>1</sup> The prize-master informs us, that Capt. Anthony had made two more prizes since the six mentioned in our last, one a sloop of 90 tons from the Bay of Honduras, laden with logwood; the other a small sloop, which he cut out of Dry Harbour in Jamaica the same day, in order to put on board the contents of two long-boats laden with sugar, which he had taken. Capt. Anthony had put into Havana for necessities, with which he was supplied in the most expeditious and friendly manner.

On Saturday last arrived in a safe port, the prize sloop cut out of Dry Harbour in Jamaica by the *Washington* privateer, Capt. Anthony. She has on board, besides 7 hhds. of sugar, taken out of the long-boats, some linens, castile soap, candles, &c.

The sloop *Swallow*, Capt. Gray, of Philadelphia, from this port bound for St. Eustatius was taken on the 26th of May last, at the watering place at St. Thomas's, at anchor, after having beat off the enemy three times, by the privateer sloop *Reprisal*, Capt. Phillips, of Antigua. Capt. Gray had but 4

hands, one of whom was killed during the defence of his vessel. – The same privateer had, 4 days before, taken the schooner *Elliott*, of this port, Capt. Pitt, from Surenheim, and carried her into St. Thomas's, where the vessel and cargo were immediately sold.

From Bermuda we learn, that the fort lately demolished at Nealy's Harbour, has been repaired, remounted with cannon, and the command given to a Lieutenant of the *Nautilus*. That the *Galatea's* tender having lately taken a schooner, Capt. Gilbert, and a sloop, Capt. Pennistone, both from North-Carolina, the sloop was armed, with 10 guns, and stationed in Nealy's Harbour. That Governor Bruere was going to England, and a West India Packet was daily expected to call for him. And that the *Daphne* man of war was expected on that station.

Friday last being the first anniversary of the glorious formation of the American empire, when Thirteen Colonies, driven by necessity, threw off the yoke, and rejected the tyranny, of Great-Britain, by declaring themselves Free, Independent and Sovereign States, the same commemorated by every demonstration of joy. Ringing of bells ushered in the day. At sunrise, American colours were displayed from all the forts and batteries, and vessels in the harbour. The Charles-town regiment of militia, commanded by the Hon. Col. Charles Pinckney, and the Charles-town Artillery Company, commanded by Capt. Thomas Grimball, were assembled upon the parade, and reviewed by his Excellency the President, who was attended, upon this occasion, by His Honour the Vice-President and the Hon. the Members of the Privy Council. At one o'clock the several forts, beginning at Fort Moultrie on Sullivan's Island, discharged 76 pieces of cannon, alluding to the glorious year 1776, and the militia and artillery fired three general vollies. His Excellency the President then gave a most elegant entertainment in the Council Chamber, at which were present all the members of the Legislature then in town, all the public officers, civil and military, the clergy, and many strangers of note, to the amount of more than double the number that ever observed the birth day of the present misguided and unfortunate King of Great-Britain. – After dinner the following toasts were drank, viz.

1. The Free, Independent, and Sovereign States of America. – 2. The Great Council of America – may wisdom preside in all its deliberations. – 3. General Washington. – 4. The American army and navy – may they be victorious and invincible. – 5. The nations in friendship or alliance with America. – 6. The American Ambassadors at foreign courts. – 7. The 4th of July, 1776. – 8. The memory of the officers and soldiers who have bravely fallen in defence of America. – 9. South-Carolina. – 10. May only those Americans enjoy Freedom, who are ready to die for its defence. – 11. Liberty triumphant. – 12. Confusion, shame and disgrace, to our enemies – may the foes to America (slaves to tyranny) humble and fall before her. – 13. May the rising states of America reach the summit of human power and grandeur, and enjoy every blessing. Each toast being succeeded by a salute of thirteen guns, which were fired by Capt. Grimball's Company from their two field pieces with admirable regularity. The day having been spent in festivity and the

most conspicuous joy and harmony; the evening was concluded with illuminations, &c far exceeding any that had ever been exhibited before.

1. South Carolina letter of marque sloop *Gen. Washington*, Captain Hezekiah Anthony, commissioned February 16, 1777, Miscellaneous Records of the Secretary of State (A), 1776-1801, 19, SCDAH.

## 8 July

BENJAMIN CROWNINSHIELD'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Trans on Tuesday July 8 -

At 6 am we heard Guns for a Long time We Expect some Engaigement Soon. We had one Wasborn [Gideon Washburn] kiled out Rig[ht] one [Henry] Green a Quarter master wounded in the Leg had it Cut off[f] At 8 pm died at 5 am See the Land At 12 pm the Sile [Seal] Islands Bore N Dist a Bout 6 Leg'e at 8 pm they Bore E't a Bout 9 Le'e -

1. Crowninshield's Journal, MassHS.

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER<sup>1</sup>

July 1777

Cape Sambro N21°E 57 Lgues

Tuesday 8

AM at 4 began to fire on the Rebel Ship we Chas'd - at 8 brot too the Chase after firing a Number of 18 - 9 & 6 Pounders - at ½ past 8 the Chase struck - Shorten'd Sail - hoisted out the Cutter & brought the Prisoners on bd - the Chase prov'd to be the *Hancock* Rebel Ship - Sent a Lieut & a Party of Men on board the Prize.

First & middle pts moderate & fair Wr, latter pt fresh Breezes & cloudy.

PM at 3 the Prize & *Victor* in Compy - at 5 made Sail.

1. PRO, Admiralty 51/762.

JOURNAL OF H.M. BRIG *Victor*, LIEUTENANT MICHAEL HYNDMAN<sup>1</sup>

July 1777

Sambro No 17 Et Distance 57 Leagues

Tuesday 8th

at 4 AM Saw the *Rainbow* & Chace on the Weather bow at 5 AM Set Steering Sails ½ past Do when we got as near as we were like to get gave the Brigg a Yaw & fird 3 Different Broadships into her Some of which Killd one Man on bd of her at the Wheel at 8 oClock the Chace Brot too Provd to be the *Hancock* Rebel Frigate Mounting 32 Guns - Manley Commander recd 10 of the Prisoners on bd Pr Order Sir George Collier

Clear Wear Empd Putting the Prisoners on bd the *Rainbow* at 6 PM Lights Airs made Sail in Compy the *Rainbow* and Prize at 12 fresh Gales Carrying all the Sail we could make middle & latter parts Do Weather in Company as before

1. PRO, Admiralty 51/23.

JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE <sup>1</sup>

July 1777  
Tuesday 8

Cape Ann So 83 W 43 leagues  
at 9 AM read the Articles of war and Punish'd Jas Quelch  
Marine for mutiny at 11 the *Amazon* made the Sigl  
for all Cruisers, Do *Amazon*, *Orpheus*, & *Milford*, & Con-  
voy in Compy  
Light Winds, and hazy Cape Ann So 81 W 41 leagues  
at 2 PM chacd pr Sigl to the Nd the *Amazon*, *Orpheus* &  
*Milford* in chace at 9 lost sight of the above Ships and  
the Chace at 1½ Pt 11 fird a shott and brot to the Chace,  
she Prov'd to be the *Betsey* <sup>2</sup> from Newbery Port bound to  
Martinico took the Master and 5 seamen out of her and  
sent 6 men on board of her

1. PRO, Admiralty 51/4229.

2. George Lane, master, with lumber and tobacco, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

JOURNAL OF H.M.S. *Milford*, CAPTAIN SIR WILLIAM BURNABY <sup>1</sup>

July 1777

the Soermost part of Nantucket S 50 Wt 49  
Leags

Monday 7

½ past 4 AM saw three Large ships to the Soward Stand-  
ing to the Etward Gave Chase Cleared ship for Ac-  
tion ½ past 10 AM Spoke the Chase which proved to  
be H.M. Ship *Orpheus* on a Cruise the Other 2 Ships  
were H.M. Ships *Amazon* & *Juno* on a Cruise & in chase  
at 11 Made sail & Gave Chase to the Soward.

Light Airs & Clear Wr still in Chase the Convoy &  
Frigate in Compy ½ pt 5 PM the Chase brot too to  
the *Amazon* hoisted the Cutter out & sent her on Board  
the *Amazon*

Tuesday 8

at 10 parted Compy with the Frigates all the Convoy in  
Sight

Do Wr Latter fresh Breezes & Hazy with rain the Soer-  
most part of Nantucket S 41 Wt 30 Leags at 2 [P.M.]  
saw 2 Sail to the Noward Gave Chase the *Amazon* &  
*Orpheus* in Compy the *Juno* in Chase of a Brig to the  
NE made the Signal for the Agent to Lead the Con-  
voy at 10 Brot too the Chase a Sloop from Boston bound  
to St Peters <sup>2</sup> at noon the Convoy all in Sight

1. PRO, Admiralty 51/607. *Milford* was convoying a fleet from Annapolis Royal for New York.

2. *Expedition*, Jeremiah Dawsey, master, with rice, indigo, and candles, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

JAMES DEVEREUX TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston the 8th of July 1777

This serves to acquaint the Honourable bord of Warr of the Masse-  
tusets Bay, That Captn Nicholas Devereux of the Brigte *Phebe* Ownd ⅓ By

Evert Byvanck & ⅔ By James Devereux Then of N:York and Saild from thence the 6th of May 1775 for the Island of Jemaica Where We Arrivd the 4th of June following, On the 19th of June Saild from Jemaica for Campeche In the province of Ucatan in New Spaine, On the 4th of July Arrivd at Campechey, On the 11th Inst Saild from thence for N:Orlains Where We Arrivd the 1st of August, On the 17th of Decembr saild from thence to Port AuPrince on the Island of High Spaniola with a Lode of Lumber, Where We arrivd the 12th of January 1776 And had the Generals permition Now for the Hands of Captn John Clouston, for to unlade & Sell My Lumber & to purchase a Lode of Mallasses & Rum With Which saild from Port AuPrince on the 16th of March for New York, then In Possetion of the States, Att same time spoke Captn Wilson from Philadelphia in a Pilote bote bound to Port AuPrince to purchase powder for the Continental Service, Who told Me that It was Impossable for Me to get through the windward passage or to N:York at that Season of the Year, On Which We bore away for the Gulf & so proceeded for Amsterdam, & on our passage We beate 23 days In the Chanel being destitute of Every Nessary of Life & dare not put Into England for Fraid of being taken, on the first of June 1776 I arrivd at Amsterdam, Where I unladed My Mallasses & Lodg'd it in the hands of Mr Jacob Henery Chobanill As I could not take out Dutch papers for My Vessel untill I was one Year & a day in the Cuntrey, Then went over to London & took a Register out for My Vessel & Went back & Came Over to London In Ballast & there took a freight for Domeneco [St. Domingue], Musceter [Mosquito] Shore & the Bay Hondoras, Where We Laded 58M feet of Mahoganey & 22 Tons of Unchipt Logwood for Acct: of Mr Joseph Gaddes of Hondoras & 2 M feet the property of the Captaine & Saild from thence the 9th of February 1777 Bound to London & On the 23rd of April Last was Taken by Captn John Clouston of the *Brigte Freedom*, I think it Evidently Appears that My Cargo of Mallasses Was Destin'd for N:York then In Possetion of the Continentall Congr & that My Only Reason for Registring My Vessel in England Was to Secure My Ship from Seisure, had I been Inclind to have Acted Against America I might have put My Ship in the Transport Service & had Her Securd by Government, I think When Your Honourable Bord of Warr comes to Reflect on the Matter & Consider My Nessesety for Acting in this Manner, You Will Clear My Vessel, If it should Submit to What You think proper, As there is Not the Least Appearance of My being An Enamy to America, I think it Verry Rigorous Treatment to Confine Me on bord of a Gard Ship Where Am Inform'd I am to be Sent, Having Nothing farther to Add I am [ &c. ]

James Devereux

1. Mass. Arch., vol. 152, 275.

PETITION OF JOHN ROWE AND JOSEPH CUNNINGHAM TO THE MASSACHUSETTS  
GENERAL COURT<sup>1</sup>

State of the Massachusetts Bay –

To The Honble Councill & the Honble House of Representatives –

The Petition of John Rowe & Joseph Cunningham Commander of the



Private Schooner of Warr namd the *Phenix* [*Phoenix*] burthen One hundred Tuns Mountd with twelve Carriage & Eight Swivele Guns & Cohorns now Ready for Sea with Men in Proportion

Humbly Shewith that this Vessell is Ownd by Robert Morris Esqr of Philadelphia One of the Honble Congress – & Carter Braxton Esqr of the State of Virginia & Others, That Wee have been at A Large Expençe in fitting her for Sea – & Also humbly pray that your honours will permit Us to give Bonds according to the Law of this State, that the Said Vessell may proceed to Sea, & your Petitioners as in Duty bound will Every Pray

Boston July 8th 1777

John Rowe

Joseph Cunningham

[Endorsed] In Council July 8 1777 On the Petition of John Rowe & Joseph Cunningham praying that they may give bonds according to the Laws of this State for a private Schr of War to proceed to Sea – Resolved that the prayer of the Petition be granted & that the above Petitioners be & they hereby are permitted to give Bonds according to the law of this State

Sent down for Concurrence

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

In the House of Representatives July 8th 1777 Read & Concurr'd

R T Paine Spkr Pr tem

1. Mass. Arch., vol. 183, 89, 90.

CAPTAIN SETH HARDING, CONNECTICUT NAVY SHIP *Oliver Cromwell*, TO  
SAMUEL ELIOT, JR.<sup>1</sup>

(Copy)

Ship *Oliver Cromwell* 8 July 1777

Sir

Lat 45 – 12 Longe 34 –

I have the pleasure to inform you, that we this day made prize of the Brigantine *Honor*, from Cork bound to Newfoundland, which I hope will arrive in Some safe port. – The master of the Brig informs me that he sail'd in Company with about 20 Sail bound for America, which he parted with about four days ago, so that I hope to give you an account of some others of them in a Short time. I am Sir [&c.]

1. Conn. Arch., 1st Series, IX, 181, ConnSL. Eliot was agent for Connecticut in Massachusetts.

#### ADVERTISEMENT FOR A DESERTER FROM THE CONTINENTAL NAVY BRIGANTINE *Andrew Doria*<sup>1</sup>

Deserted, on the night of the 7th instant, from the Continental armed Brig *Andrew Doria*, commanded by Isaiah Robinson, Esq; a certain Negroe man, named Patrick Dennis; he is a well set fellow, about 30 years of age, 5 feet 8 or 9 inches high, and is exceedingly fond of liquor; had on, when he went away, a Dutch cap, check shirt, canvas trowsers, with coarse shoes and brass shoe-buckles. Whoever apprehends said Negroe, and accrues him in goal, or brings him on board the *Doria*, shall be entitled to Eight Dollars, and reasonable charges, paid by  
July 8, 1777.

John Fanning, Lieut.

As he is a Seaman, he may attempt going down Delaware Bay, on board

some of the shallops; All Masters of vessels are therefore forbid harbouring or carrying him off at their peril.

1. *Pennsylvania Gazette*, July 9, 1777.

*Pennsylvania Packet*, TUESDAY, JULY 8, 1777

Philadelphia, July 8.

Last Friday the 4th of July, being the Anniversary of the Independence of the United States of America, was celebrated in this city with demonstrations of joy and festivity. About noon all the armed ships and gallies in the river were drawn up before the city, dressed in the gayest manner, with the colours of the United States and streamers displayed. At one o'clock, the yards being properly manned, they began the celebration of the day by a discharge of thirteen cannon from each of the ships, and one from each of the thirteen gallies, in honor of the Thirteen United States.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS<sup>1</sup>

Sir, *Antelope* Port Royal Harbor Jamaica July 8th 1777

I have received your Letter of the 2d April, by His Majesty's Packett Boat *Thynne*, who arrived here the 30th of June, in which you acknowledge the receipt of my several Letters of the 16th Novemr 1776 & the 8th & 11th January 1777 with the Papers therein contained; and am happy that my Conduct meets with their Lordships approbation:

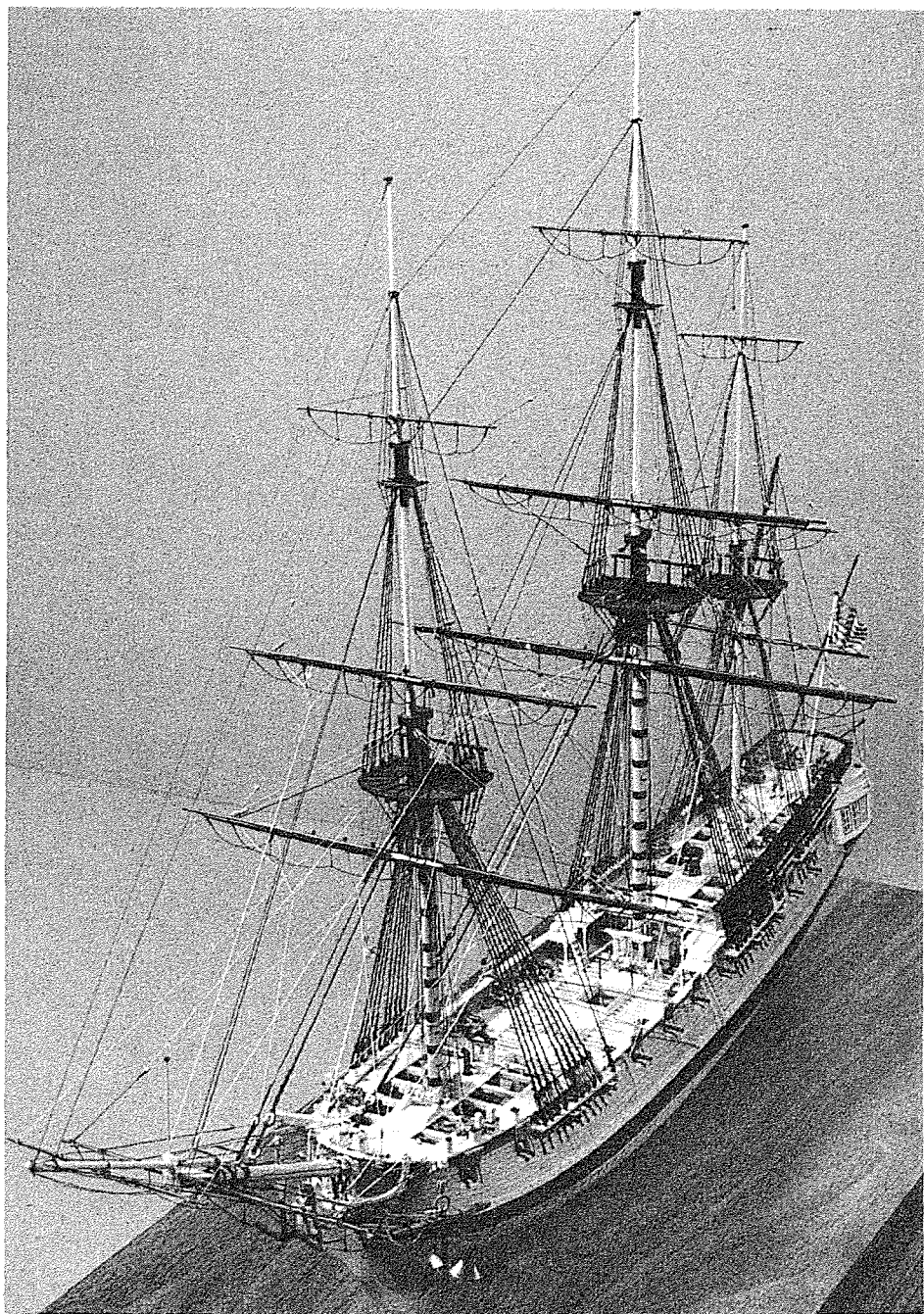
Nothing particular has occur'd for their Information, since my last Letter of the 15th June, which I sent by Captain [Thomas] Bishop, of His Majesty's Ship *Lively*, who sailed with the Convoy. You will please to lay before their Lordships that agreeable to their Orders, I have fixed the departure of the Convoy, who are to sail from hence, for Europe the 26th Instant, and from Bluefields the 1st day of August, under the care of Captain [Charles] Thompson of His Majesty's Ship *Boreas*, with whom as an additional Force I send the *Ostrich*, Captain Peter Rainier, one of the Ships I bought in the Service, who mounts 16 guns.

The *Glasgow*, *Southampton*, *Stork* & the *Porcupine* and *Race horse* Sloops, are on a Cruize; the *Diligence* sailed this Morning for the Moskito shore & Bay of Honduras. The *Hornet* is almost ready for Sea, when I shall employ her, in the best manner for his Majesty's Service; the *Winchelsea* sails on a Cruize in a day or two, and the *Aeolus* is just returned from one. The number of Prizes taken by His Majesty's Ships & Vessels under my Command at present amounts to 148; I shall by the *Boreas*, write more fully the particulars of the state of the Squadron, for their Lordships information. I am, with great Respect, Sir [&c.]

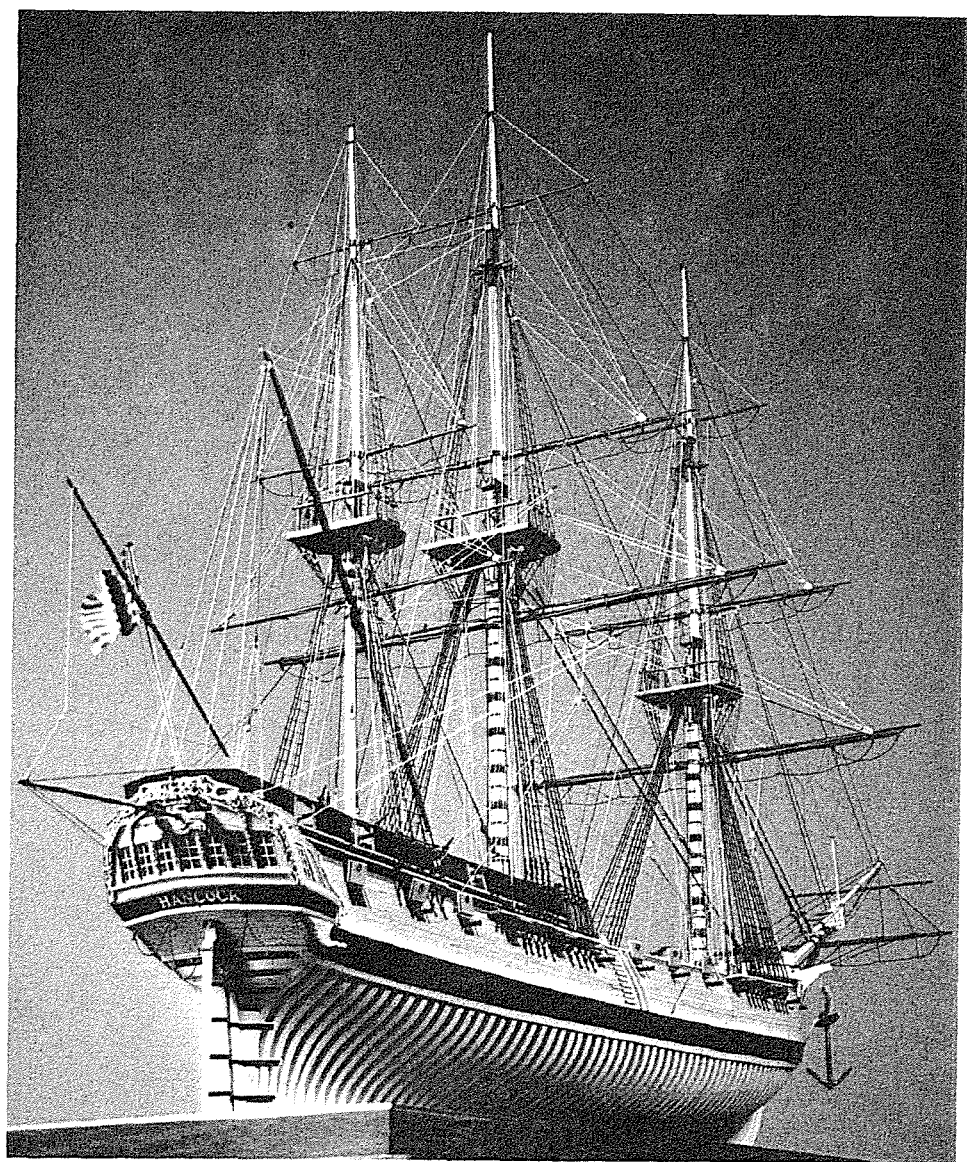
Clark Gayton

[Endorsed] R 27 Augt Ansd 1 Octr

1. PRO, Admiralty 1/240.



*Continental Navy Frigate Hancock*



9 July

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

(Copy)

My Lord,

I beg leave to acquaint your Lordship, that on the 7th Instant at day break, Cape Sable bearing N N E about fourteen Leagues, we discovered three Sail of Ships, and a Sloop on our weather Quarter, and a Ship on our Lee Quarter, standing to the Westward on the same Tack as the *Flora* was, I thought it my duty to see what they were, tacked, and stood towards them, upon which the Sloop that was towed by the headmost Ship, was cast off, and set on fire, we passed within point blank shot to leeward of the three Ships, hoisted our Colours, and fired a Shot at the headmost to show their's, which they paid no attention to, fired a second at the Sternmost, stood on, and as soon as we could fetch their wake, tacked and followed them, at 9 A:M: upon their finding that We weathered, and came up with them, they formed a line ahead, hoisted Continental Colours, and began firing their Stern Chace, at 10 the two sternmost Ships shortned Sail, tacked and came close under our lee Quarter, exchanging Broad sides, as we passed each other, we stood on to the Ship who had not tacked, gave her our fire which she returned, she attempted to stay, missed and wore, which gave us an opportunity of raking her, we then wore and gave chace after her, the other two Ships being at this time close upon a Wind on different tacks, during this transaction we run considerably to leeward, which gave the Ship on our lee Quarter an opportunity of joining us fast, and upon her being abreast of our Chace, she tacked and proved to be His Majesty's Ship the *Rainbow*, she fired several well pointed Shot at the Chace, one of the Enemy soon afterwards tacked and stood to the South West, the *Rainbow* tacked and followed her, we continued standing to the northward after the Chace, who upon the *Rainbow*'s tacking, kept away more from the Wind, and set steering Sails, and soon afterwards began firing her Stern Chace at us, at 6 p:m: we came up close to her, upon which she struck her Colours, and proved to be his Majesty's Ship the *Fox*, that had been taken a month before that, by the *Hancock* and *Boston* continental Ships, on the Banks of Newfoundland, the Ship that we afterwards learned to be the *Boston* was at the time the *Fox* struck, as far to windward as we could but discover the head of her Top-sails out of the water, the exchange of Prisoners took up until near 10 p: m:, the *Fox* being much disabled in her Masts and Rigging, I thought it my duty to remain by her in preference of chacing, and risking the parting Company with her upon presumption of falling in with the *Boston* at day light, the Ship which the *Rainbow* followed was the *Hancock*, both of which we lost sight of at Sun-set. – at day light not seeing either of the Ships, we made the best of our Way with the *Fox* to this Port. – I have the pleasure to inform your Lordship the *Flora* sustained very little damage, only one

man slightly wounded, the Sails and Rigging pretty much cut, and the Fore-topmast much wounded. –

I have the Satisfaction to acquaint your Lordship that the Officers and Ship's Company notwithstanding the appearance of the great Superiority, behaved with great Zeal and Coolness.

Inclosed I have the honour to transmit to your Lordship the description of the Rebel Frigates – I have the honor to be My Lord, [&c.]

J: Brisbane

Halifax, the 9th July 1777.

[Endorsed] 2 In Lord Howe's Lre of the 28 Aug 1777

[Enclosure]

"Description of the Continental Frigates *Hancock* and *Boston*"

(Copy) Description of the *Hancock*

A Man's Head with Yellow Breeches, White Stockings, Blue Coat with Yellow Button Holes, small cocked Hat with a Yellow Lace, has a Mast in lieu of an Ensign Staff with a Latteen Sail on it, has a Fore and Aft Driver Boom, with another across, Two Top Gallant Royal Masts, Pole Mizen topmast, a whole Mizen Yard and mounts 32 Guns, has a Rattle Snake carved on the Stern, Netting all round the Ship, Stern Black and Yellow, Quarter Galleries all Yellow.

*Boston*

An Indian Head with a Bow and Arrow in the Hand, painted White Red and Yellow, Two top gallant Royal Masts, Pole mizen topmast on which she hoists a Top gallant Sail, painted nearly like the *Hancock* with Netting all round has a Garf, a Mast in room of an Ensign Staff with a Latteen Sail on it, and mounts 30 Guns.

[Endorsed] 7 In Lord Howe's Lre of the 28 Aug 1777

1. PRO, Admiralty 1/487, 485-86, 497.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 9th July 1777

Order'd That Mr [Ellis] Gray deliver Capt Bradford one hundred hair blankets for Ship *Raleigh*

Order'd That the Comy deliver Capt Clouston fresh Provisions & Greens for his Crew as often as the Capt shall direct

1. Mass. Arch., vol. 148, 398.

#### BOND RESTRICTING ENLISTMENTS IN THE MASSACHUSETTS PRIVATEER SLOOP *Phoenix* <sup>1</sup>

Know all Men by these Presents that We John Rowe Esqr in behalf of the Owners of the Private Vessel [of] War called the *Phoenix* & Joseph Cunningham Commander of said Vessel [of] War, both of Boston in the County of Suffolk & State of the Massachusetts Bay are holden & stand firmly bound &

obliged unto Henry Gardner Esqr Treasurer & Recr General of said State in the full & just Sum of Two Thousand Pounds to be paid to the said Henry or his Successor in Office to & for the use of the said State, to the which Payment well & truly to be made, We bind Ourselves, or Heirs Execrs & Admnrs firmly by these Presents, Sealed with our Seals, dated this Ninth Day of July Ann: Dom: 1777 –

The Condition of this present Obligation is such, that whereas the Great & General Court of the State aforesaid on the nineteenth day of April last, in & by a Certain Resolve allowing Private Persons to fit out Vessels of War, did among other Things restrict them from Shipping on board said Vessels of War any Inhabitant of any of the New England States other than the State of Massachusetts Bay – If therefore the above bounden John & Joseph shall not inlist or take on board the said Vessel of War, any inhabitant of any of the New England States, other than the State of Massachusetts Bay aforesaid, then this Obligation to be null & void, otherwise to remain in full Force.

Signed Sealed & delivd  
in Presence of Timo Austin

J Rowe  
Joseph Cunningham

1. Mass. Arch., vol. 139, 132.

REAR ADMIRAL SIR PETER PARKER TO JEREMIAH POWELL, BOSTON <sup>1</sup>

Sir

*Chatham* off Prudence Island the 9th July 1777

I have received your Letter of the 28th past, inclosing a Copy of a Letter of the 22d April from Mr James Bowdoin to Sir George Collier – I have also received an account of Prisoners sent now, under the direction of Captn Job Prince to be exchanged here, together with the general Account – In your Letter of the 22d of April to Sr Geor Collier you say “by Accounts settled between Sir Petr Parker and Captn Ayres at Rhode Island, there is a ballance due to us of fifty four, since which there has been sent to Rhode Island the Officers and Crew belonging to the *Milford's* Tender in number about fifty, for which there has been no return” You will please to observe in my Letter of the 11th of Febry last to Mr Bowdoin, I inform'd him that an account was open between Mr Cooke and myself and that Mr Cooke should have credit for such British Prisoners as Captn Ayres had then delivered to me, since which time many Exchanges have been negotiated, and they have been included in the general Account – The fifty Prisoners belonging to the *Milford's* Tender which you mention to have been sent to Rhode Island, never arrived here –

I have return'd an equal number of Prisoners for those you have now sent and am glad of the opportunity of releasing them from their late disagreeable situation

Lord Howe's disposition is well known to be averse from every Idea of inhumanity or Injustice, and I may add that the Officers under his Lordship's Command breath also the same sentiments; so that I must believe that you have been certainly misinformed relative to the treatment of the American Prisoners at Halifax, and that you will soon be convinced that

they have met with every indulgence and every assistance that could be afforded to men under their unhappy circumstances – I shall transmit a Copy of your Letter to me, to the Viscount Howe. – I am Sir [&c.]

P: Parker

[Enclosure]

A List of American Prisoners sent to Boston by Cartel (in exchange for British Prisoners) under the direction of Capt Job: Prince from Rhode Island – the 9th July 1777 –

Masters		Mates	
Willm Preston	Master	John Trayl –	Mate
Jos Dweber	Do	Enoch Moody	Do
Mark Towel	Do	Seth Briggs	Do
Thos Fassey	Do	Nath Perkins	Do
Robt Cushing	Do	Fras Grant	Do
Wm Langdale	Do	Enoch Howse	Do
Moses Brown	Do		<u>6</u>
Saml Bragdon	Do	Passengers	
Saml Babson	Do	Geo Lobb	Passengr.
Saml Holbrook	Do	Wm Allen	Do
Barthw Jackson	Do	Isaac Stevens	Do
Wm Coffin	Do		<u>3</u>
Steph Archer	Do	Boys	
Wm Tunnet	Do	Gaml Handy	Boy
Wm Briggs	Do	Richd Cox	Do
	<u>15</u>	Jams Coffin	Do
		Ephm Towers	Do
		Thos Jackson	Do
			<u>5</u>

Seamen

Tisdal Read	Wm Stella
Jno Stazaker	Jno Gardner
Thos Cromdon	Davd M'Leod
Michl Wiser	Saml Smallidge
Soll Bryan	Robt Avery
Pet Phillips	Petr Moorefield
Wm Gage	Stephn Smock
Nathl Roberts	Benj Knapp
Fras Knight	Henry Parsons
Thos Carey	Isaac Lombar
Jno Stone	Alexr Lord
Jno Waters	Thos Howell
Wm Muchford	Jno Shea – Indian Seamn



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

Number 36.

*Eagle* Hudson's River

Sir,

July the 9th 1777.

The Troops destined to be employed on the Service the General proposes for the next Object of his Attention, being embarked, I shall be to wait only for his Requisition to put to Sea with the Armament, consisting of the Ships of War and Transports expressed in the Return enclosed.<sup>2</sup>

The General requiring a larger Provision of Ships to be made for Transport Service than the Number present will admit, to be held in Readiness for his further purposes; I have been obliged to direct a Quantity of Shipping to the Amount of about One Thousand seven hundred Tons to be chartered for the Service of Government, in Addition to the former Proportion. The Particulars of the Contract are necessarily postponed for the proper Documents to be collected, and will be transmitted by a future Opportunity.

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

Howe

P.S. Herewith You will also receive a Return of the State and Condition of the Ships of War at this Port.

[Endorsed] No 36 9 July 1777 New York Lord Viscount Howe R 22d Augt (3 Inclosures)

1. PRO, Admiralty 1/487, 472.

2. See next entry.

BRITISH FLEET DESTINED FOR CHESAPEAKE BAY AND THOSE TO  
REMAIN IN THE VICINITY OF NEW YORK<sup>1</sup>

List of Ships of War, Transports &c. prepared for proceeding on Service from New York, July the 9th 1777.

Rate	Ships' Names	No of		Commanders
		Men	Guns	
3	<i>Eagle</i>	522	64	{ The Vice Admiral the Viscount Howe Capt Roger Curtis Walter Griffith Francis Reynolds Thos Fitzherbert George Ourry
	<i>Nonsuch</i>	500	64	
	<i>Augusta</i>	500	64	
	<i>Raisnable</i>	500	64	
	<i>Somerset</i>	520	64	
4	<i>Isis</i>	350	50	The Honble William Cornwallis
6	<i>Liverpool</i>	200	28	Henry Bellew
A.	Ship <i>Vigilant</i>	150	22	Lieut John Henry, Acting Com- mander

Sloop	<i>Otter</i>	125	14	Capt Mathew Squire
	<i>Swift</i>	125	14	John Howorth, Acting Commander
	<i>Dispatch</i>	125	14	Christopher Mason
F. Ship	<i>Strombolo</i>	45	8	Samuel Wittewrong Clayton
Galley	<i>Cornwallis</i>			Lieut John Brown
	Arm'd Tenders	2	} No	
	Transports &c.	185		

To remain in Hudson's River &c.

Rate	Ships Names	No. of		Commanders	Appointments
		Men	Guns		
4	<i>Preston</i>	367	50	{ Commodore Hotham Capt Samuel Uppleby Richd Onslow	} Off New York
3	<i>St Albans</i>	500	64		
4	<i>Centurion</i>	350	50	Richd Brathwaite	Off Staten Island
5	<i>Richmond</i>	220	32	Jno Lewis Gidoin	Off New York New York.
6	<i>Rose</i>	160	20	James Reid	refitting
	<i>Mercury</i>	160	20	James Montagu	Up the North River
	<i>Bomb Carcass</i>	70		{ In charge of their Lieutenants Lieut James Clark George Scott	} In the East River
	<i>Thunder</i>	80			
Galley	<i>Dependence</i>			{	} Up the North River
	<i>Spitfire</i>				
	One Galley				
Sloop	<i>Raven</i>	125	14	Capt John Stanhope	Sandy Hook Howe

[Endorsed] No 1 in Lord Howes Letter No 36

I. PRO, Admiralty 1/487, 471.

BRIGADIER GENERAL GEORGE CLINTON TO MAJOR GENERAL ISRAEL PUTNAM <sup>1</sup>

[Extract]

Fort Montgomery 9th July 1777

... I expect to draw a Cable across the [Hudson] River in Front of the Chain this Morning every Thing being prepared for it & the *Montgomery's* <sup>2</sup> Cables spliced & fixt for the Purpose - As soon as one of the Booms is ready it can be put in Place of the Cable - The Fast on shore being formed so as to answer for a Boom & by this Means shoud the Cable not answer the Purpose little or no Time will have been lost by it - If the Cannon are

arrived from Fort Lee I Wish how soon they could be forwarded here as we have every Thing ready to stock & make Carriages for them – I am [&c.]

G C

1. George Clinton Papers, no. 610, N.Y.Arch.

2. Continental Navy frigate, Captain John Hodge.

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

State Navy Board [Philadelphia] July 9th 1777

Thomas Leppar late Gunner of the Arm'd Boat *Camden* having Petition'd the Board for a Second Lieutenancy on Board the Armed Boat *Burke* there being a Vacancy, the Board agreed he should be promoted to said Vacancy, and having attended, was qualified and received his Commission –

Samuel Ford being recommended as A Capable Person to perform the duties of A Lieutenant, the Board appointed him Second Lieutenant of the *Effingham* Arm'd Boat, qualified him and gave him his Commission –

1. Record Group 27, Navy Board Minute Books, vol. 2 (July 8–September 24, 1777), Pa. Arch. Hereafter cited as Navy Board Minute Books, vol. 2, Pa.Arch.

#### JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON<sup>1</sup>

July 1777 St Augustine Lighthouse S 34 W Distant 34 Leags

[Wednesday] 9 at 4 saw a sail to the Eastward made sail & gave chase at 6 retook the *Nancy* a ship Belonging to London Loaded with rum, sugar & wine<sup>2</sup> had Been taken by two Rebel Privateers hove too with M T sail to the Masts at 8 Little wind at 9 made sail at Noon Light Airs & Clear the *Galatia Perseus* & *Nancy* in Compy sound 23 fm St Augustine Lighthouse S 33 W Distant 46 Leags PM light Airs saw a sail in the SW Quarter *Galatia* in chase at 5 had 16 fm Brown sand & shells ½ past made the sigl to call in all Cruisers half past 7 hove too with M. T. sail to the masts sounding 13 – 16 – 19 fm

1. PRO, Admiralty 51/117.

2. John Lowrie, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65.

#### JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE<sup>1</sup>

July 1777 Saint Augustine S 33° 0' W 48 Leagues

Tuesday 8th At 6 AM the Signal on Board the *Brune* to Spread, at 9 gave chase to the SE in Company with the *Brune* and *Galatea*: at Noon 34 Sick on Board.

First and middle parts fresh gales and clear, at 2 PM Tacked after the chase, as did the other Ships; at 7 arrived up with the *Brune*, shortened sail and left off chase:

Wednesday 9th at 4 AM Saw 2 Sail in the NE quarter, made sail and chased in company with the *Brune*: at 6 fired a nine pr

Shotted and brought too the chace, which proved the Ship *Nancy* — Lowrie Master from Jamaica to London, taken by 2 Rebel Privatiers,<sup>2</sup> brought too and Took on board the Prisoners, and charge, at 10 the *Galatea* joined, at 11 made sail The *Brune*, *Galatea* and prize in company. Moderate breezes and clear, Chas Town Lighthouse 71° 0' W 21 Leagues. at 1 PM the Signal on board the *Brune* for the *Galatea* to make Sail ahead;

1. PRO, Admiralty 51/688.

2. She had been captured on July-5, Journal of H.M.S. *Galatea*, PRO, Admiralty 51/4197. See *Gazette of the State of South-Carolina*, July 14.

## 10 July

BENJAMIN CROWNINSHIELD'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Trans on Thursday the 10 of July —

the first part of this 24 Hours foggey Sounded Seveiral tims got Bottom from 50 to 60 & 70 fathom Cach plenty of Mackrell and Cod

At 4 am the fogg cleard away & we made the Land of Menheagin [Monhegan Is.] and fine and pleasa[nt] weather A Number of Small Craft a fishing At 5 oClock this afternoon we Came to an anchor in Sheeps Gut [Sheepscot] River all well [on] Bord We have had Sevral men on Bord witch Informes us that the *Milford* has Bin up the River —

1. Crowninshield's Journal, MassHS.

## MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOSEPH DOBLE<sup>1</sup>

Capt Joseph Doble,

War Office, Boston July 10th 1777

You are hereby appointed to the command of the Guard Ship *Adams* now in this Harbour, by us provided agreeably to an Act of this State for the reception of all Persons convicted of being inimical to this & the other united States, & whose Residence in this State may be dangerous to the Public Peace & Safety; — You are accordingly to enter on said command & to receive on Board said Ship & safely keep all such Persons as may from time to time be sent you by this Board — You are not to permit any Persons to visit the Prisoners, neither are you to suffer them to go on Shore, or to write to or receive Messages or Letters from any Persons whatever, without Leave first obtaind from this Board; — You are to keep a constant Guard on your Ships Deck, by placing a Centinel there for which Purpose you will have the necessary Arms & Ammunition for which you are to be accountable — You are to receive Six Pounds per Month as Wages, & three Rations pr Day Subsistence, to ship a Mate at four Pounds pr Month, & four other Men at three Pounds, Twelve Shillings pr Month, who are also to receive one Ration pr Day Subsistence. —

Should any of the Prisoners be ill or other extraordinary Circumstances take place concerning them, you are to make an immediate Representation to this Board; — It is expected that you treat your Prisoners with all the Humanity consistent with their Situation, & that you with your Men

continue on Board your Ship Night & Day, unless otherways directed, and in general you are to follow & obey all such Orders as you shall at any time hereafter receive from this Board. –

Given at the War-Office in Boston this Tenth Day of July Anno Domini: 1777. –

1. Mass. Arch., vol. 151, 424–25.

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

Honble sirs

Boston 10th July 1777

My duty lays me under the disagreeable Necessity of acquainting the Honble Board with the loss of the Brig *Robert* (late *Lively*) on her passage to South Carolina and sent into Rhode Island, I am glad there was no Cargo on board, and we have made some small saving by taking out a good New Cable of ten Inches full length – I could wish it was the only loss the publick have lately sustain'd from this quarter, but by a letter from Coll Tillinghast I am inform'd the Schooner, which was Charter'd to take in the small Cargo sent from here some time ago in the Brig *Betsy* is Allso taken and sent into York, its very unluckey as the two Ships Building in this State Call for a great quantity of Iron – and we shall very soon be out when the Workmen must be discharg'd, I dare not Charter a third Vessell without orders from the Honble Board neither should I have ventur'd to send a second, had not the Cargo of the first lay at point Judith, and I found it was greatly wanted at Baltimore, therefore shall wait your future orders – We are without any advice from our frigates, the *Alfred* is waiting your orders, the *Raleigh* if my information is good is near sailing having a hundred forty five men on board, I am now compleating their last calls on me, the *Lee* will sail on a Cruise to morrow, I have the honour to be with All due Respect – Your [&c.]

J B

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

#### *Independent Chronicle*, THURSDAY, JULY 10, 1777

Boston, July 10.

Last week arrived at a safe port a Prize, which makes the eighth taken and the sixth sent in by Captain Fisk, in one of the State Vessels; she came from Topsham in England, was taken in seven days after sailing, her loading salt Provisions, and bound to Newfoundland: He also took another vessel from said Port, which he gave to the Prisoners about 60 in number.

Saturday last Captain Glover returned in a Flag from Halifax, after 8 Days Passage, with about 80 Persons, who had been taken Prisoner and carried in there.

The Flag from Portsmouth remained there when Captain Glover came away, and it was expected would soon Sail with about the above Number of Prisoners, which remained behind.

In the cartel arrived here on Saturday, from Halifax, came Capt.

[Simeon] Sampson, of the State brig *Independence* – Lieut. [Robert] Saunders, of the *Alfred* ship of war – Lieut. M'Coy, of Col. Erving's Pennsylvania regiment – a number of other officers, sailors, &c. They all agree in one story; that is, that ever since they have been captives with the enemy, they have been treated in the most severe and inhuman manner; which is beyond the power of pen and tongue to describe. And that they will not exchange old countrymen; but compel them at the point of the bayonet, to go on board their pirate ships, as seamen. This is the treatment which our brethren receive from our implacable, blood-thirsty enemies, – and which the humane, polite Mr. Howe (in his letter to his Excellency General Washington) calls humanity.

By two American sailors, who made their escape from a British transport, lying in Halifax harbour, and arrived in town last Tuesday, from Machias we are informed, – that the British pirate frigates *Milford* and *Scarborough*, lay in Machias harbour; they came there with an intention of compelling the inhabitants to take the oath of allegiance to the tyrannic king and parliament of Britain. The *Milford* sent up Machias river, a boat, with 1 Lieutenant, 1 Midshipman and 9 seamen, with an intent, it is thought, of making discoveries; but they said, as a flag. The Machias Patriots not thinking proper to take such noted liars words, thought proper to secure them; and they are now confined in that town. These two men were draughted from among a number of other American prisoners, on board the above-mentioned transport, to man her; from whence they made their escape.

Last Tuesday arrived at a safe Port, a Prize Brig, laden with Rum. She was from Jamaica, bound to Liverpool, and was captured by Capt. [Jonathan] Oaks, in the private armed Brig *Hawk*. She sailed from Jamaica the beginning of April last, in Company with 50 Sail of Merchantmen, under Convoy of a Frigate.

*Continental Journal*, THURSDAY, JULY 10, 1777

Boston, July 10.

Last Sunday arrived at this port the Brigantine *Freedom*, of 12 guns, in the service of this State, John Clouston, Esq; commander, in 40 days from Nantz – Capt. Clouston sail'd from Marblehead the 8th of last March, and has since taken 16 sail of vessels, 5 of which he burned, gave two away for the sake of getting rid of the prisoners, and discharged 9 for port, three of which are arrived – all the rest except one are undoubtedly retaken or lost – The brig came loaded intirely with military stores.

Captain Clouston informs, that the brig. *Rising States*, of this port, commanded by Capt. Thompson, was taken by a British frigate, and carried into Bristol.

Monday last was sent into an eastern port, a prize brigantine, by brig. *McClary*, laden with green fish and salt.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD  
OF THE EASTERN DEPARTMENT<sup>1</sup>

In Marine Committee Philadelphia 10 July, 1777

To William Vernon, James Warren, and John Deshon, Esqr Whereas by a Resolve of Congress the Nineteenth day of April 1777 You were appointed a Board of Assistants to the Marine Committte, to Reside at or in the Neighbourhood of Boston, in the State of Massachusetts Bay, with Power to adjourn to any Part of New England, and to have the Superintendence of all Naval and Marine Affairs of the United States of America within the four Eastern States under the direction of the Marine Committee, You are immediately to repair to Boston and having there met appoint a Clerk properly Qualified and of undoubted attachment to the Interest and Independence of the United States of America. You are to superintend and direct whatever relates to the Building, Manning, and fitting for Sea all Armed Vessels of the United States built, or ordered by the Congress to build in the Eastern Department, and to provide all materials and Stores necessary for that purpose, subject to such Orders as you may from Time to Time receive from Congress or the Marine Committee. You are to collect in due season all fit and necessary materials of every kind for the above purposes and such materials as you may not be able to provide and shall Judge necessary to be imported you are timely to report to the Marine Committee the Kinds and Quality of each, and how and upon what terms they may be imported by you or any Persons you may be authorized to appoint within your District. You are to receive and settle all accounts relative to the above business and also all such Accounts as shall be referred to you by the Marine Committee.

You are to keep an exact Register of all the Officers, Sailors, and Marines in the Continental Navy fitted and Manned within your District and the same transmit to the Marine Committee.

You are to require all Captains or Commanders of Continental Arm'd Vessels, coming into any port within your District, to make return to you of the Officers, Sailors and Marines on Board their Vessels, and of the State and Condition of their Vessels and Stores, and you are to transmit Duplicates thereof to the Marine Committee. You are to apply to the Marine Committee from Time to Time for such sums of Money as may be necessary in your Department.

You will cause your Clerk duely to Register every Continental Vessel that hath been, or shall be Built within your district, which Register shall contain the Name, Dimentions, Burthen, Number of Guns, Tackle Apparel and Furniture of the said Vessels and transmit a Copy thereof to the Marine Committee.

You will direct the Oeconomy of all Continental Vessels and ascertain the Modes in which their Accounts shall be kept on board and how returns shall be made, – not contrary to any that may be, or have been directed by Congress or the Marine Committee. you are hereby required to keep fair Books of all expenditures of Publick Moneys for the Navy within your department which Books shall at all Times be subject to the Inspection and

examination of Congress and the Marine Committee, or of such Person or Persons as they may Authorize and appoint for that Purpose, and you are to render Accounts of your disbursements Annually or Oftener if required.

You are hereby empower'd to order Courts Martial in all Cases where the Commanding officers shall refuse, or neglect the same, and it shall appear to you requisite; and (in the absence of the Commander in chief) in all cases where the Commander in chief only is Authorized thereto by the Resolutions of Congress. When any Continental Ship of War comes into any port within your District, you are immediately to give Notice to the Marine Committee of her Arrival and the time it will require to fit and equip her for Sea again in Order that Instructions may be sent by said Committee for such Ships future destination. By order of the Marine Board

John Hancock Presidt

1. William Vernon Papers, Box 1, 40, NHS.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE<sup>1</sup>

July 1777

Thursday 10

At Single Anchor in Chesapeak Bay

at 6 AM found the *Emerald* had left Lynn Haven Bay at 9 got up the Spare Sails to Air The Rebel Frigate in York River, Accompanied by two Schooners and 2 Galleys in Hampton Road<sup>2</sup> 12 heard a Gun fire at Cherry Stone Point.

Do Breezes and Hazey Weather Careen'd Ship and Scrub'd her bottom Employ'd Pointing and Robing the Foresail and Foretopsail 7 PM Saw One Galley on the Etern Shore -

1. PRO, Admiralty 51/982.

2. Continental Navy frigate *Virginia* and Virginia Navy row galleys and schooners.

JOURNAL OF H.M. SLOOP *Senegal*, CAPTAIN ANTHONY MOLLOY<sup>1</sup>

July 1777

Thursday 10

Cape Henry SW ½ W 3 Leas

At 5 AM weighed & gave chase to 6 Vessels to the SE as did the Brig [*Raleigh*] & *Emerald*. At 9 sent the pinnace who took a sloop from James River to the Wt Indies,<sup>2</sup> the Longboat took a schooner from Do to Do<sup>3</sup> & the *Emerald's* boats took 2 Sloops.

Light Airs & cloudy. Cape Henry NW 6 or 7 Leas. At 5 P.M: joined the *Emerald*, At 7 anchd in 7 fm being very foggy

1. PRO, Admiralty 51/885.

2. *Lee*, Richard March, master, to Martinique with tobacco, flour, &c., sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

3. *Fanny*, Benjamin Cluverius, master, to Curaçao with flour, tobacco, &c., sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.



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

My Lord.

*Emerald* off the Capes of Virginia 10th July 1777

As the *Senegal's* Water is nearly expended, I am obliged to send Her to New York.

I joined the *Phoenix* at Her Rendezvous the 5th of last month, and we proceeded immediately into this Bay, and put back Nineteen Sail out of twenty three that were without Cape Henry.

The *Raleigh* arrived the 14th at Night, the *Phoenix* Sailed the next Day.

The *Thames* is Stationed off York Spit at present, & the 1st instant She made the Signal for seeing Ships of Superior force, I got under Sail with the *Raleigh*, but as the Wind was down, and Tide of Ebb; I could only Anchor in a better situation for Her to join me; in the Evening she got under Sail, and came down about half the distance she was from me, and next Morning join'd Company. Captain Howe delivered me a paper with a List of the Armed Vessels, and their situations, which paper<sup>2</sup> I inclose to your Lordship, and Ordered him back to his Station: the *Senegal* was stationed at Cape Charles, (and destroyed Six Vessels, which Captain Molloy will give Your Lordship an Account of,) with the *Raleigh* occasionally, who is now to continue there, as long as Her Water will last; of which She has not much on board. This Ship is at the Tail of the Horse Shoe, and the 17th, 19th & 20th in June, three Sloops and One Schooner Boat, came down with Ninety Eight of the people, that were to have gone in the *Albion*, which I gave Passes to, to go to New York.

The 24th we burnt a Sloop with Salt, and the 30th the *Raleigh* with My Boats, drove on Shore, and burnt a French Brig, a little way to the Southward of Cape Henry, Loaded with Sails Cordage, One Hundred Cask of Rum & Bale Goods.

The 8th a Small Schooner Boat escaped us all across the Middle Ground; at Day Light this Morning, Seven Vessels was observed in the offing; the *Senegal*, *Raleigh* and this Ship, gave Chace and took Five, they had passed us in the Night, and were bound to the French Islands.

It is with great concern, I am obliged to send Captain Molloy away, He has been pointedly attentive and Serviceable upon his Station.

The State and Condition of the Ships under my Command, I have the Honour of transmitting to Your Lordship. I am My Lord [&c.]

B.C.

P.S.

I have just heard the *Raleigh* has lost two Anchors, therefore fear she must be burnt, indeed it is almost certain, as we cannot spare Officers and Men to carry her to York. The *Thames* must now be brought down, and at present I think of sending Her of Smiths Island; and Guard this place as well as we can ourselves, otherwise Cape Charles Channal will be unguarded, and then all the small Vessels will escape that way.

There are very many both great and Small ready to push to Sea.

My Lord

*Emerald* off the Capes of Virginia 10th July 1777

Since I Sealed my Letter Captain Molloy has offered to assist the *Raleigh* to New York, I therefore have sent Her to refit which she is in much want of. I am My Lord [&c.]

B.C.

1. Benjamin Caldwell Papers, Letter Book (May, 1776–June, 1779), NMM.

2. See Captain Tyringham Howe to Caldwell, July 2.

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

Navy Board [Charleston] Thursday 10th July 1777

A Letter to Mr David Hamilton

dated Navy Board July 7th 1777

Sir/ The President having Signified to the Board by Message delivered by Mr John Calvert that it was the Determination of the Council, that a Galley of the Following Dimensions Sixty Two feet Keel Twenty feet Beam & Six feet Clear in the Hold should be Immediately built for the defence of this State, you'll therefore have [the] Galley Built with all possible dispatch.

Message from his Excellency the President to the Commissioners of the Navy dated July 9th 1777

The Public will not in future Insure Negroes employed in the Armed Vessels belonging to the State

1. Salley, ed., *South Carolina Navy Board*, 82.

## 11 July

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Friday This Day plesent Weather at 10 am Waid anchor and  
July 11th Went up as far as Whiskcaiset [Wiscasset] point Where We  
[1777] Safely moored Ship

1. Conner's Journal, MM.

JOHN COBBETT TO NATHANIEL SHAW, JR.<sup>1</sup>

Received of Nathaniel Shaw Junr Sixty pound Lawful money on Accot and for shiping men for the Continental Brig. *Resistance* Samuel Chew Esq Commander

New London July 11 1777

John Cobbett

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 13, NLCHS. This source contains other receipts of payment received for recruiting services performed for *Resistance*.

CAPTAIN JOHN HODGE TO BRIGADIER GENERAL GEORGE CLINTON<sup>1</sup>

Sir, Ship *Montgomery*<sup>2</sup> [off Poughkeepsie] 11 July 1777

Lieuts [Ephraim] Chamberlain & [John] Oddel Just delivered your Orders respecting Sixty Men that are to Repair on Board my Ship. Proper Officers for the Ship have been Nominated & Appointed by the Honourbl

JULY 1777

Continental Congress. If those two Gentn stay on Board, they must expect to be Commanded by my Officers. I am Sr [&c.]

John Hodge

To His Excellency General George Clinton at Fort Montgomery

1. George Clinton Papers, no. 621, N.Y.Arch.

2. Continental Navy frigate.

BRIGADIER GENERAL GEORGE CLINTON TO CAPTAIN JOHN HODGE,  
CONTINENTAL NAVY FRIGATE *Montgomery*<sup>1</sup>

Sir/

Fort Montgomery 11th July 1777

I just now received your Letter of this Date in Answer to which I can only say I sent the Officers as well as Men on Board of your Ship are to be commanded by you as they will of Course by any Officer Belonging to the Ship of superior Rank to them & I trust you do not mean that they should by any other – Your Officers without Men will be of little Service to the Public – The Ship cant be of any – You must accept of the Officers & Men as the General has sent them – I cant counteract his Orders – If you dont chuse to receive Officers the Men must be returned back to their Regts with them – I am [&c.]

G C

1. George Clinton Papers, no. 621, N.Y.Arch.

BRIGADIER GENERAL GEORGE CLINTON TO GEORGE WASHINGTON<sup>1</sup>

[Extract]

Fort Montgomery 11th July 1777

. . . I have lately drawn the *Montgomery's* Cables across the [Hudson] River in Front of the Chain which appears as if it would answer a good Purpose and hope in a Day or two to have those of the *Congress* across likewise<sup>2</sup> – The Redoubts and other Works at this Post are in as good Condition as could be expected and the Booms for obstructing the River in great Forwardness. I am [&c.]

Geo Clinton

1. George Washington Papers, LC.

2. Continental Navy frigates *Montgomery* and *Congress*, Captains John Hodge and Thomas Grennell respectively.

"MEMORANDUMS & ORDERS ENTERED OCCASIONLY IN THE SHIPS ORDERLY BOOK  
BY THE OFFICER ANSWERING THE SIGNAL"<sup>1</sup>

Memo/

*Nonsuch*, Staten Island July 11th 1777

It is intended to man Ship & Cheer the Flag, on its arrival here, & it's recommended that each man of War does the Same, & man when the *Nonsuch* does, & give three Cheers in succession (after the *Nonsuch*) according to seniority of the Commanders, & after the Flag Ship has answered that each replies with one Cheer, in Succession & manner as before –

NB the above is meant only if the Service at the time will admitt of it, with convenience & propriety – The *Nonsuch* will cheer immediately when the Admiral drops Anchor –

1. William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

# ACCOUNT OF CAPTAIN WILLIAM COIT, CONNECTICUT NAVY SHIP *Oliver Cromwell*<sup>1</sup>

Dr

The State of Connecticut in Accot with William Coit Esq Late Capn of Ship *O Cromwell*

Cr

1777

July 11	To the Amount of Officers & Seamen	
	Wages p Accot of Particulars Exhibited	£ 3001..7..9¾
	To Board allowed Officers & Sick Men	
	together with Sundry Expences, &	
	Contingent Charges, on the Recruit-	
	ing Service, see account render'd	1295..9..8½
	with this Accountg to	
	To my Commissions on the above @ 1 & ½ pCt	64..9..0
		£ 4361..6..6¼

We the subscribers being Duely Authorized have carefully attended to the Settlement of the Accounts of Capn William Coit against the State of Connecticut on Account of the Ship *Oliver Cromwell*, and haveing Received the Oath of said Coit & others to said Accounts and duly considered thereof Do by our best Judgment Determin that Seven Hundred Eighty seven pounds 12/6¼ is Due to said Coit in full Ballance & Settlement of all his Accounts against said State for Wages or any other Charges whatsoever on Account of Said Ship, her Stores or Crew or Relateing to the same. And as Said Accounts were not Regularly prepared or Charged (in some respects) it is hoped that no Allowances made by us will ever be Plead or Drawn into Precedent in any Future Settlement of Maritime Accounts with the State all which is Submitted Your [&c.]

To His Excellency	Nath <sup>al</sup> Backus	} Committee
Govr Trumbull &	Jabez Perkins	
Council of Safety	W <sup>m</sup> Hubbard	

1777

July 11	By the Amount of Sundry Payments	
	Received from the Treasury	£ 2526..5..2
	By Cash Advanced to Seamen by Mr Shaw	473..2..4
	By Cash recd of Mr Shaw which he has	
	Charged the State	510..8..6
	By 70 Hammocks which your Committee	
	say are deficient & that I ought to	
	be accountable for at 12/. each	42..0..0
	By 46 Bottles Wine <sup>a</sup> 6/	14..8..-
		£ 3566..4..0
	By 2 BbIs Beefe 75/	7.10..0
	By Ballance Due to William Coit is	
	Seven Hundred Eighty seven pounds	787.12..6¼
	Twelve shillings & six pence ¼	
		£ 4361..6..6¼

New London 11th July 1777

William Coit

Memm July 14th 1777 An order was given by the Govr & Council of Safety for the Above Ballance & Dd to Capt Coit pr Benj<sup>n</sup> Huntington Clerk

1. Conn. Arch., 1st Series, IX, 169, ConnSL.

2. In a rough draft of his bill against the State, Coit explained this item thus: "To 3 Dozn & Ten Wine Made Merry with at Discharge;" Conn. Arch., 1st Series, IX, 166, ConnSL.

## "AN ACCOUNT OF THE STATE AND CONDITION OF HIS MAJESTY'S SHIPS AND VESSELS

DATE.	Ship or Vessels Name.	Captains Name.	Of the														
			Whole Complement.	Seamen.													
				Complement.	Borne.	Mustered.	Checqued.				Sick.		Hospital Ship.	Complement.	Borne.	Mustered.	Checqued.
							Widows Men.	Leave.	Without Leave.	Lent.	On Board.	On Shore.					
7 July 1777	<i>Eagle</i>	R. Curtis	522	432	432	413	5	.	.	5	6	7	2	90	90	84	.
_____	<i>Preston</i>	S. Uppleby	367	310	310	300	4	.	.	1	16	5	.	57	57	56	.
_____	<i>St Albans</i>	Rd Onslow	500	406	377	314	5	.	.	.	30	54	4	94	89	68	.
_____	<i>Nonsuch</i>	W. Griffith	500	410	405	383	5	.	.	6	10	7	4	90	89	87	.
_____	<i>Centurion</i>	Rd Brathwaite	350	293	269	242	4	.	1	10	8	11	1	57	56	53	1
_____	<i>Raisnable</i>	T. Fitzherbert	500	410	404	367	5	.	1	10	8	21	.	90	89	81	.
_____	<i>Augusta</i>	Fras Reynolds	500	364	347	321	5	.	8	.	8	8	5	88	87	85	.
_____	<i>Somerset</i>	Geo: Ourry	520	430	428	413	5	.	4	.	3	5	1	90	89	87	.
_____	<i>Isis</i>	Hble: W. Cornwallis	350	283	258	245	4	.	.	6	10	3	.	67	67	67	.
_____	<i>Richmond</i>	J.L. Gidoin	220	175	153	149	2	.	.	1	.	.	1	45	39	39	.
_____	<i>Liverpool</i>	Hen: Bellew	200	161	161	155	2	.	.	4	6	.	.	39	39	39	.
30 June	<i>Otter</i>	M: Squire	125	101	112	99	3	3	.	.	2	7	.	24	13	12	.
6 July	<i>Dispatch</i>	Ch: Mason	125	97	97	90	1	6	.	.	10	.	.	28	28	28	.
4 _____	<i>Raven</i>	Jno Stanhope	125	101	79	75	1	1	.	.	2	2	.	24	18	17	.
7 _____	<i>Thunder</i>	_____	80	80	65	38	1	.	.	25	.	1	.	.	.	.	.
_____	<i>Carcass</i>	Jno Howorth	70	70	59	51	1	.	1	.	1	3	3	.	.	.	.
_____	<i>Jersey</i>	W.A. Halsted	140	127	92	79	1	.	4	.	.	1	7	13	7	7	.
_____	<i>Strombolo</i>	S.W. Clayton	45	45	41	41	.	.	.	.	2	.	.	.	.	.	.
_____	<i>York</i>	Lt. T. Wallbeoff	50	50	32	30	.	.	.	.	2	1	1	15	15	15	.
11 _____	<i>Rose</i>	Jas Reid	160	126	100	98	2	.	.	.	6	.	.	34	34	33	.
7 _____	<i>Vigilant</i>	Jno Henry	150	120	119	117	2	.	.	.	12	.	.	30	31	30	.
10 _____	<i>Daphne</i>	St Jno Chinnery	160	126	127	117	2	.	.	.	4	8	.	34	27	24	.
12 June	<i>Mercury</i>	Jas Montagu	160	126	113	110	3	.	.	.	8	.	.	34	33	33	.
8 _____	<i>Swift</i>	Lt W: Titcher	125	97	95	86	1	.	1	7	.	.	.	28	28	28	.

UNDER THE COMMAND OF THE VICE ADMIRAL THE VISCOUNT HOWE OFF NEW-YORK." <sup>1</sup>

Ship's Company.										Supernumeraries.									
Marines.										Belonging to									
Sick.		Officers Names and Qualities.	Serjeants.	Corporals.	Drums.	Private.	Short of Comple ment.		Borne since last Account.			No. Ship.				Other Ship.			
On Board.	On Shore.						Seamen.	Marines.	More.	Less.	Reason of the difference.	Borne.	Mustered.	Chequed.	Sick.	Borne.	Mustered.	Chequed.	Sick.
3	6	{Edw: Owen Cap: L. Desborough 2 Lt S.H. Baumgarton " }	2	4	1	80	.	.	.	.	.	320	309	10	1	200	189	1	10
.	1	{Jno Christian Cap: Geo Hart 1 Lt Chris: Sharpe Capn: Lt }	2	2	1	50	.	.	2	.	Ed	47	39	1	7	11	11	.	.
6	21	{Edw: Katon 2 Lt John Mace 2 " }	2	4	1	79	29	5	.	.	.	.	.	.	.	.	.	.	.
.	2	{Nath English Cap: James Scott 1 Lt Walk: Tench 2 " }	2	4	1	79	5	1	1	.	Retd	.	.	.	.	.	.	.	.
6	2	{Jno Bowater Cap: Wm Ramsay 2 Lt Jonas Matthews 1 " }	2	4	1	48	24	1	.	2	DD	38	37	.	1	4	4	.	.
2	8	{Thos Gregg Cap: Geo Scott 1 Lieut Fras H. Oak 1 Lt }	2	4	1	79	6	1	1	.	Ed	.	.	.	.	.	.	.	.
2	2	{Jno Barclay Cap: Chas Murray 1 Lt Alex: Campbell 2d }	2	3	1	78	17	1	.	.	.	1	1	.	.	3	3	.	.
1	2	{Hector McNeale Cap: Chas S. Dalles 2 Lt F: Neverson 2 " }	2	4	1	79	2	1	.	.	.	.	.	.	.	.	.	.	.
1	.	{Rd Timpson Cap:Lt C.E. Conyers 2 Lt Theop: Lewis 2 Lt }	2	2	1	60	25	.	.	.	.	13	13	.	.	.	.	.	.
4	.	{James Knox 2 " }	1	2	1	33	22	6	.	1	DD	23	23	.	.	.	.	.	.
.	1	{Alex: Thompson 2d Lt Jas Allen 1 Lt Geo Yeule 2 Lt }	1	1	1	35	.	.	.	.	.	21	21	.	.	8	8	.	.
.	1		1	1	.	10	.	11	.	.	.	38	29	8	1	3	3	.	.
.	1		1	1	1	25	.	6	3	.	Ed	3	3	.	.	.	.	.	.
.	.		.	.	.	15	22	11	.	.	Ed	19	19	.	.	.	.	.	.
.	.		.	.	.	11	.	3	.	.	Ed	30	30	.	.	2	2	.	.
.	.		1	.	.	6	35	6	.	2	R.	9	8	1	.	.	.	.	.
.	.		.	.	.	4	.	.	2	.	Ed	.	.	.	.	.	.	.	.
.	.		1	1	.	13	18	.	1	.	R.	24	24	.	.	2	2	.	4
4	1	H: Rankin 1 Lt	1	1	1	30	26	.	.	.	.	31	11	20	.	2	2	.	10
.	1	Jno Creswell 2 Lt	1	1	1	27	1	.	.	.	.	5	2	3	.	3	3	.	.
.	3	L. Campbell 2 Lt	1	1	1	23	.	7	.	.	.	5	5	.	.	5	5	.	.
2	.	Geo: Butler 1 Lt	1	1	1	30	13	1	.	.	.	10	10	.	.	.	.	.	.
.	.	Chas Mody 2 Lt	1	1	1	24	2	.	.	.	.	.	.	.	.	3	3	.	.

## "AN ACCOUNT OF THE STATE AND CONDITION OF HIS MAJESTY'S SHIPS AND VESSELS UNDER

DATE.	Ship or Vessels Name.	Whole Number Virtualled.	Total No.		Of the Seamen.			Provisions on Board for the Comple- ment at whole Allowance.										
								Days.					Weeks.					
			Of Seamen.	Of Marines.	Officers and Servants.	Petty and Able.	Ordinary.	Landmen.	Bread.	Beer.	Brandy.	Rum.	Wine.	Beef without Flour.	Pork.	Pease.	Oatmeal.	Flour & Suet without Beef.
7 July 1777	<i>Eagle</i>	995	952	90	69	363	.	.	98	.	.	98	.	6	14	14	14	8
	<i>Preston</i>	406	310	57	51	218	25	16	70	.	.	91	.	5	10	10	10	5
	<i>St Albans</i>	382	377	89	45	147	78	107	112	2	.	103	.	8	15	15	15	7
	<i>Nonsuch</i>	470	405	89	46	258	45	56	84	3	14	63	.	7	12	12	12	5
	<i>Centurion</i>	336	269	56	39	199	12	19	77	.	.	8	.	6	14	14	14	6
	<i>Raisnable</i>	448	404	89	43	247	52	62	112	.	.	112	.	16	16	16	16	8
	<i>Augusta</i>	410	347	87	48	206	62	78	77	6	28	59	.	11	11	11	11	11
	<i>Somerset</i>	500	428	89	46	322	31	29	90	2	.	84	.	10½	13	12	12	2½
	<i>Isis</i>	325	258	67	37	161	26	34	105	1	13	99	.	7	12	15	15	7
	<i>Richmond</i>	211	169	39	28	66	24	35	63	.	.	63	.	6	9	9	9	3
	<i>Liverpool</i>	223	161	39	28	133	.	.	55	.	.	85	.	11	13	9	14	6
30 June	<i>Otter</i>	143	112	13	25	87	.	.	56	.	.	56	.	4	8	1	1	4
6 July	<i>Dispatch</i>	121	97	28	25	48	19	5	56	.	.	70	.	10	10	10	4	5
4	<i>Raven</i>	95	78	17	23	56	.	.	84	.	.	90	.	7	11	12	12	5
7	<i>Thunder</i>	57	65	.	24	41	.	.	33	3	.	34	.	2	4	4	4	2
	<i>Carcass</i>	81	61	.	15	44	.	.	64	5	.	84	.	4	12	12	12	6
	<i>Jersey</i>	94	92	7	25	39	21	7	3	2	.	40	.	1	.	1	1	1
	<i>Strombolo</i>	41	41	.	7	33	1	.	84	4	.	86	.	10	12	12	12	2
	<i>York</i>	75	32	20	3	29	.	.	60	.	.	58	.	4½	9	9	9	4½
11	<i>Rose</i>	144	100	44	26	74	.	.	36	.	.	42	.	5	4	2	5	3
7	<i>Vigilant</i>	152	127	31	28	49	37	5	112	.	.	112	.	8	16	16	16	8
10	<i>Daphne</i>	151	127	27	23	86	10	8	28	.	.	21	.	1½	3	3	3	1½
12 June	<i>Mercury</i>	156	113	33	24	62	.	27	35	.	.	10	.	8	10	10	10	4
8	<i>Swift</i>	118	95	28	18	44	18	15	69	.	.	69	.	11	11	11	11	11
A Duplicate																		

1. PRO, Admiralty 1/487, 476.

## THE COMMAND OF THE VICE ADMIRAL THE VISCOUNT HOWE OFF NEW-YORK." [continued]

				Water in Tons.	Stores wanting.			Officers.		Condition of Ship.	When last Cleaned.
Butter	Cheese.	Oil.	Vinegar.		Boatswains.	Gunners.	Carpenters.	Absent.	Occasion.		
4		10	14	145	(—	Part	—)			Fit for Sea	6 Mar: 1776.
5		5	10	120	(—	Part	—)	1 Lt Mars	Hospital	Fit for Sea	25 Mar: 1776.
8		8	15	145	(—	Part	—)	Boats:	Hospital	Fit for Sea	10 Sep: 1776.
		12	12	140	(—	Part	—)	Chapl:	Sick at Plymo	Fit for Sea	17 Aug: 1776.
7		6	15	120	(—	Part	—)	2d Lt Mars	Leave	Fit for Sea	15 Aug: 1775.
8		8	16	157	(—	Part	—)	1 Lieut:	None Appointed	Fit for Sea	12 Feb: 1777.
3		2	11	140	(—	None	—)			Fit for Sea	30 Aug: 1776.
		11	11	170	(—	Part	—)	Chaplain	None Appeared	Fit for Sea	10 Feb: 1777.
		15	15	144	(—	Part	—)			Fit for Sea	28 Dec: 1776.
9			9	49	(—	Part	—)	{ 1 Lieut:	{ Discharged Hospt Ship }	Fit for Sea	17 Ap: 1776.
1		8	14	17	(—	Part	—)	{ Gunner }			
7			3	10	(—	Part	—)	1 Lieut:	Sick at Plymo	Fit for Sea	26 Mar: 1777.
		12	19	14	(—	Part	—)	Purser	Leave	Fit for Sea	22 May 1777.
7		4	12	50	(—	Part	—)	Surgeon	Sick Qtrs	Fit for Sea	17 Feb: 1777.
4			4	26	(—	Part	—)			Fit for Sea	24 May 1777.
10		2	12	20	(—	Part	—)			Leaky	10 Nov: 1775.
										Fit for Sea	7 Mar: 1776.
1/2				65	(—	Part	—)			{ Decks & Upper Works want Caulking }	8 Dec: 1775.
6				40	(—	Part	—)	Boats:	None Appointed	Fit for Sea	17 Feb: 1776.
8			6	6	(—	Part	—)			Clean	11 May 1777.
4				45	(—	Part	—)			{ Single Bottom & wants Repairs }	9 Mar: 1774.
4		12	16	70	"	"	"			Fit for Sea	1 June 1777.
1		2	3	18	(—	Part	—)			Fit for Sea	23 Mar: 1776.
3	2	4	10	15	(—	Part	—)	Cook	Haslar Hosp	Fit for Sea	6 Mar: 1777.
		11	11	8	(—	Part	—)			Fit for Sea	Launched 27 Jan'y 1777

HOWE

HOWE



CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL NAVY BOARD  
OF THE EASTERN DEPARTMENT<sup>1</sup>

Gentlen In Marine Committee Philadelphia July 11th 1777

As there are now lying within your Department several Continental Vessils of War, which if at Sea might do essential service, we are exceedingly anxious to have them out for these desirable purposes; and have strong hopes from your exertions, that they will not remain long inactive We know of no better way they can be employed, then in Cruizing, and now direct and Authorize you to send them out as fast as they can be got ready, directing the Commanders to such Lattitudes as you shall think, there will be the greatest chance of success in intercepting the Enemies Transports and Merchant Ships; and they are to Take burn, Sink or destroy as many of their Vessils of every kind as may be in their Power; The Prizes they may take are to be sent into the most convenient and safe Ports in these States, adressed to the Continental Agents.

We shall leave you to judge of the Time for which each Vessil is to Cruize, and when they return into Port, you must again dispatch them with all Possible expedition on fresh Cruizes, always advising us of their Arrival, and the Time you think they will be ready for Sea, but they are not to be detained for any further Orders from us.

You are to instruct the Commanders that they are to be careful of the Ships their Stores and Materials, that they Support strict discipline on board their Vessils, but treat their People well. Prisoners are to be treated with humanity; and that they are to be accountable to you for the expenditure of everything on board their Ships, recommending to them a strict observance of frugality and Economy. We remain Gentlemen [&c.]

John Hancock Presidt

By Order Marine Board

1. William Vernon Papers, Box 1, 40, NHS.

VIRGINIA NAVY BOARD TO CAPTAIN FRANCIS BRIGHT,  
VIRGINIA NAVY BRIG *Northampton*<sup>1</sup>

Sir/ Navy Board [Williamsburg] 11 July 1777

The Ballast you are in want of is on Board Capt Taylors Vessel<sup>2</sup> and cannot be spared, you must therefore endeavour to supply the Place with Shingle Ballast or any thing that will answer the purpose. – There is no White line to be had or you should be furnished with it. – We expect and doubt not but you will make all the dispatch in your Power in getting your Vessel cleaned and coming down as soon as Possible. –

N.B. You are desired to have your Vessel smok'd & thoroughly cleaned in Order to prevent Sickness amongst your Men & be particularly careful in keeping her Clean. –

Thomas Whiting 1st Comsr

1. Navy Board Letter Book, 92, VSL.

2. Ship *Tartar*.

VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM SAUNDERS,  
VIRGINIA NAVY ROW GALLEY *Manley*<sup>1</sup>

Sir/ Navy Board [Williamsburg] 11 July 1777  
You are desired on the receipt hereof to repair with all dispatch in your power with your Galley from your present Station to the Mouth of Queens Creek and when you arrive there wait on the Board for further Orders. —

Thomas Whiting 1st Comsr

1. Navy Board Letter Book, 92, VSL.

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

July 1777 Cape Henry NWBN 3 Leagues  
Thursday 10th at 4 AM saw 5 Strange Sail in the offing, the *Senegal* and *Raleigh* in Chace, we weigh'd and gave Chace, at 8 AM light airs inclinable to a Calm, hoisted the Barge, Cutter and Longboat & sent them to 3 of the Sail, at 11 AM saw our Boats Board them, which were the Sloop *Friendship*, from Virginia, bound to havannah with Flour, Sloop *Resolution*, from Baltimore, bound to Curracoa, with Tobacco and Flour, Sloop *Betsey*, from Virginia, bound to Cape Franco, with Tobacco,<sup>2</sup> Guns expence, fired 10 Six pounders, at the Vessels.  
Ditto Wear at 4 PM sent hands onboard the Prizes, at 5 PM the *Senegal*, and *Raleigh* Joined us, who had taken 2 prizes, with Flour and Tobacco, anchored with the small Bower in 7 fathom Water & Made the Signal to anchor,  
Friday 11th At 8 AM Made the *Senegals* Signal for the Captn at 11 AM weigh'd & came to Sail with one Prize towards Cape Henry, the *Senegal*, *Raleigh* and 4 prizes weighed and stood to the Eastward.  
Moderate & fair Wear at 2 PM lost sight of the *Senegal* &ca at 3 PM Anchored with the Small Bower in 7½ fathom Water, at 4 PM got the Prize along side, took her Cargo out and scuttled her.

1. PRO, Admiralty 51/311.

2. See Purdie's *Virginia Gazette*, July 18.

LORD MACARTNEY, GOVERNOR OF GRENADA, TO LORD GEORGE GERMAIN<sup>1</sup>

[Extract]

Grenada

My Lord

No 26.

St George's July 11th 1777

Since I had the Honor of writing to you last, I have received a Letter from Monsieur de Bouillé, the new Governor of Martinique, a Copy of which I now send to your Lordship.

Monsieur de Kersaint, who brought me this letter seemed to be particularly commissioned to assure me that The Marquis de Bouillé disap-

proved very much the Conduct of his Predecessor, The Comte D'Argout, The line now adopted, he said, was to permit no public armaments by the Rebels in any of the Ports of his Government, and still less to permit any prizes made by them to be brought in and sold there, That however, I must not be surprised, if such things sometimes happened in the remote Bays, it being impossible to watch every part of the Coast in such a manner, as to prevent them, particularly as these abuses commonly pass in the night time, and are managed by Smugglers and Buccaneers, equally interested in eluding his Vigilance, and ours. Monsieur de Kersaint concluded by saying that the Marquis de Bouillé was a man of honor and above conniving at any thing he disavow'd. I have mentioned these particulars to your Lordship that by Comparing this Language with Other informations you may form a better idea of the real intentions of the French in this Quarter of the World – For my own part, I imagine they will still continue to play the same game, but that it will be play'd with more decency and address than when Monsieur D'Argout dealt the cards – I am the more disposed to think so, because I have received accounts that even since the new Governor's arrival, one or two Vessels of ours, have been taken by the Rebels and carried into Martinique or St Lucie in such a manner as was almost impossible for him to be a Stranger to, but from the negligence of some persons and the desertion of Others, who might prove the facts, I have not been able to authenticate them properly, and I am determined never to commit the dignity of this Government by making an ill grounded or a defective complaint.

On Wednesday the second Instant, Vice Admiral Young arrived here and set sail again for Antigua the Monday following. I had a good deal of conversation with him on the subject of the many captures and losses Sustained by the Islands under my Government, and earnestly repeted to him my request for his protection. He assured me of every assistance in his power, but lamented that the ships under his Command were inadequate to the service. Of this indeed we had very sufficient Evidence, for even whilst the Admiral was lying here and his flag flying on board a 50 Gun Ship, Both Tobago and the windward parts of this Island, were hourly insulted by a number of small Privateers which either took our small Craft when they ventured to sea, block'd them up in the Bays, or cut them out as they lay at Anchor. Thus all the Navigation of the Coast was interrupted. No produce could be brought round to the Ports for shipping home, and many Vessels have been disappointed of their loading for this Convoy – The Government Sloop which might have afforded us some assistance was unluckily absent, having been dispatched to Antigua with some prisoners a few days before, And it was with infinite concern we beheld the Admiral unable to protect us – He was under a necessity of returning immediately to English harbor, but if that had not been the case, a large ship like his, could not have acted with efficacy against these Picaroons, and as for his other Vessels, none of them were in the Neighborhood, or likely to appear. They sometimes call in here but are scarcely ever seen cruising for any time near this Island or Tobago; As we lye so far to the Southward and are quite out of the track of the American Trading Ships, there are no prizes to be met with in these

parts to reward the Services of ships of War, and that circumstance has been hinted at by some discontented people here, as a reason for our being neglected, but I should be extremely sorry to entertain even for a Moment so injurious an Idea – Your Lordship will however permit me to offer it as my humble opinion & I offer it with the utmost submission and deference that it will be almost impossible to afford the Southern Caribbee Islands, the necessary protection by sea, untill they are made a distinct command from the flag at Antigua. On the mere inspection of a Map, This may not Perhaps appear evident at first sight, but no true judgement can be found of a point of this kind, from any Chart or Draft whatsoever – The nature of the Wind and the setting of the Currents in this part of the West Indies are such, that all Science and Speculation are baffled, all foreign experience is contradicted, and none but a practical Navigator or Geographer on the spot can form any just Idea of them – The *Druid* Sloop of War, was Six Weeks, without being able to get to Barbados from Antigua and the *Beaver* not long since made several attempts to reach Tobago but could not accomplish it.

. . . I must not omit observing that the Men of War, which convoy the West India fleets from England, seldom proceed farther than Barbados with the Ships bound for Grenada and Tobago, but leave them to Shift for themselves in the remainder of their Voyage; Now the most dangerous part of the Voyage is precisely between Barbados and these Islands, that some of the most Considerable Captures have been made.

The Difficulty of procuring Seamen here was never known to be so great as of late – Fifteen Guineas P Man are now given for the trip home. I have the Honor to be with the highest Respect, My Lord [&c.]

Macartney

1. PRO, Colonial Office 101/20, 231-34.

## 12 July

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Rainbow* at Halifax 12th July 1777.

I request You will do me the Favor of acquainting their Lordships that having Permission from the Viscount Howe Commander in Chief of His Majesty's Ships in America to go on a Cruize with the Ship I command, I in consequence of it, sailed from this Port at 3 o'Clock in the Morning of Sunday the 6th instant; & that same Afternoon at ½ past 4, (Cape Sambro then bearing NE about 12 Leagues distant,) the Man at the Mast head discovered 3 Sail, to which we immediately gave Chace, but from the Distance I could form no Judgement of their Force, or what they were, the *Victor* Brig was at this Time in Company 3 or 4 Miles astern, & as her Rate of Sailing was inferior to that of the *Rainbow*, I made the Signal for her making more Sail, to avoid separating from her: at Sun set we had gained so much on the Chace, as to discover they were large Ships, standing as we were on the Starboard Tack, with the Wind at WNW; I judg'd from thence, that they were bound to some of the Ports of New England.

I followed them with all the Sail I could croud, & at dawn of Day next



*Died 4.*

*Sir George Collier Knt.  
Vice Admiral of the Blue.*



*Engraved by W. B. 1816 by John Gold Naval Chronicle Vol. 273 Part 1 London.*

Morning saw them again about 3 Points on the Weather Bow, with a Sloop in Company, the prest Sail I carried all Night, had encreas'd the Distance from the *Victor* Brig so much, that She was no longer discernable from the Mast head: – the Ships we were in Chace of, were about 5 or 6 Miles distant, & from many Circumstances I had no doubt were part of the Rebel Fleet, who had sailed some Time before from Boston under the Command of Manley; continuing the Chace & gaining upon them, they quitted the Sloop, & set her on Fire, going off in a regular Line of Battle ahead, & setting Top Gallant Royals, & every Sail that could be useful to them.

A little after Six we discovered another Sail standing towards the Rebel Ships; she cross'd us on the contrary Tack at about 4 Miles distance, & put about when they could fetch their Wakes; from her not making the private Signal to me, I concluded that she was another of the Rebel Frigates, & therefore paid no Regard to an English Red Ensign She hoisted, & two Guns she fired to Leeward.

About Ten in the Morning the Enemys Ships went away lasking, & three Quarters of an Hour afterwards I was surprized to see several Shot exchanged between the Sternmost of them, & the Stranger who had last join'd, & whom I had hitherto look'd upon as another of their Fleet, I then hoisted my Colours, shortly after which the two Sternmost of the Rebel Frigates hawl'd their Wind, whilst the headmost kept away about 2 Points from it; this brought the English Ship (which I afterwards found was the *Flora*.) more abreast of them who pass'd to Windward exchanging a Broadside with each, & pursuing the Fugitive who from the Alteration 2 or 3 Times of her Course seemed uncertain which to steer; the *Flora* gain'd fast upon Her, which She perceiving hawl'd her Wind again and soon afterwards Tack'd & stood after her Comrades exchanging a Broadside with the *Flora* as they pass'd each other.

I was just putting about after the two Ships when I observed this unexpected Manoeuvre of the Rebel Frigate, which made me stand on something longer before I tack'd hoping to get her within reach of my Guns as She pass'd me. – I accordingly did so, but had not the good Fortune to bring down either a Mast or Sail by my Fire.

I tack'd immediately after her, & soon afterwards saw the headmost Rebel Frigate put about; She passed me just out of Gun Shot to Windward, & appeared a very fine Ship of 34 Guns with Rebel Colours flying; one of the Gentlemen of my Quarter Deck had been a Prisoner lately at Boston, & knew her to be the *Hancock* on board of whom Manley commanded, the Sea Officer in whom the Congress place all their Confidence & Reliance & who is the Second in Rank in their Navy.

The Ship I had fired upon, I found outsail'd me & soon after my Tacking went away lasking, whilst the other Frigate kept her Wind, I then saw with Concern, that one of the three must unavoidably escape if they steered (thus) different Courses, I therefore judg'd it best to put about and follow the *Hancock* which appeared the largest Ship. – whilst I was in Stays the *Flora* pass'd me very near in pursuit of the Ship I had fired upon.

It was about 2 o'Clock in the Afternoon of Monday the 7th of July that I tack'd after Mr Manley who seemed at first rather to outsail the *Rainbow*, but I understood afterwards that to endeavor making his Ship Sail better, He started all his Water forward & by that Means put her out of Trim. – an Hour before the close of Day He altered his Course & kept away large, we however got so near to Him before Dark as enabled us by means of a Night Glass to keep sight of Him all Night: at dawn of Day He was not much more than a Mile ahead of me, soon after which we saw a small Sail to Leeward, which we found to be the *Victor* Brig who as we pass'd fired at the Rebel Frigate & kill'd one of the Men at the Wheel, but was not able from bad Sailing to keep up, or come near her, any more: – about 4 in the Morning I began firing the Bow Chace upon her, with occasional Broad-sides loaded with Round & Grape, as I could bring them to bear, some of which struck her Masts & Sails: at  $\frac{1}{2}$  past 8 I was so near as to hail her & let them know, that “if they expected Quarters they must strike, immediately”; Manley took a few Minutes to consider, & a fresher Breeze just then springing up, he availed himself of it, by attempting to set some of the Steering Sails on the other Side, I therefore poured a Number of Shot into Him, which brought Him to the desired Determination, & He struck the Rebel Colours to His Majesty's Ship, a little before 9 o'Clock in the Morning, after a Chace of upwards of 39 Hours.

I sent my first Lieutenant (Mr [Thomas] Haynes) to take Possession & to send the Prisoners on board, She proved to be a Rebel Frigate fitted out by the Congress called the *Hancock*, of 32 Guns mostly 12 Pounders, & had about 229 Men on board; Her Compl is 290 Men; the remr were in the *Fox*; She is a very Capital & large Frigate, is quite new off the Stocks, & I am inform'd that tho' from her Foulness & their mismanagement we came up with Her, yet that She is one of the fastest Sailing Ships ever built.

Mr Manley inform'd me, that the Ship the *Flora* was in Chace of was His Majesty's Ship the *Fox* of 28 Guns which He had lately taken on the Banks of Newfoundland, after a very warm Action of 2 Hours, & that the other Frigate was the *Boston* of 30 Guns, commanded by McNeal – I found Capt Fotheringham late Commander of the *Fox* & 40 of his People on board the *Hancock*, but his Officers & some other of his Men were put on board the *Boston* Frigate, & the remainder sent in a Fishing Vessel they met to Newfoundland.

After taking out the Prisoners I found it necessary from their Numbers being very near as many as my own Ships Company to return to Halifax, where I arrived with my Prize on the 11th Instant.

Manley seem'd much Chagrin'd at his not having engaged the *Rainbow*, when He found she was but a 40 Gun Ship, as He had all along mistaken Her for the *Raisnable* whom He knew, was very lately at Louisbourg: – His Capture will be extremely despiriting to the Rebels, as they plac'd the entire Direction of their Navy, in Him.

It is but Justice, to mention the very great Diligence & Alacrity shewn by all my Officers & Men during this very long Chace, & I beg leave to

recommend them to their L's Notice; Mr Haynes (the first Lieutenant) is deserving of every Commendation I can give Him; Mr Saml Osborne & Mr Edwd Dalton, (the acting 2d, & 3d,) are very worthy of Preferment, tho' they have not yet been so happy to obtain Commissions as Lieutenants.

The 16th of June Governor Arbuthnot & myself receiv'd Advices, that a Party of Rebels (suppos'd about 200) had landed in the River St John's, & were imagined to be an advanced party of a greater Number. — Major Genl [Eyre] Massey consenting to send some Troops to dispossess them, I ordered Capt Hawker of the *Mermaid* to proceed with all Expedition for St John's River, on board whom some of the Highland Regiment embark'd, the *Mermaid* was likewise accompanied by the *Gage* arm'd Sloop, & the *Nova Scotia* arm'd Schooner, in the latter of which I sent one of the Mates of the *Rainbow*, & a small Detachment of Seamen.

By Expresses to the Bason of Minas, & Annapolis [Royal], I directed the Captains of the *Vulture* & *Hope* to proceed with all possible Expedition to St John's, & follow the Orders of Capt Hawker; Col. Frankland the Superintendent of Indian Affairs, embarked in the *Hope*, together with as many Troops from Windsor as She could stow: — a Detachment from Fort Cumberland was likewise ordered, under Brigade Major Stedholm, who was to command all the Troops sent on this Occasion: For the Result of this Expedition, I beg leave to refer their L's to (the Copy of) Capt Hawker's Letter to me, which is enclosed herewith.<sup>2</sup>

I had the very great Satisfaction on my Arrival, to find the *Flora*, & the *Fox*, both here; She had retaken the latter, shortly after I pass'd her, without any great Resistance on the Part of the Rebels, of which I judge Capt Brisbane will give their Lordships an Account. I am Sir [&c.]

Geo Collier

Manley is an Englishman born at Torbay; <sup>3</sup> his Captain (whose Name is [Daniel] Watters) is an American, & one of the best Officers they have. — I have sent them both in the *Syren*, to Lord Howe, as there is no place here, of sufficient Security to confine them in.

[Endorsed] Rd 20 Augt at 1½ past 11 P. M. 26 Sepr Ansd

1. PRO, Admiralty 1/1611, 61–63.

2. PRO, Admiralty 1/1611, 26.

3. Manley was born in the village of St. Marychurch on the outskirts of Torquay near Torbay. Philip Chadwick Foster Smith, *Fired by Manley Zeal; A Naval Fiasco of the American Revolution* (Salem, Mass., 1977), 5.

"EXTRACT OF A LETTER FROM SIR GEORGE COLLIER TO  
THE VISCOUNT HOWE, DATED THE 12TH OF JULY 1777." <sup>1</sup>

[Halifax]

I must beg leave to mention that the *Hancock* is exceedingly fit in every Respect for His Majesty's Service; and, in the Name of myself and the other Captors, desire to offer her to your Lordship for that purpose, if it is your Pleasure she should be purchased, at whatever Valuation the Officers of the King's Yard here may put upon her. — Her Dimensions are in the Paper No 3; <sup>2</sup> and Captain Fotheringham informs me, that whilst he was onboard her,



she went (tho' foul) Thirteen Knots, and could have carried much more Sail than she had out.<sup>3</sup>

[Endorsed] 7 In Lord Howe's Lre of the 28 Aug 1777

1. PRO, Admiralty 1/487, 496.

2. See next entry.

3. *Hancock* was taken into the Royal Navy and renamed *Iris*.

#### DIMENSIONS OF CONTINENTAL NAVY FRIGATE *Hancock*<sup>1</sup>

Copy.

[Halifax, July 12, 1777]<sup>2</sup>

"Principal Dimensions of the Rebel Frigate *Hancock*"

	ft	Ins
Length on the upper Deck	140	8
Breadth on Do	30	2
Length of Keel for Tonnage	116	2¾
Extreme Breadth	35	2
Depth in the Hold	10	7
Burthen in Tons	764	
Height between Decks	5	6
Do in the Waste	5	0
Size of the Gun Ports { fore & aft	2	7
{ up & down	2	2
Length on the Quarter Deck	57	8
Length on the Forecastle	31	3
Draught of Water { Afore	14	0
{ Abaft	15	10
Height of the Ports from the { Forward	9	0
Surface of the Water { Midships	8	2
{ Abaft	9	2

[Endorsed] 8 In Lord Howe's Lre of the 28 Aug 1777

1. PRO, Admiralty 1/487, 499.

2. Date approximated from a letter of July 12 from Captain Sir George Collier to Vice Admiral Lord Howe.

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

(Copy)

My Lord,

I have the Satisfaction to acquaint your Lordship, that His Majesty's Ship the *Rainbow* is just now come in, and brought the *Hancock* with her, an account of which matter I have the honor to transmit to your Lordship from Sir George Collier – And as I think it is of importance that your Lordship should have the earliest Intelligence of this matter, I have given Captain Furneaux of the *Syren*, Orders to proceed immediately to your Lordship with the Accounts of it.

I beg leave to acquaint your Lordship that on the 23d of last month in my passage from Rhode Island to Boston Bay, I took a Sloop called the *Friendship* under French Colours, come from Newberry bound to Martinico,

inclosed I have the honor to transmit to your Lordship the Intelligence I received from Monsieur Devenporte owner of the Sloop *Friendship*.

We shall be ready to go to Sea the beginning of the Week My Lord, and put the remaining part of Sir Peter Parker's Orders into execution.

I have the honor to be [&c.]

*Flora*, Halifax, the 12th July 1777.

J: Brisbane

[Endorsed] 3 In Lord Howes Lre of the 28 Aug 1777

1. PRO, Admiralty 1/487, 487.

"COPY OF A LETTER FROM CAPTAIN BRISBANE OF HIS MAJ'S SHIP  
*Flora*, DATED AT HALIFAX THE 12TH JULY 1777 TO  
THE RT HONBLE LORD VISCT HOWE"<sup>1</sup>

Intelligence received from Monsieur Frederick Davenport Owner of the Sloop *Friendship*, sail'd from Newberry the 18th Inst [*sic* June] and bound to Martinico.

The *Amphitrite* a French Ship from Havre de Grace mounting 20 or 24 Guns loaded with Military Stores arriv'd at Piscatua the beginning of April last, and likewise a few days after, another French Ship (Name forgot)<sup>2</sup> mounting 24 Guns, having on board Chevalier De Bore to act as Brigadier General in America, and if he remained 2 Years, was to retain that Rank in France, had a Commission for superceding the Governor of St Domingo, if stopped by a British Man of War, had on board 60 Artillery and Engineer Officers, the Chief of the Latter's Name, Du Plessis, the military Stores were sent from Piscatua by land to Boston, Monsieur De Coudre arriv'd with 4 more Officers in a small Schooner from St Domingo, the latter end of May and landed at Piscatua, both the above French Ships were afterwards to proceed to Virginia or Carolina to take in a loading there for Bourdeaux, and that Monsieur F Davenport heard from a Member of the Council at Boston that the Congress had given orders to raise a Regiment under the Command of Brigadier Little to march to Fort Frederick in the River St John in Nova Scotia, to take Possession of or destroy that Fort if rebuilt.

1. PRO, State Papers 42/51, 261-64. Enclosed in Lord Howe's letter to Philip Stephens, August 28, 1777, PRO, State Papers 42/51, 259.

2. *Mercury*.

CAPTAIN JOHN PAUL JONES TO CAPTAIN JOHN ROCHE<sup>1</sup>

Sir -

Portsmouth July 12th 1777.

I am come here on a disagreeable errand - to Supercede you, against whom I have no cause of complaint. Delicacy would not permit my more early Appearance. I wished to give you time to consider Seriously whether your Suspension can be in any respect Owing to me: You must be convinced that it was not when you recollect that I was Appointed to command a far better Ship than the *Ranger*: Besides, I believe you think me incapable of Baseness.

You will have an Opportunity of disproving whatever may have been

said to your disadvantage, and the charges against you, whatever they are, must be supported by incontestable Facts, otherwise they will gain no credit with men of Candor and Ingenuity. Your Present calamity may yet terminate in your future happiness: When it Appears that you have been wrongfully charged, You will be entitled to a greater share of Public goodwill and Approbation than you could otherwise have claimed. I wish you well – and am Sir, [&c.]

Jno P Jones

1. U.S. History Mss., Lilly Library, IU.

# MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Board of War [Boston] 12 July 1777

Order'd The Comy deliver John Bradford Esq 300 weight Sheet & 300 wt Bar Lead for the Continental Ship commanded by Capt [Samuel] Chew,<sup>2</sup> he paying for it

1. Mass. Arch., vol. 148, 406.

2. Continental Navy brig *Resistance*.

## LEONARD JARVIS TO JOHN BRADFORD <sup>1</sup>

Dear Sir

Dartmouth July 12th 1777

I have the pleasure at last of being able to inform you that We have got a Mast into the Sloop *Providence* – & am in hopes that we shall get her to Sea the Next Week without troubling you further than in procuring for her the Drugs &c agreeable to the Memorandum that I have delivered Mr Vesey<sup>2</sup> which was made out at my request by the Physicians of this place who examin'd the Sloops Medicin Chest.

I wrote you by the Post – but as I have not been favor'd by him with an Answer apprehend my Letter miscarried – I then requested a Sett of Instruments – if they should be procur'd please to erase them from Mr Vesey's Memorandum – I also beg'd the favour of you to inform me if I was to pay an Account that has been exhibited to me against a Man who was captur'd in the *Active* & who met with the Misfortune of having both his Legs broke – I recollect nothing further for your detention at present – when any thing turns up worthy your Notice shall do myself the pleasure of writing – in the interim beg leave to subscribe myself – [&c.]

Leo: Jarvis

Mr Vesey has handed me this instant a Bill of his Board from April 1st to June 26th he says the Officers are always allow'd Board from the time they leave one Ship 'till they enter into another – & the Vessel on board of which they enter pay it – I beg to be inform'd if this is right – I am in Advance, I believe, for Congress – how am I to obtain my Money<sup>3</sup>

1. Dr. John K. Lattimer Private Collection, New York, N.Y.

2. Lieutenant Joseph Vesey of the Continental Navy brig *Cabot*.

3. See Bradford's reply to this letter on July 14.

ADVERTISEMENTS FOR DESERTERS FROM THE RHODE ISLAND NAVY  
ROW GALLEY *Spitfire*<sup>1</sup>

[Providence, July 12, 1777]

Deserted from the Galley *Spitfire*, commanded by Capt. Joseph Crandall, William Smith, about 5 feet 8 inches high, short black hair, and of a dark complexion: Had on when he went away a light coloured surtout and jacket, and a pair of long checked trowsers. Whoever will take up said deserter, and secure him in any of the gaols of this State, or deliver him to the subscriber, shall receive Five Dollars reward, and all necessary charges, paid by me.

Joseph Crandall.

Deserted from the Galley *Spitfire*, commanded by Capt. Joseph Crandall, Thomas Barker, 30 Years of Age, about 5 Feet 10 Inches high, short curled black Hair: Had on when he went away, a blue Coatee, new Ravens Duck Trowsers, and white Yarn Stockings. Whoever will take up said Deserter, and secure him in any Gaol in this State, or deliver him to the Subscriber, shall have Five Dollars Reward, and all necessary Charges, paid by me.

Joseph Crandall.

1. *Providence Gazette*, July 12, 1777.

CAPTAIN JOHN HODGE TO CAPTAIN ABRAHAM LEWIS<sup>1</sup>

Sir Ship *Montgomery* [off Poughkeepsie] July 12. 1777

You'll immedy put your Vessel in as Compleat Order for a State of Defence as you possibly can, the Men that I shall send on Board your Gally are to be immedy under your Command & follow your Directions Any Assistance that you want, or I can furnish you with, you may Rely on I am [&c.]

John Hodge

To Captn Abraham Lewis of *Lady Washington* Galley

The Signals to be given on the Appearance of the Enemy are the Firing of two Cannon by General [James] Varnum at Peeks Kill one minute from each other, two by General [Jedediah] Huntington, and two by General [Samuel H.] Parsons to be Answerd by two at Fort Independant, two at Fort Montgomery, two at Fort Constitution, and the B[e]acon there fired as usual to be Answered by two from the Brass Twenty four Pounder near New Windsor

John Hodge

1. Emmet Autograph Collection, 7073, NYPL.

ADVERTISEMENTS FOR DESERTERS FROM THE CONTINENTAL NAVY SHIP  
*Champion* AND THE PENNSYLVANIA NAVY ROW GALLEY *Ranger*<sup>1</sup>

Deserted from the Continental ship *Champion*, under my command, a certain Peter Bommont, a Frenchman born, and calls himself a Doctor, about five feet three inches high. He had on a blue coat turned up with

white, a small gold laced hat, the remainder of his apparel unknown, speaks but indifferent English, chunky, fat and pockmarked. Whoever secures and delivers him at the Bird in Hand wharf, shall have Ten Dollars reward and reasonable charges.

Philad. July 12.

James Josiah

Deserted from the *Ranger* armed vessel, under my command, a certain Thomas Hogg alias Todd, who entered the 26th of June last, and received the state bounty, a down looking thin pale fellow, and not talkative, twenty-four years of age, about five feet nine or ten inches high, a crooked nose; had on when he went away a new blue knap short jacket lined with white flannel, a new brown Holland shirt, an old ozenbrugs trousers, and an old castor hat. He beats the drum tolerably well, and informed me he was formerly a drummer in Col. M'Veagh's battalion in the militia of this State. It is apprehended that he is now in the neighbourhood of Frankfort. If the said deserter returns to his duty within four days from the date hereof, I will fully pardon him for this his first offence; but should he refuse or neglect to return to his duty at the time appointed, whoever secures him in any jail, or delivers him on board, shall be entitled to Twelve Dollars reward, and reasonable charges. It is most earnestly requested and will be esteemed a particular favor of any officer in the marine or land service, should he offer to enter, to secure him.

Philad. July 12, 1777.

John Mitchell

1. *Pennsylvania Evening Post*, July 12, 1777.

JOSEPH BLEWER TO THOMAS WHARTON, JR., PRESIDENT OF THE  
PENNSYLVANIA SUPREME EXECUTIVE COUNCIL <sup>1</sup>

Sir/ State Navy Board [Philadelphia] July 12. 1777

We received your Letter of the 9th Inst. and have now to inform you, that the two State Gallies, Captains Price [John Rice] and [Richard] Eyres are preparing and will be ready by Wednesday next to proceed and act in conjunction with the Continental Gallies.<sup>2</sup>

Have taken an opportunity of A conference with the Commodore on the subject, and we are of opinion that we shall run a very great risque of the Fleet down the Cape May Channel, unless we can procure an equal force with the Enimy for it often happens that A Vessel taking the first of A Southerly breeze, from Sea will push up so fast as to overhawle any Vessels that may be miles up higher, before they feel the Wind, by which means the Enimees Ships may cut off our retreat, and in the interim, while our fleet is blockd up in that Channel the Enimy may send to New York to procure such Vessels as may suit their purpose and the consequence be a total loss of the Fleet.

And we wou'd further inform you that we have taken the enormous expence attending the Navy Service by means of employing a great number of Chevaux de Frise Pilots immediately, the annual expence whereof is £2160. – and their rations equal to their wages who are not in our opinion of any use at this time that we recommend to your consideration wether

they ought to be continued. We apprehend there is no necessity of a greater number, than for One to be appointed for each of the Fire Ships, the State Brig and Schooner and they can do all the duty that is necessary. — By order of the Board.

Jos Blewer Chairman

1. Simon Gratz Autograph Collection, Board of War and Navy Board, Case 1, Box 18, HSP.
2. Rice and Eyres commanded, respectively, the Pennsylvania Navy brig *Convention* and schooner *Delaware*. Both vessels had originally been planned as large galleys but were converted.

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

State Navy Board

Gentlemen/ [Philadelphia] July 12th 1777

This Board labours under the necessity of some rigging and cannot do without, and have no other method of being supply'd, but by Messrs Tittermarys', who cannot serve us without some men whom you have got, therefore you'll be pleased to furnish them with the following Men —

Arthur Kennedy	}	Two Men belonging to the Fleet [Pennsylvania Navy] & now at Work with James Wharton <sup>2</sup>
James Crowley		

1. Navy Board Minute Books, vol 2, Pa. Arch.
2. Wharton was Commissary of Naval Stores for the Continental Navy.

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

Sir/ Navy Board [Williamsburg] 12th July 1777

The Commissioners of the Navy desire you will on Receipt hereof immediately Order the *Hero* Galley to Back River there to be stationed and Cruize in the Bay in the day Time and return to her station of Nights. —

Thomas Whiting 1st Comr

1. Navy Board Letter Book, 93, VSL.

13 July (Sunday)

CAPTAIN SIR GEORGE COLLIER, R.N., TO CAPTAIN JOHN BRISBANE,  
H.M.S. *Flora* <sup>1</sup>

(Copy)

Rainbow, Halifax Harbour  
13th July 1777 —

Sir,  
After passing the Ship under your Command last Monday, I continued the Chace of the Rebel Frigate the rest of the day, with all the Sail I could croud; but I gained so little upon her by Wind, that I was extremely apprehensive I should lose Sight of her when Night came on, an Hour before Sun-set however she kept away large, and about Midnight, I got within Musquet Shot of her, but it was nine o'Clock in the Morning before I could prevail upon them to Surrender, I found her to be a very large Frigate of 32 Guns and 227 Men called the *Hancock*, and fitted out by the Congress to cruise upon His Majesty's Subjects, commanded by Manly the Second Officer of Rank in the Rebel Navy.

After taking out the Prisoners I judged it necessary from their Numbers to return to this Port immediately. I am Sir [&c.]

Geo: Collier

[Endorsed] 3 In Lord Howes Lre of the 28 Augt 1777

1. PRO, Admiralty 1/487, 488.

"SOME PARTICULARS RELATIVE TO THE MEETING THE REBEL SQUADRON UNDER MR MANLEY, BY HIS MAJESTY'S SHIP *Rainbow*"<sup>1</sup>

[Extract]

... I had the very high Satisfaction on my Arrival, to find the *Flora*, & the *Fox*, both here; She had retaken the latter, shortly, after I pass'd her, without any great Resistance on the part of the Rebels. – Nothing could be more singularly fortunate than my going to Sea at the Time I did, since besides my taking Mr Manley, & his Ship, I certainly was the means of recovering one Frigate of His Majesty's, & preventing another from being taken, which in all probability the *Flora* must have been, likewise. – I send by this Opportunity, Mr Manley's Flag to the Earl of Sandwich, in the Hope that He will be pleas'd to lay it in my Name, & with the most dutiful Submission, at His Majesty's Feet.

*Rainbow* at Halifax

Geo Collier

13th July 1777

1. PRO, Colonial Office 217/53, 161–63.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN PHILIP MARRETT<sup>1</sup>

Sir,

War-Office Boston July 13th 1777

You are hereby desir'd & authoris'd to proceed to Dartmouth & there if possible procure two swift sailing spy Boats with the utmost Expedition, if convenient to take some small Arms & Eight or Ten Men & Provisions proper, & sufficient Defence to keep off[f] Boats, and proceed out the Sound & if possible gain Intelligence of the Fleet & Army ready to sail from New York – let their Cruises be short, not exceeding 48 Hours, the Commander to send Expresses from any Port he can first make a Harbour of, & to proceed again to Sea in such short Cruises as is here prescrib'd & furnish us by repeated Expresses with all possible Intelligence of the destination of the Fleet. – If you cannot procure one or both these Vessels proceed to Falmouth or other Sea Port along the South Shore, & follow these directions applying at Dartmouth to Messrs Leonard Jarvis & Lemuel Williams & at Falmouth to Colo Joseph Dimick & Capt Shiverick of the House who in conjunction with you, or in your or their several Capacities are hereby empower'd to contract for, fit out, & if need be impress any Vessels, Horses or other Articles necessary for this important purpose upon an Emergency – Don't let the Arming cause any Delay, nor need you confine yourself to the number of Ten Men if less will go; – the Board hereby bind themselves to make good all Contracts, Engagements & Expences you may Incur, & as the important Station you fill in your own Regiment makes Your Presence

necessary you will not tarry longer than to bring Intelligence upon the first Return of a Boat. By order of the Board.

Sam<sup>l</sup> A Otis Prest P.T.<sup>2</sup>

1. Mass. Arch., vol. 151, 423.

2. Leonard Jarvis wrote to the Massachusetts Board of War from Dartmouth on July 16 that two vessels had been procured, "One of which saild yesterday morning, the other this morning." Mass. Arch., vol. 152, 282.

CAPTAIN JOHN HODGE TO THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

Gentn

Ship *Montgomery*, July 13, 1777.

Enclosed you have a copy of a letter just received from the honourable marine committee, at Philadelphia.<sup>2</sup> Agreeably thereto, I should have done myself the pleasure of waiting on you at Esopus, to join in filling up the commissions and warrants for the officers of this ship, but thought it imprudent to leave the vessel at this juncture, for fear of a sudden invasion.

I have the pleasure to acquaint you that the privateer *Camden* and both galleys are manned and in a proper state of defence, and my ship is also in great forwardness, and make no doubt but we shall be able to give the enemy (when they approach) a warm reception. Capt. [Thomas] Grennell, I am informed, is at present absent; of course, the command of the naval force here devolves on me, and you may depend I shall exert myself in the execution of the trust reposed in me.

My three best cables have been spliced together and stretched across the river, which I hope (and doubt not) will answer the purpose intended.

At the foot hereof you have a list of the gentlemen I beg leave to recommend as my officers, and would be extremely glad to receive their commissions, together with the pay list and rules and regulations of the navy, as soon as possible.

The warrant officers I have not as yet engaged; the blank warrants I should (if agreeable to you, gentlemen) be likewise glad to have, in order to fill up, when men qualified for the different stations offers or falls in my way. Your [&c.]

John Hodge

Robert Castle, first lieutenant, at present captain of the *Camden* privateer. Abraham Lewis, second do. at present captain of the *Lady Washington* galley. Wm. Matthewman, captain marines, entered on board May 20, 1777. Henry Bicker, first lieutenant marines, entered on board May 20, 1777. Thomas Elting, second lieutenant marines, entered on board July 6, 1777.

1. *New York Provincial Congress*, II, 511-12.

2. See Continental Marine Committee to Captains Grennell and Hodge, June 26.

MUSTER ROLL OF THE CONTINENTAL ARMY ROW GALLEY *Lady Washington* <sup>1</sup>

Return of the Ship's Company on board the *lady Washington* Galley  
Fort montgomery, July 13th 1777.

Abraham Lewis  
Anthony Glean

Capt  
Master



John Charnunder  
Ichabod Ward  
Nathaniel Crane

Boatswain  
Sergt  
Corporal

privates—

John Moore  
John Wheeler  
Abel Mallet  
Henry Linsey  
Samuel Burden  
Stephen Danwell  
Miles Wolman  
Oliver Darrel  
Ralph Smith  
Chilleil Parmer  
Daniel Rogers  
Ruben Wright  
Thomas Spencer

William Russel  
John Mason  
Levi Tuttle  
Azeriah Glading  
George Allen  
Rufus Fancher  
Nathan White  
Enoch Sparrey  
John Mathews  
John Brown  
Francis Foster  
Cornelius Hamlen

1. Record Group 45, Subject File "NA", Box 6, NA.

### JOURNAL OF H.M.S. *Ariadne*, CAPTAIN THOMAS PRINGLE<sup>1</sup>

July 1777

Barbados WSW 6 leags

Saturday 12.

First part moderate, middle and latter squally with rain. at 4 PM saw a sail in the NE quarter, out 2d reefs & gave chase, at 7 brot her too and sent the Boat on board, proved to be the *Snow Nancy* Nthl Jenkins Mastr from Bristol bound to Barbados, who was taken by the *Retaliation* an American Privateer.

Sunday 13.

at 5 AM sent a Midshipman & Men on board her & took her in tow. at 7 am Saw a Sail in the NW quarter. Cast off the Prize and gave chase. —

First part moderate, middle & latter Squally with Rain. Barbados SE  $\frac{1}{2}$  S 4 or 5 miles at 2 PM shortened sail and brot too the Chace, proved to be the Schooner *Fisher* Saml Masury Master from Salem bound to Surinam, took her in Tow and at 3 PM made sail. Mr Mackay & Wm. Bartholemew fell out of the Fore top & were drowd tho' all means were used to Save them.

1. PRO, Admiralty 51/60.

14 July

### NEWS FROM CASCO BAY, MAINE<sup>1</sup>

Falmouth (Casco Bay) July 14, 1777.

This Day a Man arrived here from Witch Casset, and informs, That last Sunday he was on board the *Boston* frigate, Hector M'Neal Esq: Commander, who was then at Anchor in that Harbour. Capt. M'Neal informs, that four Weeks ago, Commodore Manly fell in with the *Fox* Frigate of 28

Guns, and after an Engagement of 4 Hours, the *Fox* was obliged to strike to Commodore Manly; who lost eight of his Men in the Engagement. Capt. M'Neal has on board the *Boston* all the Officers and part of the Men, the Officers are landed at the Eastward, and the Men (except four or five) are enter'd on board the *Boston*. Capt. M'Neal parted with Commodore Manly and the Prize, off of Cape Sables, last Saturday was a Week. – Commodore Manly had taken seven Fishermen, four of which he burnt, sent two into Port, and gave one to the Prisoners.

1. *The Freeman's Journal*, Portsmouth, N.H., July 19, 1777.

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

Honble sirs

Boston 14th July 1777

I have the honour to congratulate you on the Success of the *Hancock* & *Boston* Frigates, which have fallen in with, & taken the *Fox* a twenty Eight Gun ship – they fell in with a forty Gun ship a few days before they took the 28, and would certainly have carried her, had she not been reliev'd by a 60 Gun Ship; Capt Manley engaged the 40, three Glasses before the *Boston* could get to his Assistance, but they've given the Brittons Ample proof that Americans are not more Bashfull at Sea than they are by Land – We are inform'd that 50 Americans which were on board the *Fox* emediatey Entered & about the same number of Brittons, together with one hundred men they put out of the two Frigates have manned the *Fox* and she was left Cruising with the *Hancock*, Whilst the *Boston* Went into Sheeps-cut to repair – I know not wether she goes out to joyn them again or designs to return to return [*sic*] here, we lost eleven men in the two Ships & kill'd fourteen of theirs – Thus the Account stand, exactly as I received it last evening from a man well known in town; who came from Booth Bay, where he saw Mr Murray a Divine, who gave him the foregoing account, which he had from Capt McNeill who he din'd with the day before, on board his Ship in Compy with some of the Officers of the *Fox*, the Capt being on board the *Hancock* – I hope this is a happy prelude to our future Naval Exploits – I have the honour to be [&c.]

J B –

The Man who brings this Account can't ascertain the time when the engagement happen'd – no doubt the honourable board will give directions in what manner the Continent may avail themselves of this Valuable Acquisition, I take the liberty of mentioning it thus early, as she belongs to the Captors –

I Wrote to Mr Langdon under the 14th desiring him to send me from 80 to 100 Bbls pork –

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

JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

[Extract]

Dear sir

Boston 14th July 1777

previous to writing on Business suffer me to give you & my Country

Joy, of our late Acquisition by sea, in a Capture of an 28 Gun frigate by the *Hancock & Boston*. she is called the *Fox* and has not been off the stocks Sixteen months, they engaged a forty Gun Ship a few days before, & would have carried her, had she not been resqued by a 64 wch came to her assistance, Manly lost seven men, McNeil four, & the *fox* fourteen, the latter is arriv'd at Sheeps cut to Careen and Clean out to proceed to Sea again to join manly & the *fox* which is mann'd by fifty Americans entering out of her after being taken, and fifty Brittons following their Example, each frigate put fifty men on board, & she was left Cruising with manly command'd by Capt Waters<sup>2</sup> may they still be succeeded [*sic* successful] till our infant Navy grows up to manhood, your favour of the 7 I Recd but last Evg and this day, that of the 12 was handed me by Capt Veasy it gives me pleasure that after your several disappointments you have at leangth furnished the *providence* with a mast am glad to hear Capt Rathborn [John Peck Rathbun] has so near Completed his Hands, We are lucky in its being in your power to replace them, The Sergeons Instruments Ive Collected, allso the Medicine, I did not hear of the post being Robb'd, till I saw your Ltr last evening, my Letter accompanied his money, a copy of which I now inclose you, in answer to what you write respecting the payment, of the sergeons Bill, for the Care of the man whose Legs were broke and nursing him, Nothing similar has happen'd in my department, but the laws of humanity loudly proclaims that the prisoner should be whole at the Expençe of the publick, in answer to which you write Relative to Mr Veasy if he has a Warrant or Commission for any ship in the navy, he is intitled to Board wages, but not otherwise, But I am Confident he is not intitled to Board for this plain Reason Olney contrary to all rules inlisted his men only for the Cruise, therefore when the brig was hove away the Cruise ended.<sup>3</sup>

The disastrous affair of Loosing Ticonderoga give me the most pungent feelings for our poor Brethern in the frontiers. An express Arrived yesterday from General Washington to acquaint this state that the enemys fleet had fallen down to the narrows and that the Generals [Howe] Baggage Was all pack'd up at York, but w[h]ere bound he could not tell desired us to be on our Gaurd. . .

I Inclose you a List of Jones's At this late hour you've heard he has Superceded Roach in the ship at portsmo The master of Anthony & prince (two Blackmen) Appears and claims them one remains on board the *Alfred*, & the other is taken up and now under gaurd, What money remains in your hands belonging to them, please to stop in order to repay the bounty, they have recd from the continent. . .

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

2. Lieutenant Stephen Hill of the *Hancock* was given command of the *Fox* rather than Daniel Waters.

3. Captain Joseph Olney, Continental Navy brig *Cabot*.

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

At a meeting of the Govr & Council of Safety

Lebanon July 14th 1777

Voted, That his Excellency the Govr be and he is hereby Desired to Indorse to Major Joshua Huntington an Order Drawn by the Honble John Hancock Esqr President of the Continental Congress in Favr of Govr Trumbull on John Lawrence Esqr Commissioner of the Continental Loan Office in the State of Connecticut for Twenty Thousand Dollars in Part Payment for the Frigate Building at Norwich for the United States of America said Huntington to Account for the Same in the Settlement for Building said Frigate.<sup>2</sup>

The Said Order was Indorsed by the Govr and Dd to Majr Huntington July 14th 1777 and his Receipt taken.

1. Council of Safety Journal, vol. 1, ConnSL.

2. When launched she would be named the *Confederacy*.

VICE ADMIRAL RICHARD LORD HOWE'S LINE OF BATTLE ORDER<sup>1</sup>

## Line of Battle

The *Augusta* to lead, and the other Ships to form in Succession in this Order, alike upon either Tack –

Ships					
Frigates	Rates	Names	Guns	men	Commanders
<i>Liverpool</i>	3	<i>Augusta</i>	64	500	Captain Frans Reynolds
<i>Vigilant</i>	"	<i>Somerset</i>	64	520	— George Ourrey
<i>Strombolo</i>	"	<i>Eagle</i>	64	522	{ Vice Adml Lord Howe
<i>Otter</i>	"	<i>Raisonable</i>	64	500	{ Captain Roger Curtis
<i>Swift</i>	"	<i>Nonsuch</i>	64	500	Captain Thomas Fitzherbert
<i>Dispatch</i>	4	<i>Isis</i>	50	350	— Walter Griffith
					— Hble Wm Cornwallis

Given on board his Majs Ship *Eagle* off  
New York the 14 day July 1777

Howe

To the Honble Wm Cornwallis

Commander of his Majs Ship

*Isis*

By Command of the Vice Admiral

Joseph Davies

1. William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

NEWS FROM NEW YORK CITY<sup>1</sup>

New-York, July 14.

The 4th instant the *Stanley*, commanded by Mr. Whitworth, with the *Delaware*, by Mr. Rogers (two of the *Roebuck's* tenders) went to Chincoteague Bay, on the coast of Maryland, for the purpose of taking any of the rebel vessels lying within, which they effectually executed. By the deception

of French colours which they hoisted in the offing, they brought off pilots, who carried them into the inlet, where they found eight vessels, four of which they destroyed,<sup>2</sup> and the other four, laden with tobacco and flour, Mr. Whitworth brought safe into this port, with 40 prisoners.<sup>3</sup>

Monday last eleven transports with provisions for the army, arrived here from Corke, and about 500 recruits for the different regiments now in America. They sailed from Corke the 6th of May, and parted with a brig to the southward of Bermuda bound for St. Augustine.

1. *Pennsylvania Gazette*, July 23, 1777.

2. Sloops *Polly*, Richard Wells, master, *Mary*, William Le Frame, master, and *Sally*, master unknown and owned by the Committee of Safety, all bound to Martinique in ballast, and a sloop (name unknown), William Earles, master, owned by Willing, Morris & Co., for St. Eustatius in ballast, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

3. Brig *Hero*, William Paul, master, for Martinique, brig *Sally*, Anthony Hill, master, for St. Martin, and sloop *Jenny*, Robert Tuille, master, for Curaçao, all with flour and tobacco, and schooner *Polly*, John Ellis, master, for Dunkerque in ballast, Howe's Prize List, October 24, 1777, Admiralty 1/488, 66.

#### CAPTAIN THOMAS GRENNELL TO THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

Gentlemen

Fort Constitution, July 14th, 1777.

I am informed by the gentlemen of the marine committee that they have sent you the pay list and regulations of the Navy,<sup>2</sup> which you will be pleased to forward by my first lieutenant Daniel Shaw,<sup>3</sup> who has been appointed since the tenth of March, and as I am informed by a letter from the marine committee that the commissions are to be pro tempore, he wishes to have that matter explained; and I doubt if I can recommend men of merit on those conditions. I would be glad to know if there is any instructions for enlisting seamen or marines. From your [&c.]

Thos. Grennell

1. *New York Provincial Congress*, II, 517.

2. See Continental Marine Committee to Captains Grennell and Hodge, June 26.

3. On board Continental Navy frigate *Congress*.

#### PROCLAMATION OF PRESIDENT JOHN RUTLEDGE OF SOUTH CAROLINA <sup>1</sup>

South Carolina By His Excellency John Rutledge Esqr President & Commander in Chief of So Carolina.

Whereas it is necessary that the Continental Frigate *Randolph* commanded by Nicholas Biddle Esquire, now in this Harbour, should be fully manned with the utmost expedition: Therefore and in order to avoid such measures for procuring Seamen as injure Trade, or infringe the Liberties of the People, and not doubting that some encouragement from the State will soon obtain a sufficient number of Men for the said Vessel: I have thought fit with the advice and consent of the Privy Council, to issue this Proclamation, Offering, and I do hereby Offer, Twenty Dollars as a Bounty to any able-bodied Seaman, who shall Voluntarily enter into the Continental Service, on board the said Frigate, within fifteen days next ensuing the date hereof.

Given under my hand and the great Seal at Charlestown this fourteenth

day of July, in the year of our Lord One thousand Seven hundred & Seventy Seven.

God save the United States.

by his Excellencys command, Jno Huger Sec:

1. Miscellaneous Records of the Secretary of State (A), 1776-1801, 55, SCDAH.

*Gazette of the State of South-Carolina*, MONDAY, JULY 14, 1777

Charles-Town, July 14.

Last Wednesday arrived in a safe port, the sloop *Chester*, James Woodhouse, late master, laden with hides, logwood, mahogany and fustic, taken on the 10th ult. on her passage from the Bay of Honduras for Jamaica, by the privateer sloop *Washington* of this port, commanded by Capt. Hezekiah Anthony.

The same day was chased into another safe port, by a ship of war supposed to be the *Galatea*, the said privateer sloop, together with another prize sloop, taken by her in concert with the *Vixen*, on the 30th ult. from Jamaica bound to New-Providence, laden with rum, and called the *Sally*.

Capt. Anthony informs us, That Capt. Newton and himself fell in with the Jamaica fleet bound for Britain, on the 1st inst. consisting of upwards of 100 sail, under convoy of four vessels of war: That on the 5th they took out of the said fleet a ship called the *Nancy*, bound for London, having on board 250 hogsheads of sugar, 50 of rum and eighty pipes of wine: And that they continued dogging the fleet till the 8th; when, having passed the Bahama Bank, the *Solebay* with 3 ships, a brigantine, and 5 schooners, bound for New-York, separated from the other vessels, and stood to the northward, which the rest steered to the eastward, under convoy of the *Kent* armed ship and *Lively*, accompanied by the *Porcupine*, which was to proceed with them as far as Bermuda, to the southward of which island 'tis probable, the whole fleet will pass to avoid the American cruizers. — Capt. Anthony was chased at one time by the *Solebay*, and at another by the *Porcupine*, but had the good fortune to outsail both, as well as to escape the *Galatea*. — It was expected that another fleet, nearly as large as the above, would sail from Jamaica about the 25th of July.

Fourteen sail of large ships, supposed to be French men of war, passed the south side of the Isle of St. Croix, steering to the westward, on the 6th Instant. On the 14th of same Month, a privateer sloop of 8 guns and 25 men, belonging to Philadelphia, put in there, having 4 days before, taken two brigs from Liverpool, one of 12 guns and 30 men, the other of 14 guns and 35 men, by boarding, one of which she had sent into Guadaloupe, the other she had with her, but the Danish Governor ordered their immediate departure.

Yesterday at 3 o'clock in the afternoon, four ships were discovered in the offing, standing in from the S.E. They continued that course till 6 o'clock, then hawled their wind, and steered off to the S.W. Three of them clearly appeared to be men of war, supposed to be the *Brune*, *Perseus* and *Galatea*, and one of them (supposed the *Perseus*) kept up a white flag at

the main-top gallant mast head from 4 to 6. The 4th ship is supposed to be a prize, or retaken vessel. None of them have come in sight since.

WILLIAM BINGHAM TO JOHN LANGDON <sup>1</sup>

(Duplicate)

Sir,

St Pierre, Martinique July 14th 1777.

Your much esteemed Favor of 26th May I have duly received & have noted the Contents

I have disposed of the Ship *Betsy Frigate* and the greatest part of her Cargo, and as soon as the Sales are compleated shall transmit them to the Secret Committee of Congress & give their Accot Credit accordingly

I have heard of a fortunate Capture which one of your Privateers had made & conducted into your Port loaded with Sail Cloth Rigging &c – the very Articles that you stood so much in need of, so that I hope you will meet with more facility in exporting your Produce than you have hitherto done

I sincerely congratulate You on the Arrival of the French Ships with Articles of so great Service to the Country.<sup>2</sup>

I have the greatest hopes that with all the Advantages we shall derive from a plentiful supply of Military Stores with Union & Unanimity on our Side we shall be able to strike a decisive Stroke this Campaign & almost annihilate the Power of the Royalists. I am with great Respect Sir [&c.]

W<sup>m</sup> Bingham

P.S. – If any of your Privateers should be successfull in their Cruizes in these Seas, & should send their Prizes to this Island I will use my best Endeavors to dispose of them & their Cargoes to the greatest Advantage.

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

2. *Amphitrite* and *Mercury*.

15 July

CAPTAIN JOHN PAUL JONES TO MARINE LIEUTENANT SAMUEL WALLINGSFORD <sup>1</sup>

Sir

Portsmouth 15th July 1777.

You being nominated as Lieutenant of Marines in the Service of these States, are hereby Authorized and directed forthwith to Enlist as many Able Bodied Men as possible to Serve in the Navy under my Command <sup>2</sup> – You are to enter All the good Seamen who present themselves – as Sundry petty Warrant Officers will be Appointed from Among them.

I will shortly send you with hand Bills for your Government – and in the Meantime the men will be intitled to wages from the date of Entry – their reasonable Travelling expences will be Allowed – and a bounty of Forty Dollars for every Able Seaman will be Paid on their Appearance at the Ship. I am, Sir [&c.]

Jno. P. Jones

1. Miriam Lutchter Stark Library, UTL. A rough draft is in the Papers of John Paul Jones, 6603, LC.

2. Wallingsford's commission, dated 15 July 1777, is in Papers CC (Petitions Addressed to Congress, 1775–89), 42, VIII, 385, NA.

WILLIAM BROAD TO CAPTAIN HOYTEED HACKER<sup>1</sup>

Honourd Sr

Windham the 15th July 1777 –

I hope Youl Excuse My freedom the Cause of My Long Abstinence is Because of My Being Unwell or Should I have Returned to the time Appointed I Was unwell When I Came from the Ship & By traviling I Got Verely Poorly and I hope Your Honour Will Not think of Aney Ell of My Abstinence I hope I Shall be at Providence in three or fouer Days I have Sent this Black Man as I know to Be a Verely honest fello & I hope I Shall Bring Sum More With Me – Hond Sr I am [&c.]

Will<sup>m</sup> Broad

To The Honourable Hoyteed Hacker Esq Commander of the Ship *Columbus* Att Providence

1. USNAM. Broad was master's mate on board *Columbus*.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL<sup>1</sup>

July 1777

Tuesday 15

Town of East Hampton NE 5 or 6 Lgs

at 1 TKd keeping the above sail in sight, at 2 AM TKd, at 5 spoke the above Ship the *Duke of Leinster* from Cork for New York with Provisions and troops, at 8 saw a Sail to the Northward out all Reef, set Studdingsails and gave chace at 9 saw the Land of Long Island, the Sloop running in for the Land

Fresh Breezes and hazey,  $\frac{1}{2}$  past 1 PM the Sloop Run ashore all her people deserted her lay too 10 fms Water, sent the Cutter and Long boat on board her with a Lieutenant and people to get her off, but finding a great deal of water in her, and a great surge on the Shore, and no possibility of getting her off, set her on fire, her Lading consisted of Indian Corn, the Boat returned: She ran on shore a little to the Eastward of Hampton, at 5 the town of Hampton NE  $\frac{1}{2}$  N 5 or 6 Leagues, TKd in 2d Reef Topsails saw 9 sail standing NW at 8 spoke one of the Ships from Anapolis Royal, under convoy of the *Milford*.

1. PRO, Admiralty 51/52.

JOURNAL OF H.M.S. *Milford*, CAPTAIN SIR WILLIAM BURNABY<sup>1</sup>

July 1777

Tuesday 15.

Sandy hook Light house N77 $\frac{1}{2}$ Wt 55  $\frac{1}{3}$  Leags

$\frac{1}{2}$  past 5 AM saw a sail to the SW gave Chase Made the Signal for the Agent to Lead the Convoy at 11 heard the report of a Gun to the Wtward  $\frac{1}{2}$  past heard the report of Another at Noon saw a Ship to Windward fire a Gun made the private Signal to her which She did not Answer: Cleared Ship for Action.

Light Breezes & Clear Wr Middle fresh Breezes & Cloudy



Latter Modt & Clear the Ship to Windward fired a Gun  
& hoisted an Ensign at the Mizon peak 1/2 past 3 fired  
8 Shot at the Chase & Bro't her too at 4 spoke H.M. Ship  
*Tartar & Unicorn* the Chase proved to be the Sloop  
*Speedwell*<sup>2</sup> from Swansey

1. PRO, Admiralty 51/607.

2. Possibly Massachusetts privateer sloop *Speedwell*, Captain Joshua Stone, commissioned April 16, 1777, Mass.Arch., vol. 20, 408.

### JOHN MCKINLY TO CAESAR RODNEY<sup>1</sup>

[Extract]

Wilmington – the 15th of July. 1777.

As I have rec'd information that there is a criminal intercourse kept up by some base, sorded, disaffected persons who reside within the district of your brigade with the Crews of the enemy's vessels of war, whom they supply with intelligence & provisions – as likewise that there is great reason to apprehend parties of men may attempt to land from the said vessels with intention to commit depredations upon the inhabitants who may be well affected to this state residing within the said district. You are therefore hereby, required to fix guards of the Militia under your command at such places & in such numbers as you may think needful to prevent such intercourse & depredations. . .

1. George H. Ryden, ed., *Letters To and From Caesar Rodney 1756-1784* (Philadelphia, 1933), 197. Hereafter cited as Ryden, ed., *Letters To and From Caesar Rodney*.

### 16 July

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Wednesday This day plesent Weather at 4 am Creand [careened]  
July 16 Ship and cland [cleaned] hir Bottom and Scrub hir  
[1777] Nothing more Remarkbil

1. Conner's Journal, MM.

### PROVISIONS FOR CONTINENTAL NAVY FRIGATE *Raleigh*, CAPTAIN THOMAS THOMPSON<sup>1</sup>

Memo of Provisions Receiv'd on Board the Continental Ship  
of War *Raleigh* for the Sea – vizt  
[Portsmouth] 16th July 1777.

149 Barrells	Irish Beef
14 Teirces	NE Ditto
27 Barrels	NE Ditto
60 Barrels	Pork
10 Boxes	Candles
12 Firkins	Butter
13 12.0 . 1	Bread
15 Barrels	Flour
8 Teirces	Rice

3 Barrels	Oatmeal
3 Barrels	Pease
7 Barrels	Vinegar
8 Hhds	Rum

Thos Thompson

1. John Langdon Papers, HSP.

THOMAS SHAW TO JOSHUA HUNTINGTON<sup>1</sup>

Sir, New London July 16 1777

I am Informed that you have a number of Sparrs for the Ship, and we are in great want of a few small Sparrs for a Continental Brig *Resistance* which we are now fitting out and will be ready soon if you will Lend us the following

1 Main Boom 55 feet 11 inches  
 1 fore yard 44 feet 10 Inches  
 1 Cross Jack Yard 44 feet 10 Inches  
 6 small Sparrs of 7 Inches

and we will replace them if that be most agreeable. Please send us one barrel Oyle and Charge to N Shaw jr. on his behalf I am Sir [&c.]

Thos Shaw

1. *Collections of the Connecticut Historical Society* (Hartford, 1923), XX, 65.JOURNAL OF THE CONTINENTAL CONGRESS<sup>1</sup>

[Philadelphia] Wednesday, July 16, 1777

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

*Resolved*, That the pay and subsistence of surgeons in the navy, be equal to the pay and subsistence of the lieutenants of the vessels to which they shall respectively belong.

1. Ford, ed., *JCC*, VIII, 554.VIRGINIA NAVY BOARD TO CAPTAIN CELEY SAUNDERS, VIRGINIA  
NAVY ROW GALLEY *Lewis*<sup>1</sup>

Sir/ Navy Board [Williamsburg] 16th July 1777

Capt William Saunders of the *Manley* Galley is sent over to relieve you and it is requested that you will immediately proceed with your Galley from your present Station to Queens Creek and when you arrive there wait on the Board for further Orders. —

Thomas Whiting 1st Comsr

1. Navy Board Letter Book, 94, VSL.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE<sup>1</sup>

July 1777

Charlestown Lighthouse · WNW 6 Leagues.

Wednesday 16th at 4 AM Saw the Land bearing NWbN 3 or 4 Leagues, at 6 the *Brune* made the Signal to prepare to Anchor, Sailmrs

repairing the Maintopsail and Foretopmaststaysail: at 9 the *Brune* made the Signal to Anchor, at 1½ past came too with the Stream Anchor in 7 fms the Lighthouse WNW 6 or 7 miles; The Fort on Sullivan's Island NWbN 3 or 4 miles: Saw at Anchor in Rebellion Road, a large Ship, Brig, Schr and Sloop, imagine them to be the *Randolph*, *Notre Dame* &ca<sup>2</sup>

1. PRO, Admiralty 51/688.

2. Continental Navy frigate *Randolph* and South Carolina Navy brigantine *Notre Dame*, schooner *Rattle Snake* and brigantine *Comet*.

### 17 July

#### TRIAL AND CONDEMNATION IN VICE ADMIRALTY COURT AT HALIFAX OF THE PRIZE SHIP *Bill and Mary*<sup>1</sup>

Nova Scotia

Cause

Court of Vice  
Admiralty

June 28th 1777.

Hyde Parker Esqr Commander of his Majesty's Ship of War the *Phenix*, vs. The Ship *Bill and Mary* & Cargo. Libel filed and Entered. Order made thereon as on file.

Registers Office July 2d 1777.

George Scott Mariner on Board the Ship *Bill & Mary* being duly Sworne Deposeth, that the said Ship was Owned in Philadelphia by one Mitchell and was Bound to France loaded with Tobacco, that on or about the 28 Day of April last being then off of the Capes of Virginia they fell in with his Majesty's Ship of War the *Phenix* Hyde Parker Esqr Commander, who took Possession of said Ship *Bill and Mary* & Sent her into New York, that one John Burrows was Master of said Ship.

his

George X Scott  
Mark

John Saunders Acting Purser on Board his Majesty's Ship of War the *Phenix* being Sworne Confirms the above Deposition, & further Deposeth that the Letter now produced by him Sign'd by Robert Morris was Delivered to the Deponant by the Master of the Ship *Bill and Mary* two Days after the *Phenix* was in Possession of said Ship together with Packet Directed to Docter Francklin at Paris in France.

John Saunders

July 17th 1777.

Sworne to before me Charles Morris Junr Regr

Court opened by making Proclamation as usual, The Libel Order and return thereon read, the Evidence taken before the Register also read, A Letter from Thomas [*sic* Robert] Morris Dated at Philadelphia 1 April 1777 also read, Proclamation then made for all Persons Claiming Property in the said Ship *Bill [and Mary]* & her Cargo to Appear &

Assert their Claims & Defend their rights to the said Ship and her Cargo, none Appeared. The Advocate General then moved for a Decree which was Pronounc'd as on file, whereby the Ship *Bill and Mary* & her Cargo were Condemned as lawfull Prise to the Captors Thereof.

1. N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777-1782, 10.

JOURNAL OF H.M.S. *Ambuscade*, CAPTAIN JOHN MACARTNEY <sup>1</sup>

July 1777	Swan Island N $\frac{1}{2}$ E 3 or 4 Miles
Wednesday 16	Fresh gales and hazey wr weighed and came to sail at 3 [P.M.] soermost seal Islands North 2 or 3 Leagues at 8 altered the Course at 12 saw a sail fired a six Pounder brot her too up Courses hoisted out the Cutter and sent on Board of her and found her to be the <i>Magretta</i> Schooner Prize of the <i>Washington</i> Privateer taken by her between Canso and Louisburgh sent a Masters Mate and 4 hands on Board of her brought her People out hoisted the Cutter in which was stove
Thursday 17	at 3 [A.M.] made sail at 4 modt & Cloudy took the Schooner in Tow

1. PRO, Admiralty 51/36.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON <sup>1</sup>

July 1777	[Cape Ann] No. 85° 37" Wt Dist 83 Leagues
Thursday 17th	at 2 AM carried away the Starboard Fore Top Sail Yard Arm, Down Studding Sails and handed Top Gallant Sails, at 4 <i>Amazon</i> and Chace out of sight, saw a sail in the NE, made sail and Gave Chace, at 7 fired 8 six Pounders, at the Chace, at 8 she brot too the <i>Marblehead</i> Schooner from Bilboa, for Boston, with Canvas, Salt, and Cordage. <sup>2</sup> the <i>Juno</i> in Company, at 10 sent a Midshipman, and 1 Man on board her, and Received from thence 3, Double Reefd Fore & Mizen Top Sails and Single Reefed the Main, Fired a 6 pounder & 2 Swivels at the Prize, to make her bear Down.

1. PRO, Admiralty 51/650.

2. John Dugard, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

*Independent Chronicle*, THURSDAY, JULY 17, 1777

Boston, July 17.

Captain Prince [Job Prince, Jr.] in a Cartel Schooner, returned here last Tuesday, from Newport, with about 50 Prisoners, taken directly from on board a Prison Ship, in that Harbour, where they have been confined ever since they were first captured and carried in there. While the Prisoners of the Continent, have Liberty to patrol the Streets of America, like Ambassadors from some foreign negotiating Court.

Capt. [Benjamin] Peirce, in an armed Sloop,<sup>1</sup> belonging to Warren, in the State of Rhode-Island, has taken and sent into a safe Port to the Southward, a large Jamaicaman, with about 500 Hogsheads of Sugar, &c.

A Brig, laden with Rum, &c. taken by Capt. [Edward] Rolland, in a Privateer belonging to Salem,<sup>2</sup> is sent into a safe Port at the Eastward.

1. Rhode Island privateer sloop *United States*.

2. Massachusetts privateer schooner *Sturdy Beggar*.

#### JOURNAL OF THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

[Fishkill] Die Jovis, 4 ho. P.M. July 17, 1777.

Mr. Platt, one of the committee appointed to inquire for proper persons as officers for the Continental frigates, informed that Mr. Daniel Shaw (who is recommended by Captain Grenell as a person properly qualified for a first lieutenant) from the best information they have been able to obtain, is qualified for first lieutenant of the Continental frigate *Congress*, and do request the sense of Council on the subject.

Resolved, That Mr. Daniel Shaw be and he is hereby appointed first lieutenant of the Continental frigate *Congress*, under the command of Captain Thomas Grenell, and that one of the commissions lately transmitted to this Council by the board of war [*sic* Continental Marine Committee] be filled up with the name of Daniel Shaw, appointing him first lieutenant, until the further pleasure of the said board be known agreeable to their directions.

1. *New York Provincial Congress*, I, 1001.

#### PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

Gentlemen

In Council, Philada July 17th 1777

In answer to your's just rec'd we have to say that the Fire Ships were built to embarras the Enemy's Fleet in the narrow parts of the River Delaware – if they should attempt to approach so near to this City. The Council however have no objection to lend two to the Continental Navy Board,<sup>2</sup> provided Congress will give orders to you to prepare immediately others to replace them, upon considering the propriety of ordering down our two gallies to act in conjunction with the Continental Vessels, upon the present occasion should you acquiesce to the measure, the Council will be perfectly satisfied.

1. Record Group 27, Records of Pennsylvania's Revolutionary Governments, 1775–90, Executive Correspondence File, Pa. Arch.

2. Continental Navy Board of the Middle Department.

#### GOVERNOR EDWARD HAY TO LORD GEORGE GERMAIN <sup>1</sup>

[Extract]

No. 19. Duplicate

Barbados 17 July 1777

. . . An Irish House here under the name of Thompsons & Seed, who sell Stores and provisions, have armed a Sloop, and sent her to St Vincente,

where the Captain One Roberts has obtained a Commission from Governor Morris. This Sloop of Thompsons has begun by seizing a Dutch Vessel bound from St Eustatia to Demerara; both Dutch Settlements; the Vessel was released by the Vice Admiralty of One of Our Islands, and the Owners will most probably be called upon for Damages.

I am afraid it will be found, that many inconveniencies will attend the trusting the lower Class of people of these Islands with Such powers. And Although thus late, If I may be permitted to offer my Opinion, It would be, that For the protection of the Islands, The Legislature of each Island be permitted to arm and send to Sea, as far as two Vessels, fitted out and maintained at the publick Expence of the Island for the purpose of protecting the Coast; and under Such Commissions as the Lords Commissioners of the Admiralty may be impowered to grant; Such Commissions in blank to be lodged in the hands of the Governor of each Island, to be filled up by the Governor, with Instructions to issue them out to no other Vessel than such as shall have been fitted out by the Appointment of the Legislature, and at the public Expence of the Island, and by no means to be delivered for the Use of Individuals. I humbly submit these my own particular thoughts to Your Lordship's Superior Judgement, to make such use of them as You may think they deserve. They have arisen from the complaints of the Islands of their being much exposed to the depredations of the Americans and of their want of protection; and which I am sensible Admiral Young cannot afford them to the extent they require, out of the small number of Ships of his Squadron, and the constant duty they are called upon in serving as Convoys &ca . . . .

1. PRO, Colonial Office 28/56, 137-38.

18 July

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

My Lord

[New York] July 18th 1777

The Purser of his Majesty's Ship *Isis* under my Command having represented to me by Letter of this Days date, that there is a Quantity of Pork on board the said Ship rotten, Stinking & not fit for men to eat, & desireing a Survey on the same, I am to request that you will be pleased to Order a Survey accordingly – I have The Honour to be [&c.]

W Cornwallis

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 2, 1778), NYHS.

PURDIE's *Virginia Gazette*, FRIDAY, JULY 18, 1777

Williamsburg, July 18.

A vessel from St. Eustatia belonging to this state, laden with canvas, is arrived at Edenton.

The enemy's ships of war found means, the week before last, to cut out

from Chingoteague about nine vessels. Some they carried off, and burnt others. They were chiefly French vessels.

Last Friday morning the *Emerald* frigate, lying off our Capes, took the following vessels, outward bound, viz. Capt. Cluverius, in a small schooner; and the captains March, Philipson, Moodie, and M'Fee, in small sloops.<sup>1</sup> The brig *Liberty*, capt. [Thomas] Herbert, belonging to this state, and a large sloop, capt. Johns, both got clear, besides a number of other vessels.

1. Schooner *Fanny*, Benjamin Cluverius, master, and sloop *Lee*, Richard March, master, both taken by H.M. sloop *Senegal* and sent to New York, and the following sloops taken by H.M.S. *Emerald*, *Betsey*, John Philipson, master, scuttled, *Friendship*, James Moodie, master, sent to New York, and *Resolution*, Mn. McAure, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66, 68.

## 19 July

JOURNAL OF H.M. BRIG *Victor*, LIEUTENANT MICHAEL HYNDMAN <sup>1</sup>

July 1777

Saturday 19th

Sambro Light House NEBN Dist 5 Leags  
at 8 AM Saw a Sail to the Windward gave Chace at 9  
TKd at Noon still in chace in sight 3 Sail to Leeward  
Modte & fair Still in Chace at 4 PM had run the Chace  
close in Shore She bore Away to the Eastward followd  
her & fird 2 Broadships at her &c some bow chaces in the  
whole Amounting to 20 Six Pounders Shotted when She  
brot too Provd to be the *Dolly* a Schooner from New-  
bury Bound to St Peters Put a Midshipman & 2 men in  
her & Sent her into Halifax Loaded with turpentine pitch  
Tar & Tobacco &c <sup>2</sup> at 8 PM TKd and Stood to the  
Wnward TKd as convenient

1. PRO, Admiralty 51/23.

2. *Dolly* was condemned as a legal prize in the Halifax Vice Admiralty Court, August 11, 1777, N.S.Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777-1782, 15.

JOURNAL OF H.M.S. *Amazon*, CAPTAIN MAXIMILIAN JACOBS <sup>1</sup>

July 1777

Saturday 19th

Cape Sable N 11 W 18 Leags  
at 4 AM *Orpheus* made Signal for a Sail in NE Quarter  
gave Chace at Noon Do weathr in Chace  
Modt breezes & fair Wr Cape Sable West 7 Leags brot  
too retook a brigg from Quebeck to Liverpool taken by  
the Rebels <sup>2</sup> at 6 took the prize in tow made Sail bore  
away for Halifax parted Company with *Juno* & *Orpheus*  
at 8 Cape La Have North 6 Leags Close reef T Mizn T Sl  
& 1st & 2d reef F T Sl

1. PRO, Admiralty 51/4112.

2. *Active*, ——— Clark, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

CAPTAIN THOMAS THOMPSON TO CAPTAIN HECTOR MCNEILL <sup>1</sup>

Dear Sir

Portsm Satud July 19th 1777

I Congratulate you on your safe Arival in sh[ee]pscot River] Could





wish it had been nearer to Portsmouth. am sorry to hear your prize is retaken, and Manly like to share the same fate that is the present account hope not True

My present purpose of sending to you is to acquaint you with the Situation of the *Raleigh* and to know yours also, perhaps something for the good of the Service might be don when those things are Explained – we are down below in the Harbour 150 men Guns and stores of all kinds will be Compleat in 4 or 5 days Nothing but men will hinder us sailing Sunday week – the *Alfred*, I expect from Boston this day. She is to Joyn me on a Cruize being all mand and fit for Sea – Should any ships attempt to Block you in we being well acquainted with the Circumstances might prevent it or perhaps you might wish to Joyne us at Portsmo when you know our Situation. If I don't get People belive Could get Volenteers for any short Expedition. Shall expect you give me your oppinion Explicitly and what you Intend – if we meet the Continintal Signals will be Oservd between Both – Jones is here Commands the ship *Ranger*, built in this place, late Roch [John Roche] – not in Condition for sea yet – If you can engage mor men then you want should be glad of them I am dear Sir [&c.]

Tho<sup>s</sup> Thompson

P S Mrs McNeal & Famely is well – A Flag From Halifax now in Ports see the *Fox* brought in

1. Emmet Autograph Collection, 7078, NYPL.

*The Freeman's Journal*, SATURDAY, JULY 19, 1777

Portsmouth, July 19.

The *Fox*, said to have been taken by Capt. Manly, was, we learn by the Cartel arrived here from Halifax, retaken by a 64 Gun Ship, and carried into that Place.

Captain Thomas Dalling, in the Schooner *McClary*, spoke with the Privateers *Active*, Capt. [Andrew] Gardner, and ——— [Speedwell] Capt. Grieley [Jonathan Greely], in the Lattitude of 43 04 N. 9. Longitude from London 45 30 West, which had parted from Commodore Manley's Squadron, had met with no Success, but were all well on board.

When the *Raleigh* Frigate went down the [Piscataqua] River, every well Wisher to the Cause seemed to vie with each other in paying Respect to the Continental Colours as she passed along – particularly at Fort Washington, where the lines was man'd, and the Soldiers all drawn up in great Order, the commanding officer "Prick'd" them on to shew their Joy, in a most extraordinary polite Manner, Lt. W———E saluted with his Pike, in a method quite new; the Soldiers took every Motion from the Lieutenant, and went thro' the whole Maneveers in a most surprising Manner – the Day was so very windy, made it impossible to hoyst the Colours at either of the Forts; – but to shew their Humiliation to the Thirteen United States, they laid their Flags low in the Dust.

MASSACHUSETTS COUNCIL'S PERMISSION TO CAPTAIN THOMAS THOMPSON  
TO WORK ON THE SABBATH <sup>1</sup>

State of Massachusetts Bay

Council Chamber July 19<sup>t</sup> 1777

It appearing to this Board to be a Work of Necessity that the Armed Continental Vessel at Portsmouth <sup>2</sup> should be immediately fitted for Sea thereupon Ordered that Mr Thompson with such as he shall think necessary, be and they hereby are permitted to Labour on the 20<sup>th</sup> Inst for the Purpose of working upon a large Copper which said Vessel is only waiting for – Said Thompson & assistants Giving as little Disturbance to the Good People of this State in the Performance of the religious Duties of the Day as may be By Order of Council

1. Mass. Arch., vol. 167, 95.

2. Continental Navy frigate *Raleigh*.

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 19<sup>th</sup> July At 6 in the Evening a Rebel Galley came down from Providence towards Papasquash point, and fired three Cannon shot at The *Lark*. The ship got under way immediately and chased her, but she run up towards Warren. When the *Lark* was returning near the Point, the Rebels began to fire at her from thence, which was briskly returned. She soon after anchored in her former Station. This Manoeuvre appears to have been entirely with a view to draw the ship near the point, that they might have a few shots at her. The Rebels have not had any Cannon on the point for some time past, so that the fire from thence was quite unexpected. One shot, an 18 pr struck the ship near the Larboard Main Chains, but did no damage.

1. Mackenzie's *Diary*, I, 155.

20 July (Sunday)

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER <sup>1</sup>

July 1777

Moored in Halifax Harbor

Sunday 20

at 10 AM fir'd a Gun & made the Signal for all Boats to attend landing the Rebel Prisoners at 12 repeated the Signl

at 2 PM landed the Rebel Prisoners from the *Rainbow*, the *Hancock*, & Prison Ship.

1. PRO, Admiralty 51/762.

WILLIAM WHIPPLE TO JOHN BRADFORD <sup>1</sup>

[Extract]

My Dear Sir

Portsmo 20<sup>th</sup> July 1777

My day of rejoicing for the success of the *Hancock* and *Boston* was over before I had the Pleasure of receiving Your congratulations on the event. the pleasing news was hardly confirmed before I had the mortification to hear of the recapture of the *Fox*, with this additional disagreeable circum-

stance that the *Hancock* was also in danger of falling into the Hands of the Enemy – I could wish the two Captains had not been too much Elated with their good fortune, to this I impute their continuing to Cruise after they had weakened their Ships by putting a considerable part of their Crews on board the *Fox*, for, 'tho they must have weakened themselves by this means, they could not possibly spare so many men as woud put the *Fox* in a proper State of defence much less in a suitable condition to Cruise w[h]ere she was &c it therefore wd in my opinion have been more prudent in them to return immediately to port with their prize they might then with the assistance of such part of the *Fox*'s crew as woud enter have put their ships in a much better condition then when they first sailed & probably might soon have made a further addition to the American Navy, sending the Prisoners to Hallifax I think was another great mistake had they taken them all home, it appears very probable to me that many more of them woud have enter'd after they got into Port and were seperated from their Officers, and those that would not enter might remain as a security for those of our People who are sentenced by the British Tyrant & his Infernal Minions to a long imprisonment, however, these are errors that I hope experience will teach us to mend, but if we shod be so unfortunate as to loose the *Hancock* we shall pay dear for our learning . . .

1. John Langdon Papers, Captain J.G.M. Stone Private Collection, Annapolis. Identity of writer is established by Bradford's acknowledgment to Whipple dated July 24, John Bradford Letter Books, vol. 1, LC.

#### CAPTAIN THOMAS GRENNELL TO THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

Ship Congress, off Fort Montgomery, July 20, 1777.

Gentlemen

I have received an order of your Board dated the 16th inst. with blank warrants enclosed for boatswain and cook, for the frigate under my command, which warrants I take the liberty to enclose and return you.

When I engaged to take the command of this ship, it was on these express conditions, that I should have the liberty of naming all officers on board, as by the enclosed extracts of letters from Fras. Lewis, Esq. will to you appear.

Until this matter be settled to my satisfaction, I shall decline to have any thing to do with the appointment of any officers for the ship. As also (when the present appearance of danger shall subside) resign the commission I at present have the honour to hold.

Am with respect, gentlemen [&c.]  
Thos. Grennell

1. *New York Provincial Congress*, II, 504.

#### VICE ADMIRAL RICHARD LORD HOWE'S DISTINGUISHING SIGNALS <sup>1</sup>

Distinguishing Signals, respecting the Officers of the Navy –

When the Captain of any Particular Ship is wanted on board the Admiral to receive Orders, a Signal Pendant will be put abroad as against the Name of that Ship underwritten & an Union Flag at the Mizen topmast

Red	White	Blue	Yellow	Place
<i>Eagle</i> <i>Augusta</i> <i>Phoenix</i> <i>Richmond</i> <i>Liverpool</i> <i>Thames</i> <i>Pearl</i>	<i>Nonsuch</i> <i>Somerset</i> <i>Emerald</i> <i>Roebuck</i> <i>Galatea</i> <i>Perseus</i> <i>Sphynx</i>	<i>Raisnable</i> <i>Brune</i> <i>Isis</i> <i>Appollo</i> <i>Daphne</i> <i>Camilla</i>	<i>Vigilant</i> <i>Dispatch</i> <i>Senegal</i> <i>Strombolo</i> <i>Merlin</i> <i>Swift</i> <i>Otter</i> <i>Haerleam</i> <i>York</i>	Main } topmast head Fore } Mizen do Starboard } Main topsl Larboard } Yard Arm Starboard } Fore topsl Larboard } Yard Arm Starboard } Mizzen topsl Larboard } Yard Arm Larboard } Main Yard Arm Starboard } Larboard } Fore Yard Arm Starboard } Cross Jack Larboard } Yard Arm
Lt Barker Lt Parrey Lt Sutherland	Lt Toulmen <i>Viper</i> (A: Schooner)	<i>Cornwallis</i> (Galy) <i>Adventure</i> (S:S) Lt Chads Lt Dickenson <i>Pembrook</i> (A: Sloop)	Lt Laird Lt Harris	

head – If a Lieutenant of that Ship is wanted for the same Purpose, the distinguishing Pendant will be shown as before & the Union Flag hoisted in the Mizen topmast shrouds – But if a Petty Officer is thought sufficient for the Occasion, the distinguishing Pendant will be shown as before, and the Union Flag hoisted at the Ensign Staff –

When the Admiral means that any General Signal should regard a Particular Ship of the Fleet only, the distinguishing Pendant denoting such Ship, as above mentioned will be shown therewith –

Given on board His Majestys Ship  
*Eagle* off Staten Island the  
20th July 1777

To The Honble  
Captain Wm Cornwallis  
Commander of his Majs Ship *Isis*  
By Command of the Vice Admiral  
Joseph Davies

Howe

1. William Cornwallis Papers, Order Book (January 12, 1777–May 20, 1778), NYHS.

#### JOURNAL OF AMBROSE SERLE <sup>1</sup>

Sunday 20th [July]

Sailed this Morning from Staten Island, with all the Transports, to Sandy Hook, where we came to Anchor; the large men of War not being able to come down, the Wind & Tide not properly serving together. So many Ships at one Time under Sail, with the Wind for the most part ahead, which obliged them to traverse, rendered the Scene very grand & picturesque. News arrived at N. York of Genl Burgoyne's Arrival at Fort Edward on the 9th or 11th inst.

1. Ambrose Serle Journal, HUL.

#### "LIST OF MASTERS OF VESSELS ON BOARD THE *Prince of Wales* PRISON SHIP IN NEW YORK, JULY 20, 1777." <sup>1</sup>

Benjamin Rogers, Newbury-Port, Abraham Tappan, ditto, Thomas Jackson and William Langsford, Providence, Daniel Jackson, Piscataway, Benjamin Weeks, Philadelphia, ——— Cabarous, Martinco, William Read, Norwich, Uriah Atkins, Cape-Cod, Simon Elliot, Beverly, Benjamin Cox, Salem, Joseph Hatch, Cape-Cod, Isaac Taylor, Eastern Shore, Zebulon Babson, Cape-Ann, Benjamin Harris, Tounton [Taunton], Freeborn Graves, Beverly, Noah Miller, Lyme, William Proby, North Carolina, John Buckman, Salem, Elias Hackey, Derby, Nathan Coffin, Nantucket, Joseph Walden, Norwich.

1. *Connecticut Courant*, July 28, 1777.

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

July 1777

In Chesapeake Bay

Saturday 19th at 5 AM saw the *Thames* to the SE, Standing towards Cape Charles, at 9 AM clean'd between Decks.

Moderate and fine Wear Cape Henry WbS 2 miles at 2 PM paid the Bow sprit with Varnish of Pine, at 9 PM saw a Sail standing towards Cape Henry, manned and armed the Barge, at 11 PM brought the Prize to anchor by us, the Schooner *Sally*<sup>2</sup> from Virginia bound to Cape Franco, with Tobacco, got her along side took her cargo out, and Scuttled her.

Sunday 20th

at 8 AM a Flag of Truce coming down the Bay, & 2 Sail coming close in Shore, at 10 weighed & gave Chace, Manned & Armed the Barge fired 12 Six pounders at the Chace, at 11 AM brought her too, the Sloop *Alexander*<sup>3</sup> from Virginia bound to Martinico, with Tobacco & Flour.

Ditto Wear Cape Henry WBS 2 Miles. the Barge Return'd, at 1 PM Anchored with the small Bower, in 10 fathom Water, the Flag of Truce came alongside, with a Midshipman belonging to the *Senegal*, at 5 PM the Flag went away with 25 Prisoners, at 6 PM weigh'd & Came to Sail, at 9 PM Anchor'd with the Small Bower in 7 fathom Water.

1. PRO, Admiralty 51/311.

2. John Viceant, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

3. Peter Ridge, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

"EXTRACT OF A LETTER FROM A GENTLEMAN IN CHARLESTOWN,  
TO HIS FRIEND AT NEWBERN, DATED, JULY 20, 1777"<sup>1</sup>

A Brig from Londonderry, mounting 12 Guns, bound for St. Augustine, with a valuable Cargo (by the Description of the Men I believe Lofthouse Master) is taken by our State Brig of War *Notra Dame*, Capt. Seamore, and carried into George Town. She arrived off there last Monday, and I believe got in Today. A French Sloop from Cape Francois, with 90 Barrels of Gunpowder, 11 Brass Pieces with all their Appurtenances, 152 Bomb Shells, about 1500 Shot, a Quantity of Soldiers Cloathing, 30 Tons of Salt, and 8 Officers of Artillery, came in last Thursday without a Pilot. Two Men of War at Anchor abreast, and close to the Bay, and another cruising in Sight. I saw a Sloop next Day run into Stono. Five or six North Carolina Boats, two Santee Schooners, and one Schooner from Providence, have got in this Week; while three British Ships of War, the *Brune* of 28 Guns, the *Perseus* and *Galatea*, of 20 Guns each, are cruising before our Bar, where they anchored Wednesday and Thursday; every Day in Sight, so that I can distinguish each particular ship. They brought a Prize Ship, which must be the *Nancy* Jamaica Man, retaken. The *Galatea* stood to the Eastward with her last Thursday Evening 5 O'Clock, and returned to her Consort Yesterday Morning; so that I suppose she has conveyed her to the Gulph, where I hope she will be again taken, as she sails very badly.

1. *North-Carolina Gazette*, August 8, 1777.

21 July

CAPTAIN HECTOR MCNEILL TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Gentlemen

On my Arrival at this place I did apply to the Committee for a guard to conduct Sixteen Prisoners (late of the *Fox* Frigate) to Boston they set out from hence last Thursday but I am perswaded this will be with you before them – As I have three Lieutenants and fifty three Men on board The *Fox* who I fear is taken to Halifax I beg as a particular favour that The Officers of the *Fox* may not be disposed of otherwise then to redeem mine,

I think we have the first right & shall expect that they be kept safe untill my Arrival – notwithstanding the expence of sending them so far by Land,

I am perswaded my reasons for setting them on shore will be Satisfactory. Your [&c.]

Hector McNeill

Ship *Boston* at Wichcassett July 21st 1777

[Enclosure]

Mr John Perry 1st Lieutenant	William Cheeseman
Mr Willm Budworth 2d do	James Lamb
Mr Peter Burn — Master	William Sackveill
Mr James Malcolm	Barthw George
Mr John Fitzgerald	William Tubbs
Mr George Paris Monk	James Royall
Mr James Harrison Captains Clerke	Thomas Paine
William Jennings	Joseph Lyons

The above is a List of the Prisoners dispatch'd from Wichcassett  
July 17th 1777

1. Mass. Arch., vol. 197, 313–14.

CAPTAIN HECTOR MCNEILL TO CAPTAIN THOMAS THOMPSON <sup>1</sup>

Capt: Thompson –

I have this moment receiv'd your welcome Letter of the 19th Inst.; On my arrival here I would have wrote you a Narative of our proceedings this last Cruise, but for want of an opportunity which could be trusted I refrain'd writing –

On Friday last I had some thoughts of Stoping one who call'd himself Harris, he was in a Whale Boat which he said he had hired of a Butcher at Portsmo by this Harris I wrote a Letter to you thereby intending to deceive him in case he had been what I suspected, a Spy, – Should you receive that Letter burn it, for I had no other Motive in writing it then those already mention'd –

To return now to Business I will tell you that I have spent a most painfull two Months on this Cruise, the General opinion which had prevail'd, that I was disatisfied with being under Manley's Command – made me sett up a resolution to obey implicitly every one of his Commands, (as for Signals, I never could get any from him) to the utmost of my power,

I did however endeavour to advise him now & then when in a good mood, and he often appear'd to attend to what I said; but the unstableness of his Temper led him rather to do as he pleas'd – Nevertheless, I follow'd him as the Jackall does the Lyon, without Grumbling except in my Gizard –

On Thursday 29th May we took a small Brigg from London bound for New York<sup>2</sup> – by this Brigg we found she was part of a Convoy which came out with the *Somerset* & *Mercury*, the next day, at dawn we made four large Ships, the Leading Ship I was well assured was the *Somerset*, I made the Signal to Speak with Manley that I might persuade him not to run directly into their Tract a head of them they being to windward in which position 'twould be very hard to discover their Force before they were very near us – no notice however was taken of my Signal, I then made Sail to overtake him which I did and told him that I was persuaded the headmost Ship was the *Somerset*, our Prize was still in Company and Sail'd dull – so that we fear'd we should loose her, Capt Manley then told me to Stand to the Southward the Wind being ENE the Prize and myself stood to the Southward and Manley Lay with his Courses up and small Sails handed untill the *Somerset* came within the reach of Grape Shott being then convinced of his Mistake he made all the Sail he could but so Slowly did he get out of her way, That her Shott flew over him for an hour, by which Time I Tack'd to the Northwd upon the Three Ships a Stern of her, and when I came within long Shott of them, the *Somerset* left chasing Manley and return'd to her Convoy, having Spoke with them, she wore and Chac'd me Six or Seven hours, at first she seem'd to Gain but having alter'd the Trim of our Ship we then gain'd on her, a little before Night, she return'd to her Convoy –

Manley had run so far to the Southwd that we were not able to See him till Sunsett and did not fall in with him untill the next day – we then Stood to the Northwd and Eastward in hopes to fall in with some of the Scatter'd Ships of the aforesaid convoy, but the weather was so bad for ten or twelve days that we see nothing untill we got on the Bank – On Friday June the 6th we took a Brigg belonging to Dartmouth, her Capt: Manley order'd to be burnt for Country Sake, the next morning we fell in with The *Fox* about 7 o Clock forenoon, Captain Manley being a head exchanged two broadsides She then made Sail and endeavour'd to gett off, She Sail'd so fast that, twas half after noon before Manley got along Side of her when a Spitefull Short Action Ensued for 45 Minutes before we came up, we did not Fire untill within Pistol Shott and they struck the first broadside, but by some Mistake of their Marines or Topmen, they again Fired into our Ship after I had spoke to one of the Officers and desired him to throw a burning wadd overboard which had Lodged in the Mizn Chains, there was no withholding our People and they return'd a few Shott before I could Stop them – As the *Hancock* & *Fox* had Engag'd with all their small kites out, they were both in the most helpless condition at the end of the Action, the *Fox* had Pegg'd Mr Manley's ribbs so well that he had his pumps going, and both Ships were by the Lee, – with every Sail abroad –

I sent my first and 2d Lieutenant on board The *Fox*, order'd the first



to Stay and the 2d to take the Captain of the *Fox* on board Capt: Manley as a Compliment to my Senior Officer, This was immediately done, and the rest of the Officers with about 96 of the Men were brought on board me, a dozen of Fishermen came down to see the Sport as I had hoisted British Colours immediately after the Action ceas'd – Towards evening Capt: Manley came along side and order'd me to put all the common Men on Board one of those fishing Vessells and Let them go about their Business, I endeavour'd to perswade him to come on board that I might tell him my thoughts on that Step, he said he could not enter on Accot of Lameness but order'd me once more to sett about embarking them before Night, – I accordingly put 85 of the *Fox's* men on board one of the Fishing Vessells by Sunsett the Sea and Wind rising after Night prevented putting any more on board and it coming bad Weather before Morning they left us & made the best of their way for St Johns, I immediately foresee the Consequence and the next day wrote to Capt: Manley praying him to make the best of our way to the Southwd and proceed with all possible dispatch for South Carolina, – there 'twas probable we might not be watch'd by a Superior Force, but so sure as we offer'd to return home we were sure to be way laid by Ships from York and Rhode Island, who would be sent out as soon as the *Somersett* arrived, – and were sure to be pursued by the Newfoundland and Halifax Ships – Capt: Manley at first acquiesc'd, but in a few days alter'd his Mind and his Course, upon the whole we Spent three weeks before we Sett our faces to the Westward, in all which time we saw Nothing but Spaniards and French Men, who run us to the Eastward a great way from the place we had first met with the *Fox* –

We at last sett out for home, and keeping well to the Northward we made the High Land of Portmuttoon [Port Mouton], on Sunday Morning the 6th Instant about 8 o Clock A M Capt: Manley brought too an old Sloop, Coal loaded from Cape Britain, we lost several hours dallying with the Sloop untill the Morning breeze which was at N was Spent, he then took her in Tow & stood to the Southwd and Westward, about 4 o Clock that afternoon we Saw three Sail astern of us who appear'd to be in chace of us, far from taking notice of the Signal made by the *Fox* who was then astern, Capt: Manley Tow'd the Sloop all Night and we to keep astern had our Mizn Topsail to the Mast half the Night, when day come on we See the headmost Ship forward of our Lee Catthead, the Second Ship (a two decker) on our Lee Quarter and the third Ship right a stern<sup>3</sup> –

The headmost Ship, Tack'd upon us & pass'd under our Lee within Gun Shott, at 8 o Clock as soon as she had our weak She Tack'd after us, we being the Sternmost Ship Exchanged some Shott with her; about noon I got within hail of Capt: Manley, and he proposed Tackg to Engage this Ship before the others came up – we did so immediately & both Exchanged a few broad Sides with her as she pass'd, the *Fox* did not Tack with us which Exposed her to this Ships Fire, She then attempted to Tack but Missing Stays was Obliged to wear which brought her under the Lee of the first Ship and just to Windward of the two decker. We then had all our heads to the Northwd, the Wind at W B S – Manley being the

Weathermost Ship he Tack'd & stood to the Southward, The Large Ship Tack'd after him The *Fox* bore away and Run to the Eastward and I kept the Wind to the Northwd At 4 P M we discover'd two Square lofty Vessells to the Northwd of us Standing our way We then put about & Stood to the Southward for one or two hours, when we made another right to Windward coming down with all the Sail She could make, from this one we also Tack'd & stood on to the Northwd untill the Moon was down we then hove about to the Southwd and in less than an hour saw her lights crossing our Weak right astern about  $\frac{3}{4}$  of a Mile – Next Morning we had five Sail & the Land of Cape Sable in Sight; the Wind coming to the Southwd, we hauled across the Bay of Funday and thick weather coming on that Night & next day, we see no more of them Except one at 2 A M Wednesday Morning we were within hail of her before we discover'd her but She being on one Tack and we on the other we Saw her Top light time enough to avoid her – We heard a Signal Gun of hers about two hours before –

Now to come to our own Affairs, the State of my Ship is nearly as follows, Sixty Men Short of what I brought out, the Scurvy taking every day, my Vessells Bottom very fowl –

I intend to take the first good opportunity of running along shore as far as Casco Bay or if the weather be favourable as far as Portsmouth where I will certainly put in if I can – We have seen none of the Enemys Ships from the Mouth of this river this five days but as long as the wind Continues Southerly I cannot pretend to get out, If Capt: Hinman<sup>4</sup> and you are able to joine Company at Portsmouth and there be a Continuation of Southy Winds [and] should you stretch down as far as Casco you may find me there, Should I be chased by a Superior Force any where near Portsmouth I will come as near you as I can, in which case should the Wind be fowl for me to fetch in perhaps you may be able to come out to my Assistance –

As to your Cruising Singly, or even with two of our Ships, there is a great risque – the Enemys Cruisers are so numerous, & most of them Stout Ships so that light Ships stand little or no chance, may God bless and prosper you is the Prayer of your Friend and Obedient Servant –

H. M<sup>c</sup>: N –

PS. I shall attend to the Continental Signals sent to Capt: Hinman from Philadelphia in case of our Meeting –

Wichcassett 21st July 1777 –

my Compliments to Mrs Thompson

1. Captain Hector McNeill Letter Book, MassHS.

2. *Littleton*, William Johnson, master.

3. The British ships were *Flora*, *Rainbow* and *Victor* in that order.

4. Commanding Continental Navy ship *Alfred*.

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE<sup>1</sup>

Gentlemen

Portsmouth July 21st 1777.

Inclosed I send a Copy of my last of the 17th Current ~~from hence~~ – several officers have been Appointed since that time and I have reason to

think that the Compliment will soon be completed both with respect to Officers and Men –

When I took Command of the *Ranger* she was scarcely half Rigged – and the workmen are now, and will be for some time necessarily Employed – Colo Whipple writes you pr this Post his sentiments respecting the *Ranger* – but, as I think the Express from hence must return as soon as I can be in Readiness I will hope for the honor of your further Orders tho' I will not wait on that account – It gives me pain to lay before you the inclosed Copy of a Complaint which was sent to me at Boston – it is too Delicate a Point for me to intermeddle with & would with More propriety come before the Marine Board at Boston were the Members impowered to Act. – there is a matter here which appears to be altogether Singular and Unprecedented in the Division of Prize Money when two Vessels of Unequal Force are Concerned in a Capture as was the Case with the *Alfred* and Sloop *Providence*: – the *Providence* claims an equal share with the *Alfred* – Whereas in all like Cases the division is made in proportion to the number of Men and weight of Metal – I am extremely Sorry to trouble you with what concerns myself as an Individual – but whatever your determination may be I shall rest entirely Satisfied. I find that twenty six Guns are provided for the *Ranger* – however I purpose to Carry no More than 18 Six Pounders as I think the Ship incapable of bearing a greater Number yet so as to be Servicable – the Guns are all three diameters of the Bore too Short which is a great loss indeed – I have the honor to be with great respect and esteem [ &c.]

J.P.J.

NB. I have read a letter from Colo Tillinghast of Providence that an Appeal hath been brought Carried before Congress on account of the Brigantine *Kingston Packet* <sup>2</sup> taken last Septr at the island of Madame by the Sloop *Providence* Under my Command. –

I can only Say that the Prize in Question clearly Appeared by all her Papers to be entirely British Property – and to Assert the Contrary must be to acknowledge that some of the parties concerned have been guilty of Perjury.

[Endorsed] No 26 Portsmo 21st July 1777 The Honble The Marine Committee.

1. Papers CC (Letters of John Hancock, and Miscellaneous Papers, 1774–85), 58, 115–16, NA.  
2. See Volumes 6 and 7.

#### WILLIAM WHIPPLE TO ROBERT MORRIS <sup>1</sup>

[Extract]

Portsmouth, July 21, 1777

I have the pleasure to inform you that the *Raleigh* has at last dropped down the River with about 150 men, and I think in a fair way of having her Number completed in a short time, tho' I fear she will not be so well manned as I could wish, owing to the Spirit of Privatiering which still prevails & has carried off most of the Seamen. She has not more than 20 seamen besides the officers, who, fortunately, are all seamen. The *Ranger* is getting

ready with all possible dispatch. Capt Jones has a strong inclination to cruize across the Atlantick & I must confess I think very favourable of his plan, especially if a Frigate is, or may be procured for him in France, in that case an enterprize may be formed that will draw the attention of the Enemy in some measure, from the American Coast, to Protect their own. Another Reason that may be offered in favor of the *Ranger* going to Europe, is that she will be very sparingly fitted out. The Extravagant Prices of every Kind of Store, wo'd be a sufficient reason for fitting her out as Sparingly as possible, but I am apprehensive many necessary Articles are not to be had at any Rate. But least a Frigate cannot be procured for Capt Jones in France would it not be a good Scheme to send a Frigate or two from hence. They might be ordered to cruize on the Coast of Europe, till the latter end of Novr, then return home with as many Stores as they can conveniently bring for the Ships that are now building, or convoy any Ships that are ordered, with stores, from thence. If this plan or something like it is not adopted, I know not how the Navy will be supplied next year. Should it be thot proper to send a Frigate in company with the *Ranger*, I think no Ship wou'd be more proper than the *Raleigh*, as the two Captains are very well agreed and both of them well acquainted with the British Coast. These two ships will be an even match for any single Frigate, and should they be so fortunate as to take one of the Enemy Ships of war, I am satisfied they will have prudence enough to take care of her.

Before this reaches you, You will have heard of the Capture & recapture of the *Fox*. I hear several of her officers are just arrived here, in their way to Boston, they were landed at some Eastern Port from the *Boston*. Its Probable the *Hancock* is taken as the *Rainbow* of 44 Guns was in chase of her when the *Boston* parted from her and its said come up with her fast. I think Manly and McNeil are not altogether blameless for continuing to cruize a month with their Prize after weakening their Ships so much as they must have done by Maning her. What Capt McNeil has to say as an excuse for leaving the *Hancock* when a ship of superior force was in chase of her I know not, but I suppose these matters will be inquired into.

1. Stan V. Henkel's Catalogue No. 1183, *The Confidential Correspondence of Robert Morris*, letter no. 98 (Philadelphia, 1917).

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 21st July The *Niger* Frigate came down the Sound yesterday with a fleet of 22 sail of Victuallers bound for England & Ireland; & parted with the *Swan* off the E. end of Long Island.

1. *Mackenzie's Diary*, I, 156.

#### LIBEL FILED AGAINST PRIZE SLOOP IN MARYLAND ADMIRALTY COURT <sup>1</sup>

Port of Baltimore.

To all whom it may concern,  
Notice is hereby given, that a court of admiralty will be held at the court house in Baltimore-Town, on the 11th day of August next, at 10 o'clock in the morning, then and there to try the truth of the facts alledged in the

bill of William Gosland, commander of the privateer the *Revenge*, who, as well in [behalf of] himself, as the officers, marines, seamen, and all others concerned in said privateer, against the sloop *Maccaroni*, her tackle, apparel, furniture, cargo, &c. – lately commanded by a certain Robert Shaw. – To the end that the owner or owners of the said sloop, and her cargo, &c. or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned, according to the prayer of the said bill, [&c.] <sup>2</sup>

July 21, 1777.

WG, Register, in Admiralty.

1. *Maryland Journal*, July 29, 1777.

2. *Maccaroni* was condemned and ordered to be sold. Her cargo consisted of "Twenty four puncheons of Rum containing two thousand one hundred & sixty gallons." Admiralty Court Papers, Box 1, 1776-81, and Minutes of Court of Admiralty, 1776-78, Md. Arch.

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

July 1777

Cape Henry SSW

Monday 21st

at 9 AM our prize sailed for New York, at 10 AM clean'd between Decks.

Fresh breezes, Clear Wear, at 2 PM saw a large Ship turning out of York River, which we took to be an American Frigate,<sup>2</sup> at 3 PM she stood up the Bay, at 4 PM saw five Sail along with Her, at 7 PM heard the report of 4 Guns up the Bay, at 9 PM Weigh'd and Came to Sail

1. PRO, Admiralty 51/311.

2. Continental Navy frigate *Virginia*.

### *Gazette of the State of South-Carolina*, MONDAY, JULY 21, 1777

Charles-Town, July 21.

The sloop *Susannah*, Robert Bell, last master, lately taken on her passage from Jamaica to New-Providence by the *Washington* privateer of this port, and also the said privateer, are safely arrived here through the improved inland navigation from one of our southern inlets.

The four ships that appeared off this bar yesterday se'nnight, and in the evening stood off S.W. made their second appearance early on Wednesday morning, S. of the light house, standing in for the bar. They were the *Brune* frigate, of 28 Guns, the *Perseus* and *Galatea*, of 20 guns each, and a ship, which exactly answers to the description of the *Nancy*, Capt. Lowrey, from Old Harbour in Jamaica, taken on the 5th instant by the *Washington* and *Vixen*, privateers of this port, and must have been retaken by one of these men of war.<sup>1</sup> The *Brune* hoisted a white flag at fore-top gallant mast head, and the *Perseus* a French ensign: After making these, and other signals the *Brune* anchored a breast of, and close to, the bar at half past 9; the *Perseus* a head of her at 10; the *Galatea* a-stern at half past 10, and the prize under her stern at 11, all in full view of the town. At 2 in the afternoon, the *Galatea* weighed and stood off, came in again, and anchored off the Swash in the evening. – Thursday morning the *Galatea* again weighed and stood off and on till 5 in the afternoon, when the Prize either weighed or slipt, and

stood off with her to the eastward, probably to be convoyed to the gulph, on her way to New-York. Half past 2 the same afternoon, the *Perseus* made a signal to the *Galatea*, then standing off, which occasioned her putting about and standing to the S.W. nevertheless a French sloop, from Cape Francois, laden with gunpowder, soldiers cloathing, brass field pieces, bombs, cannon shot, salt, &c. and having eight officers of artillery on board, very providentially got safe in, without a pilot, and without receiving the least damage. Friday morning 5 o'clock, the *Brune* began to heave up her anchor, and was a full half hour getting under weigh; at half past 8, the *Perseus* also was under weigh, and both stood to the southward; yet a sloop escaped them that afternoon, and ran into one of the southern inlets. – Early on Saturday, the *Galatea* was seen in the offing standing to the south-eastward, having returned from convoying the prize; and at noon, she appeared again, off Stono, with the *Brune* and *Perseus*, coming up to the bar. At one o'clock, being all off the light house, the *Galatea* hoisted a signal, left the *Brune* and *Perseus* lying too, and ran past the bar, looked into the harbour, then returned to the *Brune* and *Perseus*, by 3 o'clock, after which the three vessels stood off S.S.E. Two coasters, and three North-Carolina boats got in safe that day. – Yesterday they were in sight all day, sometimes standing off and on, at others lying too, a good way to the southward. In the evening they stood off again to the S.E. Two North-Carolina boats got safe in, one in the morning, the other in the evening. – This morning they all appeared to the southward, the wind at S.W. standing in for Stono. At half past 6 they all put about, the *Galatea* stood to the southward, being a good way without the others, the *Perseus* and *Brune* went to windward. The *Perseus* and *Brune* came so near the shore, that the guns in both could be distinctly seen from hence, and even the men on board the *Perseus*; as she put about very suddenly, 'tis a doubt that she did not strike. At 11 o'clock only one ship was in sight. At 4 this afternoon, they all appeared again, one coming before the wind from off Stono, and another from the S.S.E. to the *Brune*, then lying too off the light house: They all lay too a little while, then steered one course close to shore towards Stono. And at 6 o'clock, they all put about off Stono, and stood off to the S.E.

The *Notre Dame* brigantine of war, belonging to this state, has taken and (within this week) carried into one of our safe ports, a brig from London, mounting 22 guns, with a cargo of dry goods, bound for St. Augustine, Alvara Lofthouse (according to the description given of the man) master.<sup>2</sup> We are not yet possessed of other particulars.

1. *Nancy*, John Lowrie, master, had been retaken by H.M.S. *Brune* on July 9, PRO, Admiralty 51/117.

2. *Judith*.

#### HENRY TUCKER TO ST. GEORGE TUCKER<sup>1</sup>

[Extract]

Berda 21st July 1777.

. . . It is said the King has order'd the Cruizing Vessels<sup>2</sup> that were fitted out in the West Indies to be recall'd by Proclamation & the Men of War

Entry continues on page 314.

DISPOSITION OF VICE ADMIRAL JAMES YOUNG'S LEEWARD ISLAND SQUADRON <sup>1</sup>

Disposition of His Majesty's Ships and Vessels under the Command of Vice Admiral Young at Barbadoes and the Leeward Islands, English Harbour 21 July 1777

Ships	Commanders	Where Stationed &ca
<i>Portland</i>	Vice Adml Young Thoms Dumaresq	In English Harbour Preparing to heave down
<i>Ariadne</i>	Thomas Pringle	Sailed on a Cruize 23d June between the Latitude 13° to 15° North & Longitude 57 to 60 West and in case of meeting a Convoy from England or Ireland to give them all necessary assistance, after which to return on his Cruizing Station, and remain on this Service till the 18th July then call in at Carlisle Bay Barbados & take under his protection the Trade for Europe, likewise to call at Roseau Dominico for the Trade there and see them safe into Basseterre St Christophers, and remain there for their protection till the 1st of August, and then return to English Harbour
<i>Druid</i>	Peter Carteret	At St Johns Road Antigua Collecting the Trade for Europe, thence to proceed to Basseterre Road St Christophers (the place of General Rendezvous) for the Trade there & from thence to Sail with all the Trade for Europe the First of August and proceed with them to Spithead.
<i>Grasshopper</i>	Wm Truscott	Sailed 17th July from English Harbour to Kingston Bay St Vincents to take under his protection the Trade there and be at Basseterre St Kitts the 27th July and there put himself under the Command of Captain Carteret of the <i>Druid</i> ; and continue 'till he makes the Signl for parting Company, after which he is to Cruize Fourteen days between the Latitude 26° & 28° North & Longitude 61° and 63° West, then make the best of his way to Barbados to enquire if any Rebel Privateers were about that Island, then continue to Cruize about there 'till he wants Provisions, after which to Compleat his provisions at Granada to three Months & keep Cruizing between Tobago and St Vincents 'till the full Moon in October then Compleat his Wood and Water and return to English Harbour

<i>Beaver</i>	James Jones	{	Order'd the 23d June to Cruize to the Northward of the Virgin Islands, ranging between the latitude 20° to 23° North and Longitude 60° & 65° West and should he meet any Convoy from England or Ireland to give them all necessary assistance, and to remain On this Service to the 25th July, then call at the Island Tortola & take the Trade there under his Convoy to St Kitts, from thence to accompany them to the Latitude 22° North and to be very particular in Observing the Senior Officers Signals, after this Service to proceed to Prince Ruparts Bay Dominico and use the utmost dispatch to Compleat his Wood and Water, and return to English Harbour
<i>Cygnat</i>	Honble Rt Stratford		Sailed 29th June from Prince Ruparts Bay to Antigua and thence to Tobago; & Collect the Trade there, to proceed from thence to Granada to Join the Trade that may be ready by the 20th July taking care to be (with the Merchant Men from these Islands) at St Kitts by the 28th July, and if he should meet with the <i>Favorite</i> She is to assist in strengthening the Convoy for their better protection.
<i>Favorite</i>	Wm Fooks	{	In English Harbour just arrived from A Cruize and prepairing again for Sea
<i>Fly</i>	Edwd Garner		Sailed on a Cruize from English Harbour the 3d July P Order of Captain Carteret (Senior Officer)
<i>Weazle</i>	Charles Hope	{	At St Johns Road Antigua to be under Captain Carterets Orders to Convoy the Trade for Europe
<i>Snake</i>	William Young		In English Harbour fitting for Sea
<i>Comet</i>	Wm Swiney		In English Harbour fitting for Sea
<i>Pelican</i>	Jno P Ardesoif		Sailed from English Harbour 16th July On a Cruize
<i>Endeavour</i>	Frans Tinsley		At English Harbour fitting for Sea.
<i>Antigua</i>	Billy Douglas		In English Harbour prepairing for Sea

Jam<sup>s</sup> Young.

1. PRO, Admiralty 1/310. Enclosed in Admiral Young's letter to Philip Stephens, July 21, 1777, and endorsed as received October 5, 1777, by H.M.S. *Camel*.



orders to take them as Pyrates. the prizes they have taken the report is, is taken from them by his Majesty and given to the Widows & Children of those Seamen & Soldiers that have lost their lives in the American War. . . .

1. Tucker-Coleman Papers, CWM.
2. Illegal privateers.

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

July 1777  
Monday 21

The So End of the Wt Corcos NBE $\frac{1}{2}$ E  
At 5 AM Set Fore & Mizn Topsls, at 7 Saw a Sail to the NW. Gave Chace, Out all reefs & set Steering Sails. At 9 Carried away the Larboard fore Steering Sail Halliards and Boom, and not being able to recover it, lost the Steering Sail. At 10 Fired 3 Guns, & brot too the Chace. Shortened Sail, Close reefd the Topsails & brot too. Sent an Officer on board to Examine her, Proved a French Sloop from N. Carolina to Cape Francois,<sup>2</sup> sent an Officer & People to carry her to Jamaica. Made Sail.

1. PRO, Admiralty 51/399.
2. *Antonio*, with lumber and pitch, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

22 July

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

In Council [Boston] July 22d 1777

Ordered that the Board of War be and they are hereby directed, immediately to send one or more Spy Vessells to Cruise in the Bay, to make what Observations they can of the Motions of the Enemys Ships and to give the Earliest Intelligence to this Board –

Read & passed

Jn<sup>o</sup> Avery Dpy Secy<sup>2</sup>

1. Mass. Arch., vol. 173, 296.
2. In compliance the Board of War requested that Colonel Jonathan Glover arrange to dispatch an intelligence gathering vessel. Mass. Arch., vol. 148, 246.

WILLIAM WHIPPLE TO JAMES LOVELL<sup>1</sup>

[Extract]

[Portsmouth] 22 July 1777

. . . Long before this reaches you, you will have heard of the recapture of the *Fox*, McNeal in at Falmouth. The accounts of Manly are various – one day he is taken by the *Rainbow* and carried to Halifax – the next he is arrived at some Eastern port in a shattered condition, but we have no accounts of him that can be depended on; it would grieve me much to have the account of his being taken confirmed though not on his account for I think he deserves to suffer for his imprudence in keeping his prize cruising with him a month where he was sure to meet some of the enemy's ships of superior force when he might have carried her to port, fitted his ship, and

before this time added another to the American fleet. The recapture of the *Fox* and the rumor of the capture of the *Hancock* has exceedingly retarded the manning of the *Raleigh*; she wants about 100 men which number I hope will soon be obtained notwithstanding these discouragements. I think with you that it would be well to send some of the frigates to the coast of Europe. . . .

1. William Whipple Papers, Force Transcripts, LC.

GOVERNOR JONATHAN TRUMBULL TO MAJOR GENERAL JAMES WADSWORTH <sup>1</sup>

[Extract]

Sir

Lebanon July 22d 1777

We have been Alarmed here by the Appearance of a Fleet of about 24 Sail off Fairfield the 19th Instant Standing for that Town but did not Land their Men as was Expected, the next day they made Sail and Stood down Sound and passed New London to the Eastward the 20th about Sun Set, a deserter Informs that they are Victualling Ships bound home – the End of this Manoeuvre to cause An Alarm & distress the Inhabitants was answered . . .

[Endorsed] Copy of Letter Sent General Wadsworth Pr Mr Brown

1. Jonathan Trumbull Papers, VI, 191a-b, Conn SL.

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

July 1777

Tuesday 22d

Cape May No Cape Henlopen WbS  
at 6 AM made the *Merlins* Signal to weigh at ½ Pt 6  
Tack'd Ship Cape May WSW 5 Leags In 2d Reef Top-  
sails ½ pt 7 saw a Sail & gave Chace out 2d Reef  
T. Sl's Sent the Barge & Cutter to cut off the Chace  
from the Land Fired several Guns at the Chace  
First pt Modt & Cloudy Latter Strong Gales with Rain  
at times The Land to the NE of Cape May Dist  
2 Miles P.M. at ½ past 1 the Chace run a Shore The  
Boats found the surf on the Beach too High to Board  
the Chace, the Tenders Join'd & Kept Firing on the Peo-  
ple that was throwing some things over Board out of the  
Chace till she filled when the Signl was made to Call  
them off at 6 the *Merlin* Join'd and Anchor'd at ½  
past 9 made the Signl weigh'd & made sail in 2d Reef  
Top Sl's & Handed the fore & Mizen Top Sails.

1. PRO, Admiralty 52/1964. See July 24 entry from *Pennsylvania Packet*.

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

[Williamsburg] Tuesday 22 July 1777. –

Ordered that Mr William Holt deliver to Mr Thomas Mason for the use of the Ship yard on Chicahomany One hundred pounds of Bacon & One hundred and twenty five pounds of Bread with four Gallons of Whiskey. –

1. Navy Board Journal, 252, VSL.

TIMOTHY COFFIN TO THE RHODE ISLAND DELEGATES IN CONGRESS <sup>1</sup>

Gentm

Newbern July th 22 1777

I being Put in master of Sloop *Diamond* by Govr Coock belonging to th State of Rhode island & By him ordered to Boltemore in mariland to th Adress of misstr Sam Purviance & Co marchants thare to be Loaded by them & then to Return back to the Said State of Rode island I was Chased by th Enemy as will more Plainly apare by the Protest I hare with Send I was forst to Bare away for this Port whare I was an intire Stranger & was much a Aloos to No what was best to be Done for the Benefit of th voyge made appliction to Richd Ellis Esqr marchant hare and Con-tenettiall Agent for this Place who Generously Supplied me with A thou-sand & fifty Dollors to Enable me to Lode th vessil who tooock No other Securety th order I had from th Govr to my Self & misstr Proviance & Co in th Last mantioned was orders to them to Draw on you Gentm for th Accounts of th Cargo thay was to Ship I have Now Given Bills to misstr Ellis for th Amounts he has furnished me with & I make No Dout but it will meet with Du honner I Am Gentm [&c.]

Timothy Coffin

Messrs Ellery &amp; marchant Phila

1. Maritime Papers, Revolutionary War, 1776-81, 78, R.I. Arch.

## 23 July

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

Wednesday This Day plesent Weather am maid Sail <sup>2</sup> with Wind  
 July 23d to the North and Stood to the West -  
 [1777]

1. Conner's Journal, MM.

2. *Boston* departed the Sheepscot River, Maine, to return to Boston by leap-frog jumps down the coast to avoid British cruisers.CAPTAIN JOHN FISK, MASSACHUSETTS NAVY BRIG *Massachusetts*, TO  
 SAMUEL PHILLIPS SAVAGE <sup>1</sup>

Sir

Of[f] Marblehead Harbour July 23d 1777

This may serve to Acquaint you of my safe arrival here after a Passage of forty four Days, by the Papers you will be inform'd what Cargo I have on board. The 12th Instant I spake the Schooner *Marblehead* from Bilboa for Boston who gave me the agreeable account of Capt Harridon's [Jonathan Haraden] safe arrival at Bilboa but with the loss of his Cannon and other stores which he was obliged to heave over to lighten his Vessel. I have brought four Passengers with me, One Count Polaski a Polish Nobleman & General recommended by the Honble Doctor Franklin.<sup>2</sup> The bearer Mr Lambert will introduce the General to you. I have not seen an English Vessel since I left Nants. I wait your Honors orders how to proceed in the Interim. Am [&c.]

Jn<sup>o</sup> Fisk

1. Mass. Arch., vol. 152, 292.

2. Count Casimir Pulaski.

CAPTAIN JOSEPH CUNNINGHAM TO ROBERT MORRIS AND CARTER BRAXTON <sup>1</sup>

Messrs

Marblehead July 23d 1777. –

Notwithstanding my utmost Exertions I am not yet able to put to Sea for Want of Men – Indeed the difficulty in this Respect Surpasses what I ever Imagined – I have been Indefatigable in my Endeavours to fit the *Ph[o]enix* compleatly that she may fully Answer the Intention; at the same Time keeping that Line of Economy in View that nothing is superfluous. I believe there is scarce a Vessell of her Size fitted out of America, better calculated & furnish'd for Warr, than she is; and now have Thirteen Weeks Provision on Board for Eighty Men – But all these Advantages signify nothing so long as she is obliged to lay by for want of Mariners. So many men have sail'd from this part of the Continent of late (a Considerable Proportion has fell into the Hands of the Enemy) That it is extremely difficult by any means to procure Sailors – The Commanders of Continental Vessells of Warr, although they give Wages, pay advance Money &c. yet are obliged to lay in Port, or go out half mann'd – Instances of which are recent in the *Alfred*, now in this Port, and the Frigate at Portsmouth, who have now but about 120 Men each, and, I am inform'd are to put to Sea with the first favourable Wind –

Upon the Whole, I would beg leave just to suggest, whether it would not be best for you, and all Persons concern'd to dispose of this Vessell to the Continent, & send me a Continental Commission for that purpose; or put her on the same Terms as to Wages and Prize Money as those in that Service now are?

I mean not to dictate; but be assured I have your Interest very much at Heart, & should be loth to amuse you with flattering prospects, when the Case is really otherways –

I have some very good Officers under me, one of which is just return'd from a Journey of Sixty Miles which he has been in Order to engage Men for the Service of your Vessell, but could not procure one –

I have been at this Place with the Vessell above a Week & have with great difficulty enter'd 4 or 5 Hands, but fear I shall get no more. The whole Number now belonging to the Vessell, Including Officers, is but about thirty – And many of them are uneasy, as the most probable Season for takeing Prizes is almost past. Another Reason for my proposing to you the Makeing her Continental property, is the probability that an Embargo will take Place directly, on account of the Enemy's late Movements, when certainly no private armed Vessell will be permitted to Sail –

In short, I am in great Perplexity. I shall however continue the most unremitting Diligence for the Service of my Employers – in the mean Time would beg of you to write Immediately, directing me what mode of Conduct to pursue in Case of being obliged to Return to Boston before I can proceed on a Cruize – I am, with Respect Gentn [&c.]

Joseph Cunningham

MASSACHUSETTS COUNCIL TO ROBERT PIERPONT <sup>1</sup>

Councill Chamber Boston July 23 1777

You are hereby ordered & Directed to Receive from Lieut Collonall Sims The prisoners Taken in the *Fox* Frigate by Capts Manly & M'Neil, now in the Custody of Said Sims, & them Confine onboard the Prison Ship in this Harbour, & providing them with Rations, agreeable to Your former Orders

Read & passed  
To Robt Pierpont Esqr      Commissary of Prisoners      Jn<sup>o</sup> Avery    Dpy Secy

1. Mass. Arch., vol. 167, 110.

*Connecticut Journal*, WEDNESDAY, JULY 30, 1777

Fairfield, July 23d, 1777.

Capt. Eliphalet Thorp declares and says That he last Sabbath day sailed from Fairfield with a Flag of Truce, in order to transport Mrs. Hannah and Miss Ruth Brown, wife and daughter of Nicholas Brown, over to Hempstead on Long Island, and arrived there on Monday, and was there informed by an officer and a justice of the peace, that they had strict orders not to permit any flag to be received any where on Long Island and advised me to proceed to the *Scorpion* man of war which lay at New-City Island, which I accordingly did, and when I got on board of her, Capt. Brown, the Captain of her, told me that I must immediately turn back and carry the women with me, for that he could not receive them, and he then gave me a copy of Lord Howe's orders respecting flags of truce; and further added, that if any more came, he shou'd seize and treat them as spies; upon which I was immediately obliged to return and bring back the women with me, as witness my hand, this 23d day of July, A. D. 1777.

Eliphalet Thorp

*Scorpion*, off New-City Island, July 22, 1777

"No flags of truce are in future to pass between the Colony of Connecticut and Long Island without the special licence of the General Commanding his Majesty's forces, nor any correspondence by letter or otherwise permitted, but under the above restriction. Flags of truce are to be confined in future to New York only – matters regarding the naval department excepted.

By order of the Viscount Howe, Vice Admiral and Commander in Chief of his Majesty's ships in North America.

Philip Brown, Capt. of his Majesty's ship *Scorpion*."

JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS <sup>1</sup>

July 1777

Monday 14th

Moor'd in the North River off[f] New York  
at 2 PM made the *Prestons St Albans & Richmonds* Sigls  
for Lieutts and the general Sigl for the fleet to prepare  
for Sailing.

- Thursday 15th At 9 AM made the *Scarboroughs* Sigl for the Capt at Noon Punish'd Heny Luke for Drunkenness:  
The first part fresh breezes & Clear, middle Modte & fair, latter Cloudy  $\frac{1}{2}$  past 1 PM unmoor'd Ship & hove in too  $\frac{1}{2}$  a Cable on the Small Br
- Wednesday 16th at 9 AM made the Sigl for the Fleet to remain in the same Situation, at 11 weigh'd & made Sail at Noon Anch'd with the small Bower in 7 fathom read the Articles of War to the Ships Compy  
The first & Middle parts Modte & Cloudy, with thunder lightning & Rain, latter fresh Breezes. At Single Anchor off New York
- Thursday 17th at 9 AM made the Sigl for the first division to weigh, at 10 weigh'd & made Sail, at 11 made the Sigl & Anchd with Bt Br off[f] Staten Island, in 12 fatm water, & veer'd to  $\frac{1}{2}$  a Cable, Robins reef N $\frac{1}{2}$ W 1 &  $\frac{1}{2}$  Miles, and the Westernmost point of Staten Island WNW  
The first part Modte & Cloudy, Middle light airs & Clear, latter Modte breezes & fair, At Single Anchor off Staten Island at 2 PM steadied the Ship with the stream Anchor, at 5 made the Sigl for all Captns Anchd here the *Senegal* Sloop,
- Friday 18th at 9 AM made the Sigl to prepare for sailing, at 10 made the *Nonsuch*, *Augusta*, *Somerset*, *Isis* & *Raisonables* Sigls to unmoor, at Noon sail'd hence the *Otter* Sloop:  
The first & latter parts light breezes & Clear, Middle Modte & Cloudy,  $\frac{1}{2}$  past 12 made the *Vigilants* Sigl to join the Fleet, at  $\frac{1}{2}$  past 1 PM made the Sigl for all Lieutts Anchd here the *Vigilant* & *Cornwallis* Galley, at 7 made *Liverpooles* Sigl for a Lieutnt, made the *Cornwallis*, *Strombolo* & *Yorks* Sigls for Lieutts
- Saturday 19th  $\frac{1}{2}$  past 10 AM made the Sigl for all Lieutts at 11 the Sigl for the Commissary General  
The first part Modte breezes & Clear, Middle light airs & fair, latter Modte & Cloudy at 2 PM made the *Nonsuch*, *Somerset*, *Raisorable*, *Augusta* & *Isis's* Sigls for Lieutts at 5 Anchd here H.M. Ships *Apollo*, *Solebay*, *Tartar* & *Milford*, at 6 made the Sigl for all Lieutts
- Sunday 20th at 8 AM hove Short at  $\frac{1}{2}$  past Anchd here the *Richmond*  
The first part Modte & Cloudy, Middle Do latter fresh breezes & fair, at 1 PM made the Sigl for the Capt of the *Apollo*, at 3 arrived here the *Sphynx*
- Monday 21st At 1 AM Departed this Life John Davis Seaman, at 4 made the Signal Weighd & came to Sail,  $\frac{1}{2}$  past 7 Anchd in  $\frac{1}{4}$  of 8 fm Gravesend Church NEBE 3 Miles, the Buoy of the

Wr Bank SW $\frac{1}{2}$ W 1 Mile at Noon made the *Somerset* & *Augusta's* Sigls for Lieutts:

The first part Modte Breezes & Cloudy, Middle fresh breezes with Rain, latter light breezes & Cloudy, at 1 PM made the *Liverpooles* Sigl to remain with the Convoy & the *dispatchs* Sigl to join the Fleet,

Tuesday 22nd

At 10 AM hove short on the Bt Br Cable

The first part light breezes with Squalls of Rain, Middle fresh gales with Rain, latter light breezes & Cloudy, at 2 PM made the Sigl for the Adjutant General of the Army, at 3 the *Raisonables* Sigl to Examine a Brig passing thro' the Fleet,

Wednesday 23d

at 5 AM made the Sigl weigh'd & made Sail to the Hook in Company the Fleet, at 8 the light House SWBW the Narrows NNW, at 9 made the *Vigilant* Sigl to come under our Stern, sent 10 Sick Men on Board a Sloop to be Carried to New York Hospital, at 11 made the *Haerlams* [signal] to Come within hail, the Fleet & Convoy in Company: <sup>2</sup> Passing off[f] Sandy Hook the Light house NW $\frac{1}{2}$ W 5 or 6 Miles

1. NMM, Admiralty L/E/11.

2. From the general signal to prepare for sailing on July 14 it took Vice Admiral Howe's fleet until July 23 to clear Sandy Hook and take the sea.

#### CAPTAIN JOHN HODGE TO THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

Gentn

Ship *Montgomery*, July 23, 1777.

Your letter of 16th inst. I duly received with blank warrants for only boatswain and cook, which I take the liberty of returning unfilled.

Captn. Grennell <sup>2</sup> and myself took for granted, when we accepted the command of the ships, we had an undoubted right to nominate and appoint all our officers. A letter from Francis Lewis, Esqr. (one of the honourable marine committee) dated 21st August last, empowered us to do it; on the strength of which I appointed my sea and marine officers, the latter have acted as such on board, for these two months past, and have had a number of men drafted from different regiments, as marines under their command; and it surprised me much, to find that those gentlemen's commissions have not been forwarded, or even taken notice of, by the honourable marine committee. I find you, gentlemen, doubt the propriety of taking the captains of the *Camden* privateer and *Washington* galley, for my lieutenants; it has always been a rule and custom for lieutenants of a frigate to take the command of armed vessels not exceeding ten guns; and if I mistake not, 'tis agreeable to the resolves of Congress.

I shall use my utmost endeavours to look out for persons qualified for master, surgeon, gunner, &c. and advise you when any offers that I can freely nominate and appoint. I am gentn. [&c.]

John Hodge

1. *New York Provincial Congress*, II, 504.

2. Captain Thomas Grennell, *Continental Navy frigate Congress*.

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

[Philadelphia] Wednesday, July 23, 1777

*Resolved*, That the committee appointed to contract for the casting of cannon, be directed to deliver to the Board of War and Ordnance, all the contracts they have made, together with an account of the advances made and cannon received in consequence of such contracts; and that then they be discharged from proceeding farther in that business, and that the Board of War and Ordnance be vested with the powers granted to the aforesaid committee, and that they be directed to attend to the execution of the said contracts, and to take such measures as they shall judge proper and effectual for procuring a sufficient supply of cannon for the land and sea service, and that the Marine Committee apply to the said Board for such cannon as they may want for the continental ships of war, under their direction.

The Marine Committee having laid before Congress a petition from sundry lieutenants of the navy, which had been some time under the consideration of the said committee, and represented, that before any determination was had thereon, a number of the said lieutenants refused to proceed in the execution of their duty, until what they call their grievances should be redressed, as more fully appears by a paper now produced to Congress, dated 21 July, directed to John Barry, Esqr senior commander of the navy in the port of Philadelphia, and signed by twelve of the said lieutenants, viz. Robert French, Robert Martin, Robert Hume, John Fanning, Matthew Tibbs, George Batson, Luke Matthewman, William Gamble, Thomas Vaughn, Joseph Greenway, R. Pomeroy, James Armitage; and whereas such combinations of officers to extort increase of pay and allowances from the public, are of the most dangerous tendency, it is necessary for the public service to make examples of such offenders; therefore,

*Resolved*, That the said Robert French, Robert Martin, Robert Hume, John Fanning, Matthew Tibbs, George Batson, Luke Matthewman, William Gamble, Thomas Vaughn, Joseph Greenway, R. Pomeroy, and James Armitage, be dismissed the continental service, and they are hereby severally dismissed accordingly, and their commissions rendered void and of none effect.

*Resolved*, That the said Robert French, Robert Martin, Robert Hume, John Fanning, Matthew Tibbs, George Batson, Luke Matthewman, William Gamble, Thomas Vaughn, Joseph Greenway, R. Pomeroy, and James Armitage, be, and they are hereby, rendered incapable of holding any commission or warrant under the authority of the United States, and that it be recommended to the several States not to employ any of them in any office civil or military.

1. Ford, ed., *JCC*, VIII, 572-74.

"EXTRACT OF A LETTER FROM MR EDDIS TO GOVR EDEN, NEW YORK  
23<sup>d</sup> JULY 1777."<sup>1</sup>

Annapolis has assumed a very different Appearance since Your Excellency left it. They have formed a Battery from Mr Walter Dulany's Lot



At Baltimore they have fortified Whetstone's Point, of the Strength of which they boast much. They have sunk several Vessels in the Channel, and a Chain is placed across the Harbor. A Frigate, mounting 36 Guns, and called the *Virginia*, has been built at the said Place, the Command of which is given by Congress to [James] Nicholson, and a Mr Cook, related to Mr [Thomas] Johnson, is promoted into the *Defence*, besides the above Ships, they have fitted out several Galleys which make a formidable Appearance, but, I am well assured, can be of little Service except in smooth Water at the Entrance of Rivers.

- ## SOUTH CAROLINA NAVY BOARD TO CAPTAIN JOHN MERCIER <sup>1</sup>

Edward Blake first Commissr

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

Sir Antigua 23d July 1777  
Please to acquaint their Lordships that Yesterday arrived here from New York His Majesty's Ship *Camel*, the Honble Captain [William Clement] Finch; by whom I received their Lordships Orders to take her under my Command and send her Home with the Convoy; accordingly have Directed him to take charge of the one that Sails the first of August, in

company with His Majesty's Sloops *Druid* and *Weazle*; Inclosed also is Copy of Intelligence sent me by Lord Howe of the American Privateers got out of Boston on the 21st of May; at present we have no Intelligence of their being in these Seas and I hope by their Sailing so late and the Wind being so long Southerly that they have not been able to intercept the Homeward bound Convoys of May and June.

I must also beg leave to inclose to their Lordships that part of Lord Howe's Letter concerning His displacing the Officers I had appointed to the vacancies that happened in the American Squadron that fitted here last Year. I look'd upon it that all Ships that came on this Station for that purpose were as much under my Command as any others, for without their being so, they could in no shape be fitted; as all Orders respecting that Service to them must come from me; for which reason on their arrival, I gave them all Orders to put themselves under my Command, therefore must naturally suppose that if they were under me in one Instance they were in all others 'till their Departure to execute Lord Howes Orders; which if I had thought it for the good of his Majesty's Service I might have contradicted, and employed them as I thought proper; it is an over act of Power of my Lord Howes that I hope their Lordships will redress. Mr [Thomas] Windsor who I had appointed to the Command of the *Falcon* his Lordship has sent back in the *Camel*, as also the Boatswain; The Purser of her stays with his Lordship; the Gunner of the *Flora* who was moved out of the *Beaver* into her, is also returned; but the Surgeon of the *Mermaid* stays with his Lordship. They were all fair Vacancies, no made ones nor was it right for the Ships to go from hence without being properly appointed; It was very natural to suppose that on the sudden change of climates Vacancies would happen, and if a Number of them come here this Season in all probability will again, there fore hope what I did will meet their Lordships approbation and that they will confirm Mr Windsor.

The *Oliver Cromwell* I had some thoughts of purchasing before to make a Man of War Sloop of; she will make a very fine one and carry 16 Six Pounders. I shall now do it, and appoint Mr Windsor to the Command of her, and propose sending her with the Convoy after the bad Weather Months are over, if any is required, for Guns we cannot get, and those in Her are by no means fit to remain; in every other Circumstance she will want very little; I propose having her Survey'd very soon and Valued, of which I shall acquaint their Lordships by the next opportunity.

I must further acquaint their Lordships that about three Weeks ago His Majesty's Armed Brig *Endeavour* (Lieutt Tinsley) fell in off this Island with two American Sloops, the one of 12 Guns; and the other of 10, in both about 160 Men, who Engaged her off and on for three Hours, but she beat them off with the loss only of one Man, and five slightly wounded, they appeared to be much damaged and made Sail from her.

The *Endeavour* being very small and not a very good Sailer have ordered her to be sold and turn'd Lieutenant Tinsley with his People and Ordnance Stores into the *Mosketo* a Rebel Privateer of 14 Guns lately

taken by the *Ariadne*, having thrown her Guns overboard in the Chace; She will carry (very well) Ten 4 Pounders, is quite new and Built for the purpose of a Privateer and is quite compleat, I have ordered her to be Survey'd and Valued; and named the *Endeavour*, the Account of which will send by the next opportunity, and shall order the Naval Officer here to draw on the Navy Board for the appraised Value of them both.

I have the Pleasure to acquaint their Lordships that the sloop that was converted into a Brig and called the *Pelican* is now at Sea, and I am informed answers beyond Expectation.<sup>2</sup>

I hope their Lordships will approve of what I have done herein, and am Sir [&c.]

Jam<sup>s</sup> Young.

#### No 1

Intelligence received from Captain Fielding of the *Diamond*

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 of May, which Consisted of the following Vessels, Vizt the *Boston* of 36 Guns, *Hancock* of 32 Guns, One Ship of 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, Two Sloops, the whole of the Brigs &c. 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 Twenty five days and then to Cruize Separately.

#### No 2

The Nomination you have been pleased to make to Vacant Offices in the Ships of the Squadron under my Command, lately touching at Antigua being inconsistent with the Authority annexed to my Appointment, it became incumbent on me to displace the Officers upon their arrival, and as I am to presume that their presence may be necessary in the Ships to which they properly belong, Lieutenant Windsor and such of the other officers who are prepared to profit by the opportunity have been directed to take their passage in the *Camel*, to receive your Commands for their further proceedings, in consequence I have the Honor to be Sir [&c.]

Howe

[Endorsed] Antigoa 23 July 1777 V. Ad: Young Rd 5 Octr 2 Inclo: 10 Octr Own rect take care before you do ref Lre of the 8 July last respecting those appointments. Approve [purchase of *Oliver Cromwell* & *Mosketo*] N Bd to dispose of it. leave her [*Oliver Cromwell*] out of Admty list as Sixth Rate.

1. PRO, Admiralty 1/310.

2. Formerly the captured sloop *Adriana*, George Codwise, master.

24 July

JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE <sup>1</sup>

July 1777

Cape Ann West 26 Leagues

Thursday 24.

Light Airs and Clear the *Orpheus* in Company at 11 AM saw a Sail and gave Chace  
 Modt and Hazy at 3 PM tack'd and fir'd Several Shott at the Chace and sent the Barge in Pursuit of her, at 7 brot to the Chace which proov'd to be the *Betsey* schooner from Newbery Port bound to Martinico,<sup>2</sup> sent a petty officer and 3 men on board of her.

1. PRO, Admiralty 51/4229.

2. ——— Johnston, master, with fish and lumber, sent to Rhode Island, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

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

Honble sirs

Boston 24th July 1777

I had the honour to acquaint you under the 14th Instant of the Capture made by the *Hancock* & *Boston*, and that the latter was Arriv'd at Sheeps-cut, I confirm what I then wrote, tho we have no Letters from Capt M<sup>c</sup>Neile, a report has prevail'd for some days past that the *Fox* was retaken and sent into Halifax, But I hope it is without foundation; we have nothing from Capt Manly since Capt M<sup>c</sup>Neile parted from him which was About the third of this Inst the Occasion of their seperating was, they fell in with the *Romney* [*sic Rainbow*], a fifty, the *Flora* a thirty Six, and Another Frigate of thirty two Guns, when Capt M<sup>c</sup>Neile says the Signal was given to make the Best of their way & take care of themselves. I hope soon to have the pleasure of giving an Account of the arrival of the *Hancock* with her Prize, which they took the 7 Ultimo, And landed their prisoners at Newfoundland, the information of their putting them on board a Sloop was wrong, we are much at a loss to know why Capt M<sup>c</sup>Neile has not wrote to any of his friends hear, the Gentlen who gives me this account Dined with a person who was a volunteer with him, who told him when he left the Ship the day before M<sup>c</sup>Neile had heard that two Ships where gone into an eastern port and he was gone down in his boats hoaping to find Manley & the *fox*. I hope he was not disappointed, I now inclose sundry Accounts as P List should have included the Schooners Accounts, but the Ordnance being sent to General Washington, could not fill up a number of Blanks for sundrys recd from that Store,<sup>2</sup> the *Alfreds* shall be forwarded next Week. I have the honour to be [&c.]

J B.

The moment I finishd my Ltr I Recd a Message from the Wife of Capt [Stephen] Hill who commanded the *Fox* when she was retaken he writes his Wife <sup>3</sup> when he Left The *Hancock* the *Rainbow* was in Chace of her I am not able to Collect particulars as we have had no Letters

from Capt McNeile I trust he has wrote the hon Board We are told Capt [Daniel] Waters lost part of his hand in the Engagement.

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

2. Washington's Fleet schooners.

3. Extract of Captain Hill's letter to his wife, dated at Halifax, July 10, 1777, is in the *Pennsylvania Gazette*, August 6, 1777.

JOHN BRADFORD TO WILLIAM WHIPPLE <sup>1</sup>

Dear Sir

Boston 24th July 1777

Your much Esteemd favr I Recd by post, I find you did not enjoy the pleasing sensations that the Capturing the *Fox* occasiond so long as I did, for till last evg we in general thought she was not recaptured, I fully Join in Sentiment with you it had been prudent & Right in them to have come in with their Prize your reasons are the most Cogent for it, however its too late to mend, And as you justly observe if we dont pay two dear for our Experience it will be well, We have been kept strangely in the dark respecting this matter as McNeil has not wrote a line to any person in this town since he arrivd at the Eastward, You inquire after News from France, I was favrd with a letter from Dr Franklin, he writes, for political Reasons France has declind entering into War, tho it cant be long avoided, England has not been able to procure a single Russian, and but two Germans, that the utmost they will be able to send over this year wont Reach 6000 that he believes the Howes will put forth the utmost exertions as if the[y] fail of Success this Campaign the ministry Can not be supported in their measures another year. I am [&c.]

J. B.

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

DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Rhode Island] 24th July A Deserter who came in two days ago from Providence, reports that the Rebel Frigate *Warren*, Captain Whipple, having her full Complement of Men, Guns, & Stores, on board, intends to come down the first fair wind, in order to proceed to Sea. She is to be accompanied by a Brig of 14 Guns, two Gallies, and a Fire ship. Three or four vessels appear at anchor near her at present.

1. *Mackenzie's Diary*, I, 157.

NATHANIEL SHAW, JR., TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

[Extract]

Gentlemen,

New London July 24th 1777

Yours of the 17th Ulto P. Capt [Samuel] Chew came to hand (and as I Expected) you Consider that I was not Authoriz'd by your former orders to buy a Brigtn Eight Months after without first Consulting you on that head -

The Case was Just this, I was Determin'd that so Good a Man as Capt Chew should not Remain Un Employ'd, and if you would not let him have a Vessell, I would let him have one on my own Accott if you had Refus'd to take the Brigg, it would have been no Determt to me on the Briggtn Sailing shall furnish you with the Accotts &c I shall have her Ready to Sail in a few days With advise to His Excellency Governr Trumbull, I have fitted out the Continentl Sloop *Scuyler*, Under the Command of David Hawley who has his Station att or Near Norwalk, and have the Satisfaction to observe to you that I think he has Exerted himself to the Utmost in distressing the Enemys Coasting Vessells from Long Island to N York & has taken and brot into Port Five Sloops and One Schooner Laden with Wood Provisions &c No Great Value to the Contint but a Determent to the Enemy . . .

1. Nathaniel Shaw Letter Book, YUL.

### JOURNAL OF AMBROSE SERLE <sup>1</sup>

Thursday 24th [July]

Proceeded on our Voyage, the Wind fair, but light. In the Evening opposite to Little Egg Harbor. From this Time to Wednesday 29th, when we arrived off the Mouth of the Delaware, we had every Variety of good & bad Weather. The Transports, with the poor Soldiers, were tossed about exceedingly, & exposed at times to much Danger in running foul of each other. – When we arrived here, Capt. Hammond in the *Roebuck* (stationed here) waited upon the Admiral. – The Ships lay on & off all the Day; and at length it was determined by the General not to land here. – The Hearts of all Men were struck with this Business, every one apprehending the worst. *O quantâ de spe!* is the universal Cry; and without the Loss or Risque of a Battel. – What will my dear Country think & say too, when this News is carried Home? *Horreo.* – News arrived, through the Rebels themselves, of their being routed, above Albany, by Burgoyne, with the Loss of their Baggage & every thing. – In the Evening, stood away to the NE, though it was given out, that we are bound to the Chesapeak; in which Situation, may God defend us from the Fatality of the worst Climate in America at this worst Season of the Year to experience it! – I can write no more: my Heart is full.

1. Ambrose Serle Journal, HUL.

“EXTRACT OF A LETTER FROM GREAT EGG HARBOUR, DATED JULY 24, 1777.” <sup>1</sup>

We should have sailed this day had it not been for an alarm we had yesterday, which diverted the peoples attention from work: – About one o'clock we heard a smart firing of cannon, and soon after were informed that several vessels were off the beach, about four miles to the Southward of this place; we immediately mustered all hands, 15 in number, and marched with as much expedition as possible; we soon discovered the enemy had been in chase of a small schooner, and drove her on shore. A

frigate of 32 guns came up and anchored about three quarters of a mile from the shore, two tenders<sup>2</sup> and three barges came much nearer, and all kept up a steady fire for four or five hours on the shore without doing any damage, nor did it prevent the people from landing chief part of the goods that were on board; at high water the schooner bilged, the remainder of the cargo was drove on shore and secured, it consists of rum, molasses, sugar, limes and dry goods. About seven o'clock another frigate came up and anchored up the beach; from the preparations we discovered them making, expected they would land in the night, we made a tolerable good breast work of the rum cask and sand, and were determined to prevent their destroying the goods; however they were disappointed in their design by the wind blowing hard from the North West, which obliged them to stand to sea, since which we have not discovered any more of those plundering pirates. The Schooner is from Martinico, had 22 days passage; the Captain says some late papers were taken in a Bristol ship and carried into Martinico, and that they contained some interesting intelligence relating to American affairs, but could not learn particulars, as they were transmitted to Congress.

1. *Pennsylvania Packet*, July 29, 1777.

2. H.M.S. *Roebuck's* tenders, brig *Stanley*, Richard Whitworth, and schooner *Delaware*, ——— Rogers.

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

[Williamsburg] Thursday 24th July 1777. —

Ordered that Capt Wright Westcott deliver from on Board the Sloop *Scorpion* to Capt Francis Bright for the use of the Brig *Northampton* the following Articles, to wit, twenty four half pikes, five round Grape shot ready made up, two Iron Crows, Copper Measures, eight Powder Horns, 20 Blocks, Boarding Graplines, four Lanthorns, Ladles & Tormentors, One Coil of Ratling, one pair of Steelyards, one Funnell, and a Creaming Fall.<sup>2</sup>

1. Navy Board Journal, 253-54, VSL.

2. Captain Bright was ordered on July 30 to ready *Northampton* for a four months cruise, Navy Board Journal, 257, VSL.

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

July 1777                      Cape Henry   SbE   Willobys Point   WbS  
Thursday 24th   at 7 AM saw a Sail to the SSE, Weigh'd & gave Chace, at 8 AM the *Thames* in Chace, at 9 clean'd between Decks & left off Chace, not being able to work out of the Bay, against the Flood Tide, sent the Barge out after the Chace. Ditto Wear, at 2 PM saw a Strange Sail to the ESE, she made a Signal, and we answered it, at 6 PM came in and anchor'd by us His Majs Sloop *Otter*, at 9 PM the Barge with the Prize anch'd by us, a French Snow,<sup>2</sup> from Guadalupe, bound to Virginia, with Salt and Sundries.

1. PRO, Admiralty 51/311.

2. Success, Pr. Aw. Magnero, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 66.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS<sup>1</sup>

[Extract]  
Sir,

*Antelope* Port Royal Harbor  
Jamaica the 24th July 1777

I beg leave to acquaint their Lordships that this comes by His Majesty's Ship *Boreas*, Captn Thompson, who with the *Ostrich* Captain [Peter] Rainier is to proceed to England with the Trade from this Island, & to sail from Bluefields the 1st day of August together with the *Hornet* who is to go such a distance to strengthen the Convoy.

I have receiv'd your Letter of the 7th May by His Majesty's Packet Boat the *Grantham*, informing me that their Lordships had been pleased to appoint Sir Peter Parker to relieve me on this Station. also their Lordships order of the 10th May to take the *Lowestoffe* Captain [William] Locker under my Command who arrived here the 19th Instant, and brought in all his Convoy safe; and I shall employ him in the best manner for His Majesty's Service: Nothing particular has occur'd worthy their Lordships information since my Letter of the 15th June, by the *Lively*, Captn Bishop, a duplicate of which I inclose:

. . . By the Pensacola Packet I am informed the *Hound* sailed from thence with the trade for England the 19th April; I inclose for their Lordships information, a Letter I receiv'd from Lieutenant [George] Burdon, Commander of His Majesty's armed Sloop *West Florida*, wherein he gives an Account of the state of the Town of New Orleans, in the best manner he can:

In consequence of my appointing Captain [Thomas] Davey, to Act as Captain of His Majesty's Ship *Antelope*, in the room of Captain Judd; I appointed Mr James Cotes my first Lieutenant to Act as Master and Commander of the *Diligence* till my further Order. . . .

The Squadron under my Command is employed as follows. The *Winchelsea*, *Southampton*, *Glasgow*, *Race-horse* and *Porcupine* Sloops are on a Cruize. The *Atalanta* is still stationed at Pensacola, The *West Florida* and *Florida* Surveying Sloops are on their stations agreeable to their Lordships orders; The *Lord Amherst* armed Ship I expect will soon arrive here from Pensacola; The *Diligence* is gone to the Moskito shore, & Bay of Honduras: The *Aeolus* is almost ready to proceed again on a Cruize, His Majesty's Sloop *Stork*, I have sent round the North side of the Island to collect the Trade & Convoy them to Bluefields to join the rest; There will then only remain in the Harbor the *Antelope*, and *Lowestoffe*. The latter I shall send to Sea, so soon as She can be got ready; Inclosed is the state and Condition of His Majesty's Ships under my Command that are now in Port; and a List of Officers that I have appointed since the 15th June last: In the *Ostrich* I send the Captain of a Rebel Sloop fitted out as a Privateer, taken by the *Glasgow*, & ten American Prisoners, in the *Boreas*; the Capts of the respective Ships have my directions, to deliver them to the Commanding Officer at Spithead; by a Merchant Ship who arrived the 20th Instant I am informed that she spoke a Dutch Snow, who had been brought too, by two Rebel Privateers from whom he learnt that Philadelphia was in possession



of His Majesty's Troops; The Number of Vessels, taken by the Squadron at present amounts to One hundred & fifty. I am, with great Respect, Sir [&c.]

Clark Gayton

[Endorsed] R 7 Octr – by the *Boreas*

1. PRO, Admiralty 1/240.

25 July

JOURNAL OF H.M. SLOOP *Albany*; CAPTAIN HENRY MOWAT <sup>1</sup>

July 1777  
Friday 25

At Single Anchor in Louisburgh Harbour at Noon upon seeing a Sail in the Offing made a Signal for the Captain who was on Shore. Fresh Gales with Hard Squalls at times, at 1 P: M: weighed and came to Sail & gave Chace after the Sail in the Offing, Set Studding Sails, discovered the Sail to be a Ship with long Royal Masts, and Royals, which made us imagine her to be a Privateer: in carrying Sail after her a Heavy squall off the Land carried away the Fore topmast Studding with all the Geer, Fired a Gun at the Chace and brot her too, She proved to be the *Maria Theresa* from Cadiz with Salt for Quebec: but finding other Articles on board, we took her in custody, and brot her into Louisbourgh Harbour with us; where we Anchord again with the Best Bower in 8 fms water.

1. PRO, Admiralty 51/23.

CAPTAIN HECTOR McNEILL TO THE FALMOUTH COMMITTEE OF SAFETY <sup>1</sup>

Ship *Boston* 25th July 1777

Gentlemen. I am inform'd that two of the Prisoners Late belonging to the *Fox* which I forwarded here by Land from Wichcassett last week have been Negligently left behind in this place –

I cannot help Expressing my astonishment on this Occasion at the conduct of those Gentlemen who had the care of the Prisoners –

Were our poor Countrymen who unfortunately fall into the hands of the Enemy no better guarded or let run at loose in this manner we might entertain some hopes of their being able to find their way once more to their own home – but alas the contrary is too well known, many of them have been constrain'd to take arms against their Country, all who refuse so to do have been close confin'd and treated with such cruelty as would Shock the heart of a Barbarian untill they can be redeem'd by Exchange, suffer they must, is it not then great cruelty in us to Neglect redeeming our own people knowing full well what hard measure they have while in the hands of the foe, what mistaken pitty that is which only extends to our Enemys when they fall into our hands, and neglects our own people who meet such

cruel Treatment among them, – This is but poor encouragement for Men to enter into the Service of their Country who tho they may take and convey home Prisoners enough to redeem themselves in case of their being taken, yet have only this Melancholy reflection for their Comfort, Namely That their indolent, faithless Countrymen, suffer such to Slip through their fingers, while they poor Souls are sure to perish in a Prison unless they be redeem'd –

I therefore call on you Gentlemen as the Active guardians of your Country and your brethren in Captivity, requesting that you would cause those Prisoners to be apprehended and deliver'd again into my Care, or sent under a proper Guard to Boston – I am Gentlemen [&c.]

H. McN –

1. Captain Hector McNeill Letter Book, MassHS.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON<sup>1</sup>

[Extract]

Lebanon 25th July 1777 –

. . . Sunday last, We were alarmed at the Appearance of twenty four Sail of the Enemy's Ships, passing from N York thro' the Sound, & Showing themselves as standing for Fairfield, & in like manner at sundry other Places. – Capt [Robert] Niles in our Armed Schooner *Spy*, who was Ordered out for Discovery, was chased into New London Harbour. several Broad Sides with other random Shott were fired at him. The Enemy pursued him till they came within a short Distance of the Light House in that Harbour. – They pass'd by, only two Ships & three or four Schooners & Sloops went in at Newport. – Mr Shaw says he found they are bound home, with sick & wounded Soldiers. He was at the time in a Flag to carry Letters to thirty one Gentlemen at New York, who had been sent into this State for their inimical Principles, & had been allowed to go in on Parole to return when called for. – Mr Shaw proceeded up the Sound as far as Huntingdon, when meeting with a British Ship, the Commander prevented him from going up any further, Saying he had positive Orders not to let any Flag pass him. Mr Shaw gave him the Letters, and has his Receipt to deliver them to Lord Howe, mentioning the Purport. . . .

1. George Washington Papers, LC.

“EXTRACT OF A LETTER WRIT BY GENERAL PHILLIPS TO CAPTN LUTWIDGE BY LIEUT GENERAL BURGoyNE'S DIRECTIONS RELATIVE TO THE DISPOSITION OF THE NAVAL DEPARTMENT, DATED TICONDERAGO 25TH JULY 1777.”<sup>1</sup>

It appears that the *Maria* and *Carleton* are sufficient for the Security of the Lake, and that all the other Ships shou'd be disarmed and employed only as Ships as burthen

That four Tenders should be kept Armed for cruizing in the Lake particularly on the East Shore, to examine the Bays, Creeks & Rivers, and prevent any Canoes or Batteaux from appearing in the Lake without Ex-



In this Number will be included the Boats  
Crews of Lieut General Burgoyne, Major  
Genl Phillips & every other General Officer.  
Recapitulation.

	Men
In the armed Vessels &ca	162
In unarmed Vessels in Lake Champlain	139
In Lake George & Hudson's River	220
Total	<u>521</u>

The number of Seamen by the returns of a late date exclusive of those  
from the *Triton* & *Viper*, are

	Seamen
<i>Isis</i>	43
<i>Canceaux</i>	45
<i>Blonde</i>	55
<i>Fell</i>	26
<i>Charlotte</i>	15
Volunteers	40
Treasury Briggs	75
<i>Garland</i>	50
Total	<u>349</u>
There wanting to compleat	172
Total required as above	<u>521</u>

(A Copy) R<sup>d</sup> Pearson.

[Endorsed] 2 In the Lords of the Admty's of 26th Sepr 1777.

1. PRO, Colonial Office 5/127, 184-85.

#### JOURNAL OF THE NEW YORK COUNCIL OF SAFETY <sup>1</sup>

[Fishkill] Die Veneris, 4 ho. P.M. July 25, 1777.

Mr. Platt, from the committee to whom was referred the letters from the Captains Grenell and Hodge on the subject of appointing officers for the Continental frigates *Congress* and *Montgomerie*, reported a draft of a letter to the marine committee, which was read and approved, and is as follows, vizt:

Gentlemen - I am directed by the Council of Safety to inform you that your letter of the twenty-sixth of June, enclosing blank commissions, and requesting this Council to confer with the captains of the Continental ships *Congress* and *Montgomerie* for men of good character to fill the different offices on board, has been taken into consideration.

We have filled up one commission for Daniel Shaw, first lieutenant of the *Congress*; some others have been recommended to us, but we have suspended their appointment until we could be more thoroughly acquainted with their characters.

You make no mention of the marine officers. Several have been shipped and recommended by the captains, as also Mr. Victor

Bicker, who was appointed last winter by Convention agreeable to your directions, a lieutenant of marines, with orders to recruit some men to guard the ships during the winter.

We should be glad of your directions whether commissions should be filled up for any of the marine officers, and how many.

If Congress should choose to retain the appointment of marine officers, and have none particularly in view, the Council take the liberty to recommend William Matthewman (who served as lieutenant in Canada) to the command of the marines on board the *Montgomerie*, and Mr. Victor Bicker (who served as lieutenant in General Scott's brigade last year) to a lieutenancy of marines on board the ship *Congress*.

The Captains Grenell and Hodge claim a right of appointing their own officers, as will appear by the enclosed copies of their letters. I am, gentlemen, [&c.]

To the Honble. the Marine Committee

Ordered, That a copy thereof be engrossed, signed by the President, and transmitted, together with copies of the letters from the said Captains Grenell and Hodge to this board.

The said committee also reported a draft of a letter to the said captains in answer to theirs on the same subject, which was also read and approved, and is as follows, to wit:

Sir – Yours of the twentieth instant has been laid before the Council. I am directed to inform you that the Council are unacquainted with the conditions on which you accepted your commission, and they would have been happy in not having any agency in appointing officers for the ships, and therefore undertook the disagreeable task with reluctance, at solicitation of the marine committee, to whom they have referred your case. I am, sir, [&c.]

To Captain Grenell

Ordered, That a copy thereof be signed and transmitted, and that a similar letter be sent to Captain Hodge.

1. *New York Provincial Congress*, I, 1015.

BRIGADIER GENERAL JOHN GLOVER TO JAMES WARREN, SPEAKER OF THE  
MASSACHUSETTS HOUSE OF REPRESENTATIVES <sup>1</sup>

Dear Sirs

Peeks Kill 25th July 1777. –

This will inform you, the Enemys Fleet saild from the Hook this 23d inst in Consequence of which Genl Sullivan's & Lord Stirlings Divisions cross'd the North River by Genl Washington's Order, for Philadelphia this morning – But I must Confess I expect them back again.

The Enemy's Conduct is exceedingly Embarrassing to us. – They have for two weeks past been Collecting all the Seamen that have any knowledge of the Southern Coast, from this we supposed their Design was on that Quarter – but last Evening, we took a Mr Williams at the White Plains from New York who was sent by Genl Howe with a Letter to Genl Burgoyne

at Fort Edward – acknowledging the Rect of his Letter of the 14th May, & advising he (Howe) was all ready for Sailing, & should make an Attack on Boston, (in which Burgoyne is to Co-operate from the Northwd) & flatters himself he shall not meet with much difficulty – as he supposes the Rebel Army was now Collected, & at such a Distance from that place, that an easy Conquest may be made.

The Letter referr'd to, was sent off to Genl Washington 12 OClock last night (about 28 Miles distce) an Express came in from him this morning 3OClock with Orders for the two Divisions before mention'd to join him – This Express met the one sent off with Howes Letter, 10 Miles on his way – how far this intelligence will operate with Genl Washington, I am not able to say – but taking all Circumstances together (which are too many to Enumerate) all the Genl Officers on this side the North River are fully of the Opinion Boston is their mark –

Should Genl Washington favour this Opinion, he will be on with his whole Army, except my Brigade, which is now Embark'd & waiting for a wind, for Albany & one Brigade which will be left at this Post. –

It's one of the first Principles in War to deceive, – Howe has taken great pains to do this in many Circumstances – His Expedition he keeps as a profound secret – at the same time Offers great Encouragemts for Pilots to the Southward, gives Prisoners an opportunity to Escape with a Design that this may be known to Genl Washington – then sends a Fleet of Ships abt 30 Sail thro' the sound – at the same time sends 4 Arm'd ships & Row Gallies up the North River as if they design'd to stop the Troops crossing from the West to the East side of the River – then lyes still 10 days – sends out Williams with the Letter before mention'd & the next day sails from the Hook, with his whole Fleet Consisting of 170 Sail – These Manoeuvres are design'd to Baffle & deceive us. – I wish the Effect may not prove it – If his Object was Philadelphia, would he not have procur'd Pilots in a more private Manner, on the other hand if Boston would he have sent Mr Williams, a young Gentleman of York, who is a Staunch friend to America – as appears by his being Confined in the Provost Guard two weeks (& other favourable Circumstances) before he was engag'd on this Errand – taken out, & the next day sent off by Major Sherrieff – & sent in such a way, & by such a Road, that he could not but have fallen into our hands. However he like an honest man made inquiry for our Guards & deliver'd himself up – He recd 6 half Joe's & was recommended to Genl Burgoyne for a further Reward – from his coming out in this open way, we suppose it was design'd he should fall into our hands, & that we should not pay any Attention to it – at the same time sent off one Taylor – of middling Stature, Dark Complexion, short brown hair – Blue Camblet Coat, with white Lappels who we expect will get thro' – as he has been employ'd in that way for several Months past with success, having return'd from that Quarter, but a day or two before Mr Williams Left York. –

I conceiv'd it my Duty to give the earliest intelligence – The wisdom of the Assembly will take such Measures as to them shall seem most Advisable for the safety of the State. –

I would not be understood to dictate, but Sir, give me leave to say I think it advisable the Militia be immediately put on the most respectable footing, with Arms, Ammunition & provision, ready to March at a moments Warning – by all means meet them if possible, at their first Landing – you will be supported by the Continental Army. –

If a Genl Battle comes on, one or the other must be Conquer'd – if it should be our unhappy Lot, (which God forbid,) we must be slaves – which is worse than Death. We can but die in Conquering them, which will be dying Gloriously – This Idea properly held up I think would Stimulate ministers and people to come forth in defence of their Country.

The Man that refuses, be he whome he may, ought to be deem'd an Enemy to his Country, & dealt with accordingly. – I am Sir [&c.]

John Glover

1. Mass. Arch., vol. 197, 340–43.

JOURNAL OF H.M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK <sup>1</sup>

July 1777	Phillips borough ESE $\frac{1}{4}$ a Mile
Thursday 24	at 9 A.M. the Boat Retd by which we receiv'd the following Provisns viz Bread 2 Casks Rum 1 Butter 2 Firkins receiv'd a New Deck Takle Talld at 10 A.M. fired 2 four Pounders with round and Grape at a Party of Rebles at Phillips Burrough Light Breezes and vble at 6 P.M. Weigh'd and row'd up the River at 10 P.M. Anchd with the Best Bower in 5 Fm Water Tallard's Point NE 1 Mile
Friday 25	at 4 A.M. saw 4 Reble Boats at 5 fired One twenty four Pounder with round shot at them at 8 A.M. Weighd and gave Chase to the Above Mentiond Boats at $\frac{1}{2}$ past fired 2 four Pounders with round shot which Obligd them to run on Shore stood close in after them When a Party of Rebles Appeard on the Adjacent Hills Do Hauld Our Wind Empld Plying to Windd at Noon Anchd With the best Bower in 5 Fm Water Phillipsburrough ESE $\frac{1}{2}$ a Mile found ridg here H. Majesties Galley <i>Spitfire</i> Do Weather these 24 Hours with Drizzling Rain at times

1. PRO, Admiralty 51/4159.

GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS <sup>1</sup>

[Extract]

Ramapough 3 Miles from the Clove July 25th 1777

. . . The amazing advantage the Enemy derive from their Ships and the Command of the Water, keeps us in a State of constant perplexity and the most anxious conjecture. We are not yet informed of their destination, nor can any plausible conclusions be drawn respecting It – at least, not such as appear satisfactory. What renders the matter still more difficult & confused, is their extreme inactivity & delay. For it is certain they began to

embark immediately after the evacuation of Amboy and now remain between the Narrows & the Hook or were there, when I was last advised upon the Subject – I have Two Active Officers with an Escort now out, for the purpose of Intelligence and for reconnoitring their situation from Fort Lee and along the River in that Neighbourhood. Things being thus circumstanced and various Opinions, as to their real Object, prevailing among us, Some supposing it to be Philadelphia – Others the North River and Others an Expedition more Easterly, I would submit it to Congress, Whether the Militia of the Neighbouring Counties should not be immediately called to the first or at Chester – the Lower Counties at Wilmington. This measure appears to me highly expedient and no Objection can lie against it of sufficient validity to prevent it, As a few days must certainly determine their real designs. Should they be against Philadelphia and they have favourable Winds, their voyage will be made in a short time, when it may be too late to obtain their [the militia] aid & to arrange them properly for defence, supposing 'em to come in. I am the more induced to recommend this measure, as the Several objects we have to attend to, necessarily oblige this Army to continue at a considerable distance from that place, till their Intentions are better understood; And as they might by a sudden and rapid push, attempt to effect some material & capital stroke, before we could get there, unless there is a respectable force to oppose 'em. . . .

1. Papers CC (Letters from General George Washington, 1775–84), 152, IV, 397–400, NA.

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

[Philadelphia] Friday, July 25, 1777

The Marine Committee having represented that the extravagant prices now demanded for all kinds of materials used in ship-building, and the enormous wages required by tradesmen and labourers, render the building of the ships of war already ordered by Congress not only excessively expensive, but also difficult to be accomplished at this time, and that it appears, by information lately received, that some of the frigates have been set on the stocks in improper places; Whereupon,

*Resolved*, That the Marine Committee be empowered to put a stop to the building of such of the continental ships of war already ordered by this Congress to be built, as they shall judge proper, and to resume the building of them again when they shall find it consistent with the interest of the United States so to do.

Congress took into consideration a report of the Marine Committee, on an application of sundry commanders in the navy; Whereupon,

*Resolved*, That the commanders of continental vessels of war of ten guns and upwards, be allowed 5 1/3d dollars per week, for subsistence whilst in domestick or foreign ports:

That commanders of vessels under ten guns be allowed 4 dollars per week for subsistence whilst in domestic or foreign ports:

That commanders of continental vessels of war of ten guns and upwards, be allowed, whilst at sea, 2 2/3ds dollars per week for cabin expences:

That lieutenants, surgeons, captains of marines and chaplains, be al-



lowed 4 dollars per week subsistence in domestic ports, during such time as the ships they respectively belong to are not in condition to receive them on board:

That the Marine Committee be empowered to allow such cabin furniture for continental vessels of war as they shall judge proper:

That when agents for the United States, or any persons in authority under them, put passengers on board any continental vessel of war, they shall lay in the necessary stores for their accommodation, to prevent expense and inconvenience to the commanders.

1. Ford, ed., *JCC*, VIII, 581-82.

"EXTRACT OF A LETTER FROM CAPE-MAY, DATED JULY 25, 1777." <sup>1</sup>

On Friday between the hours of one and two o'clock, P.M. came to my house Miles Henry and William Dodge, formerly belonging to the *Roebuck*, and made the following report from due examination, viz. They came into Carson's [Corson] Inlet, situate between the Five Miles Beach and Peck's Beach, about sun-rise, on Friday, and put into a small creek, by the name of Heake Fish, putting in at the west end of Peck's Beach, in a whale boat, under the command of Thomas Slater, and Rowland Edwards, chief pilot, with three hands, besides the two deserters; the names of the three are, William Hatch, James Herner, John Jackson; they all belonging to the brig *Stanley*, Richard Whitworth commander. From their information, I conceived it my indispensable duty with all possible speed, to dispatch a detachment to take the said whale boat, which detachment arrived on the west end of Peck's Beach said afternoon, about five o'clock, under the command of Major Enoch Stilwell, who by certain intrigues took the whole crew with boat, arms, &c. an account of which I here inclose.

I beg leave to inform you, by what means the two deserters made their escape: they were placed as centries, to guard the others, while they took a nap, during which they made their escape. I shall as soon as possible, immediately convey the prisoners to Philadelphia under proper guards.

N.B. Seven men compleated the expedition.

An account of the arms &c. taken from the enemy on Friday, July 25, 1777.

6 muskets, 6 boarding pistols, 5 cutlasses and 1 scabbard, 6 cartridge boxes compleat, 2 swivels, 1 spy glass, 1 case with ball in, a worm, sponge and rammer, 1 case with 5 bottles of powder, 1 bottle of rum and 2 empty ones, 1 priming horn, 12 swivel cartridges, 5 small bundles of musket cartridges, 1 compass, 1 whale boat, 1 sail, 6 oars.

1. *Pennsylvania Journal*, July 30, 1777.

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

[Extract]

My Lord

*Emerald* in Chesepeak Bay 25th July 77

I was Honoured with Your Lordships Letters by the *Otter* Yesterday,

and sent Her of Smiths Island, and directed Captain Howe to join Me, and by his representation of the State his Ship is in,<sup>2</sup> I am under the disagreeable necessity of sending Her away. His own Ill state of health, his second Lieut being absent, twenty Men at the Hospital, Forty Nine Sick on board, Seventeen short of Complement, (and having Buried sixteen since he left New York, twelve now in a dying state,) and Eleven Absent in Prizes; fear if she stayed longer, Her situation with regard to Her Men, would be irrecoverable, as I am informd there are many on board, not in the Sick List, with stiff Joints and swelled Limbs, which induces me to take the step I have done with great reluctance.

Her appearance, is far beyond Her Service.

Captain Squires informed me, five Frigates went into New York, as he left it, therefore am in hopes, one May be spared to reinforce this Place. . . . Since my last this Ship has taken three Prizes. . . .

1. Benjamin Caldwell Papers, Letter Book (May, 1776–June, 1779), NMM.

2. H.M.S. *Thames*.

VIRGINIA NAVY BOARD TO CAPTAIN RICHARD TAYLOR, VIRGINIA NAVY SHIP  
*Tartar*<sup>1</sup>

[Williamsburg]

Sir/ You will receive by Capt [Wright] Westcott [blank] 1b Twine which is all we can send at present. There is a Quantity of Duck lately arrived at So Quay that we expect in Town every day out of which we intend to supply you with Topsails and shall send it up by the first Opportunity. – We have not as yet appointed a Lieutenant to your Ship but shall do it as soon as we have a full Board which we expect will be next Week. The Man which came to you from the *Hero* Galley you are desired to keep till further Orders. As we have determined to Sell the Sloop *Scorpion* we have given Orders to Capt Westcott to Turn over all the Sailors he has to your Ship and also the Officers Provided they are willing to go on Board and can be put in the same station and hold the same Rank they had when on Board the *Scorpion*. Capt Westcott is also directed to deliver you the Pig Iron and all the materials he hath on Board belonging to his Vessel except the Sails and Rigging. –

Navy Board  
25th July 1777

}

John Hutchings 1st Comsr Protre

1. Navy Board Letter Book, 95, VSL.

*North-Carolina Gazette*, FRIDAY, JULY 25, 1777

Newbern, July 25.

Since our last, a large Vessel from this Port has sailed, having on Board a great Number of Tories, with their Wives and Families, chiefly Scotch Gentlemen who have refused to take the Oaths of Government to this State. They are mostly Gentlemen of considerable Property, which they have acquired in America, and have it chiefly on Board, and chuse to risk every Consequence rather than acknowledge the Freedom of a Country

which has been so remarkably propitious to the People of their Nation. Among them is Mr. Martin Howard, late Chief Justice of this Province, with his Wife and Daughter.

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

- July 1777                      The So End of the West Corcos East  $\frac{1}{4}$  Mile  
 Thursday 24                at 2 AM Tack'd Ship.  
                                  Moderate & Cloudy, At 3 PM saw 2 Sail to the SW. Made  
                                  Sail & gave chace. At 4 Fired a Shott & brot too one of  
                                  them, which proved a Sloop from Cape Francois, to Caska  
                                  [Casco] Bay. Sent an Officer & 4 Men to take her to  
                                  Jamaica, and made Sail after the other. At 7 Fired two  
                                  Guns to bring her too, continued the Chace till dark. at  
                                  8 lost sight of her, & gave over Chace. But judging she  
                                  would push for the West End of Mayaguana, we made Sail  
                                  for that Passage in hopes of seeing her in the Morning.
- Friday 25                    At Daylight Saw a Sloop to Windward in the SEt Qr which  
                                  proved the same, and confirmed the justness of our con-  
                                  jecture. At 7 PM [AM] Died after a lingering Illness, Jno  
                                  Boardman Sail Maker, At 10 AM the French Quay Bore  
                                  EbS $\frac{1}{2}$ S 5 Leagues. Tackd Occasionally. At 11 Read the  
                                  Burial Service over, and Committed to the Deep the Body  
                                  of Jno Boardman.  
                                  Moderate and Fair, Mayaguana Quay. SE $\frac{1}{2}$ S 5 Leagues.  
                                  In chace after the Sloop At 3 PM Fired 22 Guns Shotted  
                                  to bring her too, proved a Sloop from Cape Francois, to  
                                  Charles Town. Sent an Officer & 4 Men to take charge of  
                                  her.<sup>2</sup> Made Sail.

1. PRO, Admiralty 51/399.

2. Prizes were sloops *Rover*, with tobacco and rice, and *Tryall*, with molasses, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

26 July

JOURNAL OF H.M. BRIG *Victor*, LIEUTENANT MICHAEL HYNDMAN <sup>1</sup>

- July 1777                      Cape Negro    WNW    7 Miles  
 Saturday 26th                 $\frac{1}{2}$  past 5 AM hove up light Airs & foggy run into the  
                                  entrance of Port Roseway & Anchd in  $7\frac{1}{2}$  fathm at  
                                  Noon Still thick A Small Schooner came close Along-  
                                  side Haild her & ordered them Alongside they run for  
                                  the Shore and seeing a number of men on Bd fired at  
                                  them upon which they run the Vessel on Shore Hoisted  
                                  out our Boat & sent her mann'd & arm'd and made fast  
                                  a rope to her Prov'd to be the *Liberty* Privateer from  
                                  Salem ——— Vincent Master<sup>2</sup> Cut away the masts and

Set her on Fire saw her Totally demolished she had  
 16 Men on Bd when she run on Shore 2 of which we  
 hear were Either drownd or Shot  
 Modte and foggy Wear 1½ past 3 PM Laid out a Small  
 Anchr belonging to the Prize and 2 Coils of Rope bent  
 to it to warp us off the Lee Shore hove up the Anchor &  
 came to Sail

1. PRO, Admiralty 51/23.

2. Probably Massachusetts privateer schooner *Liberty*, 6 guns and 25 men, of Salem, Mass. Arch., Revolutionary Rolls, VI, 210.

#### ADVERTISEMENT FOR SEAMEN FOR CONTINENTAL NAVY SHIP *Ranger*<sup>1</sup>

##### Encouragement for seamen.

Whereas the seamen of these States have for some time past been discouraged from entering into the navy, by thinking they have hitherto been unfairly dealt with in respect of prize money, and the regular payment of wages: Therefore, to remove all cause of future complaint, I will be answerable to every person who may enter to serve under my command, for the punctual and regular payment of wages. And I will also, with the consent and approbation of officers and men, appoint an agent for the prizes, whose duty it shall be to see the captors part sold to the best advantage, and to make punctual, just and regular payments to every person concern'd.

Every seaman in the navy is entitled to eight dollars per month wages, with an advance of forty dollars at entry on board. Every marine or landsman is entitled to six dollars & two thirds per month wages, with an advance of twenty dollars at entry on board. Every private person, who may loose a limb or be disabled in engagement, will receive two hundred dollars smart money; if kill'd, his wife or family will receive it. Every person, who may be disabled in engagement, will receive half pay during life or an allowance proportion'd to the injury sustained. The pay is extended to persons in captivity, provided they return to the service as soon as possible. The captors share one half of all merchant ships, and of all effects taken by sea or land, without resistance; they share the whole of all ships of war, & of all privateers authorized by his Britannic Majesty to war against these States. They will also receive a bounty of twenty dollars for every carriage gun then mounted, and of eight dollars per head for every man then on board and belonging to such prizes. There are ten shares set apart for the most deserving, with various Advantages, grounded upon resolves of Congress. Persons of abilities will be promoted in proportion to their diligence and merit; — and no equal encouragement can be given in privateers.

The Continental Ship of war *Ranger* at Portsmouth under my command is in readiness for sea. Such persons as think proper to enter, are requested to apply on board, or at the Ship's rendezvous where they will receive further information.

Portsmouth, July 26, 1777.

John Paul Jones.

1. *The Freeman's Journal*, Portsmouth, N.H., July 26, 1777.

DR. ROBERT ROBERTSON'S OBSERVATIONS<sup>1</sup>

[H.M.S. *Juno* at sea off Cape Ann and Cape Cod] On the 26th [July] a cask of molasses was taken out of a prize for each of the three ships companies, and eight casks of limes were divided among them; the *Orpheus* had one half of the limes, as her people were the most sickly with fever and scurvy. I got 18 bottles of small French wine for the use of the sick.

On the 28th, I put three gallons of lime juice and six of molasses in 18 gallons of rum (but, by mistake, the steward put in more rum than I directed), to be served, when diluted with water, to the scorbutic people, in the room of grog.

1. Robert Robertson, M.D., *Observations on Jail, Hospital, or Ship Fever, From the 4th April, 1776, until the 30th April, 1789* (London, 1789), 128. Hereafter cited as Robertson, *Observations on Jail . . . Fever*.

MASSACHUSETTS COUNCIL TO ROBERT PIERPONT<sup>1</sup>

Sir

Councill Chamber Boston July 26 1777

You are hereby Directed to Equip & Get Ready for sailing the Cartell Schoner under the Command of Capt Josiah Godfrey, for Rhode Island, the Board having Determined He shall Sail from this port Early next Week, & you are further Directed not to Exchange any Prisoners taken in the Land service, nor any of the officers or Seamen taken in the *fox* Frigate, without the Spetiall order of Councill therefore

Read &amp; Accepted

John Avery Dpy Secy

1. Mass. Arch., vol. 173, 313.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON<sup>1</sup>

July 1777

Cape Cod SWbW 2 or 3 Leagues

Saturday 26th

at 4 AM made the Signal for seeing a Sail to the Eastward, out Reefs Top Sails set Top Gallt sails and Chaced her, Tkd saw a sail to the Soward, at 7 Cape Cod SbW 5 Leagues, at 10 sounded 40 faths fired Six twelve pounders at the Chace and brot her too, a Brig from Guadalupe with Molasses bound and belonging to Newberry<sup>2</sup>

1. PRO, Admiralty 51/650.

2. *Mermaid*, Abraham Edwards, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

CAPTAIN ROBERT CONWAY, MARYLAND NAVY SLOOP *Molley*, TO  
JENIFER & HOOE<sup>1</sup>

Alexandria July 26th 1777

Capt Robt Conway (for Sloop *Molley*) Bought of Josiah Watson

2 Carriage Guns £150. . . .

Gent

Please to pay to Mr Josiah Watson the Sum of One Hundred &amp; Fifty

Pounds Virginia Currency for 2 Carriage Guns purchased of him for Sloop  
*Molley* –

£150-0-0

To Messrs Jenifer & Hooe  
 Alexandria

Rob<sup>t</sup> Conway

[Endorsed] Recd the above infull Josiah Watson

1. Revolutionary Papers, Box 2; Accounts, 1777, Folder 2, 44, Md. Arch.

27 July (Sunday)

CAPTAIN JOHN PAUL JONES TO MARINE CAPTAIN MATTHEW PARKE<sup>1</sup>

Sir

Portsmouth 27th July 1777

You are hereby Ordered and directed forthwith to proceed to  
~~Newburyport~~ Boston and on your way there endeavour to assist Mr  
 Charrier whom you will find enlisting Men to Serve in the Navy Under my  
 Command – You are to present the Memorandum of Articles wanted for  
 the *Ranger* to Messrs Livingston and Turnbull who will Oblige me by  
 rendring you every possible Assistance. – but my principle design in sending  
 you to Boston is to enlist as many good Seamen as possible. – Should any  
 of the Gentlemen at Providence incline to sail in the *Ranger* – they will be  
 Accepted either as Volunteers or Midshipmen – I have no other Vacancies  
 at present – but the prospect of promotion is, I think, an Ample induce-  
 ment. in this enlistment you are to Govern yourself by former Orders and  
 by the hand bills with which you are furnished. I wish you Success and  
 am [&c.]

J.P.J.

1. Papers of John Paul Jones, 6605, LC.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE<sup>1</sup>

July 1777

Cape Henlopen No 57 Wt Dist 18 Leagues

Sunday 27.

at 5 AM saw a Strange Sail in Shore of Us, Sounded  
 11 Fathoms at 12 the above Sail in Sight. –

Do Weather Cape Henlopen N 65 Et Dist 11 Leagues  
 at 4 PM in Chace of the above Vessel at 6 Came up  
 with Her Hail'd her, Answered from Providence out  
 Ten days Hoisted out the Cutter and sent a Petty  
 Officer and 4 Men on Board Her brought the Captain  
 and 4 Men out of her her Name the *Charming Polly*  
 a Schooner

1. PRO, Admiralty 51/982.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE<sup>1</sup>

July 1777

Chs Town Light-house N 57° 0'W: 7 Leagues

Sunday 27th

at 6 AM Tacked the Lighthouse WbN 3 Leagues, at 9 brot  
 too, Recd from the *Brune* and *Galatea* 3 Hogds and 3  
 half Hogds water, and Supplied the *Brune* with 35 Galls



*Captain Matthew Parke, Continental Marines, and His Wife*

Rum, 308 pieces Pork, 7 B 4 Qt Oatmeal and 691 lbs Flour; And the *Galatea* with 1 Barrel Sour Crout and 50 pounds of Portable Soup; at this time Scarce a Biskit in the Ship fit to eat: at Noon fine weather. Saw a Sail to the Eastward, Gave chace in Co with the *Brune* and *Galatea*. Fresh breezes and clear. at 1 PM in chace, at 2 fired 4 nine pounders Shotted at the chace, came up with and brought her too, she proved the *two Brothers* Schooner from New Providence, to New York, taken by an American privateer,<sup>2</sup> took charge of her. Fired one as a Signal, and two Nine pounders Shotted at the Prize to bear down; at 10 bore away and parted company with the *Brune* and *Galatea* with the Prize in Co.

1. PRO, Admiralty 51/688.

2. "Taken by the *Valentine* Privateer Belonging to Charlestown", Journal of H.M.S. *Galatea*, PRO, Admiralty 51/4197.

## 28 July

### MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA<sup>1</sup>

At a Council holden at Halifax on the 28th July 1777.

The Lieutenant Governor inform'd the Council, that he had receiv'd repeated Intelligence of a design being formed by the Rebels, Under the Authority of the General Congress, to invade this Province from the Eastern parts of New-England, by taking Post at St Johns River, and for that purpose, that they were with their Utmost Efforts raising Troops, and had got together Cannon and other Stores, and Ammunition, and were to employ the *Alfred* Armed Ship, and other Ships of the greatest Force to carry on this Expedition.

Which having been taken into Consideration the Council were of Opinion, and advised that Sir George Collier, be requested to proceed without loss of time, with the King's Ship under his Command to the bay of Fundy, together with such other Force as he shall think proper, in order to defeat the Enterprize of the Rebels, and to do whatever he on this occasion shall think most for His Majestys Service.

1. Council Minutes, N.S. Arch.

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

[Extract]

Portsmouth July 28th 1777

... I have been unhappy in reflecting that I have been no less than five times baffled in the various Services, which have been pointed out for my Honor and benefit since my arrival at Boston in the *Alfred*, yet I mention not this as an excuse for my Silence, - I acknowledge that Silence to have been blameable. I have now the fairest Prospect of getting the *Ranger*



completely manned – hitherto the Seamen enter even to my wish – and if Cordage and other materials can be Procured – the *Ranger* will be at Sea before the *Raleigh* as the latter is an hundred Seamen short of the complement – it is astonishing that so fine a Ship should lay by for want of Hands. – Inclosed I take the Liberty of troubling you with a Copy of my Letter of 17th Curr from hence to the Honorable Marine board – Since the Receipt of your much Esteemed letter of the 5th Feby I have ardently wished for an Opportunity of distinguishing myself in an enterprising Command, similar to my then appointment – for I agree with you that “our Infant Fleet cannot protect our own Coasts” – and therefore ought to be employ’d to draw off the Enemies attention by attacking their defenceless Places. I am persuaded that with, even the trifling Force mentioned in the within Letter, it is Practicable, to lay some of the Enemies Cities under contribution, and to do infinite damage to their shipping, I know them to be Subject to Panic under the least Surprise, and the Business probably may be effected before they have time for recollection.

I very gratefully remember, when last at Philadelphia, your kind offer of interesting yourself in my favor when any private Enterprize Should be Adopted, I could name many which in all human Probability might be effected, could we get a small Squadron together. it would give me pleasure to bear a Second or a third part in any private enterprize under the conduct of Gentlemen of superiour Abilities from whom I could receive Instruction and Improvement, at the same time I must rely on you to guard me from future Connections with illetirate Men of incapacity, but I have already gone too far. I leave my present and future destination to the Gentlemen at whose disposal I am and whoes Orders shall govern my Actions, as Servant of the Public.

I inclose a Copy of the Paper which I drew up at Philadelphia and put into the Hands of the President, if in forming a Navy System any useful hints should arise from this hasty, and incorrect Essay my end will be fully answered.<sup>2</sup> I cannot but lament that so little delicacy hath been Observed in the Appointment, and Promotion of Officers in the Sea Service – many of whom are not only grossly illetirate, but want even the Capacity of commanding Merchant Vessells. I was lately on a Court Martial where a Captain of Marines made his Mark, and where the President could not read the Oath, which he attempted to administer without Spelling and making blunders! As the Sea Officers are so Subject to be seen by foreigners, what conclusions must they draw of Americans in general from Characters so Rude & contracted.

In my Judgement the Abilities of Sea Officers ought to be as far Superiour to the abilities of Officers in the Army as the nature of a Sea Service is more complicated, and admits of a greater number of Cases than can possibly happen on the Land – therefore the discipline by Sea ought to be the more perfect and regular were it compatible with short Enlistments. . . .

1. Papers of John Paul Jones, 6607–09, LC.

2. See Volume 8, 288–90.

GEORGE WASHINGTON TO MAJOR GENERAL ISRAEL PUTNAM <sup>1</sup>

[Extract]

Dr Sir

4 Miles East of Flemington July 28th 1777

We have certain advises that part of the Enemy's Fleet, Viz Seventy Sail were beating off Little Egg Harbour with a Southerly wind on Saturday morning. From this Event, there seems to be but little room to doubt but that the destination is into Delaware Bay and against the City of Philadelphia. . . .

1. George Washington Papers, LC.

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

[Philadelphia] Monday, July 28, 1777

*Resolved*, That the Marine Committee be empowered and directed to provide and get ready, with all possible expedition, ten fire ships, to be under the command of the commodore commanding in the river Delaware.

The Marine Committee, to whom was referred the petition of the lieutenants of the ships of war now in the port of Philadelphia,<sup>2</sup> reported, "That they have called in, before them, the signers of the said petition; that they acknowledged, in the most explicit manner, that the offence for which they were dismissed is highly reprehensible, and could not be justified under any circumstances or on any pretence whatever, and that they were exceedingly sorry for the rashness which betrayed them into such behaviour;" Whereupon,

*Resolved*, That the said lieutenants be restored to their former rank and command.

1. Ford, ed., JCC, VIII, 584.

2. See *Journal of the Continental Congress*, July 23.

## 29 July

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Rainbow* at Halifax 29th July 1777.

In Addition to my Letter of the 28th July, I beg You will please to acquaint their Lordships, that I received the enclosed Intelligence Yesterday from Annapolis [Royal], brought there by His Majesty's arm'd Brig *Hope*, which Capt Feattus had sent Express from St John's with it: – the Requisition made me by the Governor & Council (a Copy of which is likewise enclosed) I propose to comply with, & to Sail for Machias to morrow, in Company with His Majesty's Ship *Blonde* (which is now here) I hope their Lordships will approve of my doing so; the *Ambuscade* is now careening here, & the *Pembroke* & *Boulogne* Hulks have both all their Guns on board, with Men sufficient to Mann them, So that the Lieutenant Governor is in no Concern about the Safety of the Harbor. I am Sir [&c.]

Geo Collier

[Enclosure]

[A Copy]

## Intelligence

Mr Currie Justice of the Peace in Passamaquoddy informs that the General Congress of North America had been frequently petition'd by the disaffected part of the Inhabitants of the Province of Nova Scotia for Forces to invade the said Province & that they would find them ready to join & assist them to the utmost of their Power, In consequence of which the Congress had taken the same into Consideration & had given Orders to the General Court of the Massachusetts State, to take every Step in their Power as soon as possible, to raise Forces to invade the said Province of Nova Scotia, & that whatever Steps they took relative thereto, would be approved of by them; that they had already Ordered a Regiment to be rais'd between Falmouth in Casco Bay in New England, & St John's in this Province, to get as many Volunteers as possible who are to be in the pay of the General Congress. – Two recruiting Officers were at Passamaquoddy 8 or 9 Days ago for that Purpose, but are return'd again into New England, they had with them the Resolves of the General Court of the Massachusetts State, which was that they were to pursue the most vigorous Measures. – That the arm'd Ship *Alfred* was expected every day at Machias, with Cannon, Arms, Ammunition & Stores of all Kinds, calculated to put into Execution the intended invasion of this Province, & in particular that she was to bring in her Hold Fourteen Pieces of Cannon, Vizt Ten 6 Pdrs, Two 9 Pdrs, & two 12 Pdrs to be landed at St John's to fortify the entrance of the River in Order to establish a Post & to prevent any of His Majestys Ships from going in; That Machias was to be fortified & the Grand Magazine establish'd there, & to be as a Place of Rendezvous for their Ships.

As many arm'd Ships & Vessels of private Property as can possibly be procured are to accompany the *Alfred*, which are to be in the pay of the General Congress, during the time they are employed, on that Service, or against the Province of Nova Scotia; – That when the Cannon &c landed at Machias & St John's they are to proceed & invest Fort Cumberland, in their way Collecting all the disaffected of the Province in Order to make further incursions into the Country, to be assisted by the Indians of which they have a great Number in their favor, having for some time had Agents and French Houses fix'd in different Parts in order to tamper with, & inveigle them over to their Interest.

On my leaving Passamaquoddy was inform'd by one Chaffey (an Old England Man who left Machias Tuesday the 15th Inst) that the Inhabitants there were looking out & expecting the Arrival of the arm'd Ships & Vessels before mention'd every Moment; that they had got intelligence by Letter that the Troops were already Embarked & intended for Machias, & that they purposed fortifying the place which at present is in a very defenceless State & without Provisions or Supplies of any kind.

Mr Bell (A Scotch Merchant) informs he left Piscataway about 3 Weeks since, that they were in a very defenceless State having only 2 or 3 Guns mounted in any of their Fortifications & without Men to work them; that the Booms, Rafts &c were quite destroyed by the Tide, the Inhabitants in

General & friends to Government were every day wishing for the Arrival of the Kings Ships & Troops, & says it is the General Opinion that it would be easily taken with a very small Force. – Only one Frigate in the Harbor without any Men, & only a few Guns on board.

Boston. – much in the same State, the People in general both in Town & Country wishing for the Kings Ships & Troops to arrive there. – At Newberry Two Frigates. – He also informs that the Frigates commanded by Manly & Mc Neal are said to be gone to cruize in the Bay of Chaleurs in the Gulph of St Laurence, in order to intercept our Ships going up to Quebec, & that it was strongly reported they had already taken One with Troops on board.

And further that just before he left Piscataway Accounts had arriv'd that General Burgoyne had beseig'd Ticonderogo, & had taken all their Magazines of Stores & Provisions at a place called Otter Creek, 30 Miles below Ticonderogo, & that the Rebels were in the greatest Consternation. Certain Intelligence. – That a Person call'd Pedro a Canadian in the Habit of an Indian, who is a small Siz'd Man, with Grey Eyes & a very down look, Speaks English & French, three different Tongues in the Indian Language, is sent into the Province of Nova Scotia by General Washington as a Spy, is much in favor & highly Caress'd by him, is now up St John's River, & who frequently passes between this Province & Philadelphia, by Land in the Space of eight Days, with intelligence to & from Genl Washington. –

Sent p Express from Capt Feattus  
of the *Vulture* Sloop

[Endorsed] Recd 8th Sepr 26 Sepr Answerd

1. PRO, Admiralty 1/1611, 70-72.

“EXTRACT OF A LETTER FROM HALIFAX, NOVA SCOTIA, JULY 29”<sup>1</sup>

The *Hope* and *Galbraith*, armed schooners, which have been stationed up the Bay of Funday, have been very successful in their cruizes there, having taken a number of small craft from New-England, with part of the cargoes of the prizes their privateers had carried in there, and which they were sending to the other provinces, the Massachusetts being over stocked with prize goods; we here have had a glut of them, insomuch that we have sent several ships laden, entirely with them, to England, there being no vent for them here. Our cruizers have been remarkable successful in taking of prizes; but in no instance more than in taking the *Hancock*, and retaking the *Fox*. Manly, and some of the prisoners, have been sent to New-York; several of those on board the *Hancock* have been suffered to enter into the navy, as they were forced to go on board at Boston, whither they were carried in, in the English prizes, taken by the Americans. As the prize-money for great part has been paid here, money was pretty plenty, and trinkets and cloathing sold well, and we seemed alive; indeed, being the only dock-yard belonging to the crown, we daily have visitors from the fleet, for stores or repairs. We had some disturbances on the back of the province, but, like a fire made of

straw, it blazed, and then went out. Just as I am writing this letter, two prizes are coming into the harbour, large ships, and are said to be taken by the *Milford* frigate, which has been the most successful ship in the whole fleet.

1. *The General Advertiser. Liverpool, September 12, 1777.*

CAPTAIN JOHN PAUL JONES TO LIEUTENANT ELIJAH HALL <sup>1</sup>

Sir

Portsmouth July 29th 1777.

As I learn from you, that the Seamen who have enter'd for the *Ranger* for One Cruize expect to receive an Advance of Forty dollars and that the Landsmen expect to receive an Advance of Twenty dollars as mentioned, in the hand Bills, and as I would by no means deceive any Man, who has Enter'd or may Enter to serve under my Command, it is proper that you should inform them, that at the time when Congress agreed to that Advance, there was no intention of Entering Men except for three Years, during the War, or One year at least. –

Yet as I consider myself under an Obligation to those Men, who have so Cheerfully entered, it being a proof of their good Opinion of me, I would at my own risque give them Orders on the Agent here, for the above Advance or for such part of it as they may find really necessary, ~~payable at the time of their departure from this Continent under my command for which they are to be accountable to me at Settlement. I wish to see every person about me happy and contented~~ but upon enquirey I am convinced that this would be contrary to the Rules of Congress and therefore hurtful to the Service.

I will however besides the Bounty give an Order on the Agent or paymaster of the Navy for the punctual payment of half the Monthly wages to every person Under my Command who may leave Wives or Attornies behind them to receive it in their absence as it afterwards becomes due provided they enter for the Term of Twelve Months. – Otherwise I am Authorized to Advance no more than one Months pay besides Slops to persons who enter only for one Cruise, – I wish to See every person About me happy and Contented – and will do every thing in my power to make them So – the conditions of the hand Bills will be strictly complied with & I am Sir, [&c.]

J. P. J.

1. Papers of John Paul Jones, 6612–13, LC.

TRIAL AND CONDEMNATION IN MASSACHUSETTS MARITIME COURT OF THE  
PRIZE BRIGANTINE *Littleton* <sup>1</sup>

State of the Massachusetts Bay }  
Middle District, Suffolk ss }

At the Maritime Court for the middle District of the State of the Massachusetts Bay holden, at Boston in the County of Suffolk, by the Honourable Nathan Cushing Esquire Judge of said Court, on Tuesday the twenty ninth Day of July in the Year of our Lord one thousand seven hundred and seventy seven

Be it remembered That on the twenty third Day of June in the Year of our Lord one thousand seven hundred and seventy seven, Gabriel Johonnot and William Mackay both of Boston in the County of Suffolk and State aforesaid, in Behalf of John Manley and Hector McNeil, Commanders of the Continental Ships *Hancock* & *Boston*, and the Officers, Marines and Mariners on board the said Ships, and all concerned therein, the said Ships being in the Service of the united States of America, came before the said Judge and filed a Libel exhibiting an Information, to wit, that the said Manley and McNeil and their Crews in the said Ships, on the high Seas, on the twenty ninth Day of May last, attacked and took and, on the fourteenth Day of the same June, brought into the Harbour of Boston in said District, the Brigantine named the *Littleton*, of about eighty Tons Burthen, commanded by William Johnston and laden with the Articles in the Schedule to said Libel annexed, and the said Johonnot & Mackay, in their said Bill, aver'd that the said Brigantine, her Cargo and appurtenances were, at the Time of said Capture [*sic* capture], the Property of and belonging to some of the Subjects of the King of Great Britain other than the Inhabitants of Bermuda, New Providence or the Bahama Islands; and that the said Brigantine was then employed by the Enemies of the united States of America and carrying Supplies to said Enemies; by Means of all which, and by Force of the Laws of this State & the Resolves of the Continental Congress in such Case provided, the said Brigantine her Cargo and appurtenances (the Proponants further said) are forfeited and to be distributed as aforesaid—Praying advisement in the Premisses, and that by a due Course of Proceedings, the same Brigantine her Cargo & appurtenances may be decreed to be & remain forfeit and distributed as the Law directs.

And the Time and Place of Trial having been duely notified, the said Gabriel Johonnot and William Mackay, by William Tudor, Esqr, appear and no Person appearing to show Cause why the said Brigantine with her Cargo & appurtenances should not be condemned.

After a full Hearing of the said Proponants (by their Counsel) their Bill aforesaid is committed to a Jury duely returned and impannelled and sworn to return a true Verdict thereon according to Law & Evidence. Which Jury are William Thompson, Thomas Tileston, Edward Brick, Elisha Gardner, John Curtice, George Woods, Phineas Pain, Samuel Henshaw, Thomas Parker, Francis Archbald, John Bennet, Benjamin Cudworth. Who return their Verdict to the said Judge and upon their Oath say "that the said Brigantine was a Merchant Vessell that she was taken by the Capts John Manley and Hector McNeill commanders of the Continental Ships *Hancock* and *Boston* and their respective Companies and brought into the middle District of this State, that the said Brigantine, Appurtenances and Cargo were at the Time of Capture the Property of and in the Employ of some of the Subjects of the King of Great Britain, other than the Inhabitants of Bermudas, new Providence or Bahama Islands."

attest Isaac Mansfield cler[k]

And thereupon, It is, by the said Nathan Cushing Judge as aforesaid,

considered and decreed that the said Brigantine *Littleton* with her Cargo and appurtenances are forfeit, that the same be sold at public Vendue; and that of the Monies thence arising, there be paid the Charges of Trial and Condemnation being nine pounds two shillings and one peny, and the Charges of Sale, and the Wages of the Seamen & Mariners who were taken on board said Brigantine according to the Terms of their Contract, up to the Time of her Condemnation (such Wages as have been advanced & paid to the Seamen & Mariners by the said William Johnston late Master of said Brigantine out of his own Monies, to be paid to him together with his own Wages, and the arrears of the Seamens & Mariners Wages to be paid them severally); and that the Residue of the Monies arising from the Sale aforesaid, be delivered to the Captors aforesaid, their agents or attornies, for the Use and Benefit of such Captors & others concerned therein . . .

1. Mass. Arch., vol. 159, 128-31.

### JAMES LOVELL TO WILLIAM WHIPPLE<sup>1</sup>

[Extract]

[Philadelphia] July 29th 1777

. . . General Washington is coming this way with his forces some of which are actually in this City already. Howe's fleet are off the Capes 250 sail. I should not wonder if he tried to draw the General even to Virginia and then pushed for New England, that great object of Ministerial malice. I expect he will do this or make a quick return up North river. I shall not believe he will *now* come here; he must attempt it before he leaves America; but he may match much better opportunities than the present. I think he ought now to alarm your Sea-coast, while Burgoyne is on the Frontiers. Two or three days will determine the matter. . .

1. William Whipple Papers, Force Transcripts, LC.

### 30 July

#### REQUEST FOR COMMISSION FOR CONNECTICUT PRIVATEER SLOOP *Adams*<sup>1</sup>

The Owners of the Privateer Sloop of War the *Adams* (Edward Bebee) To Wit Andrew Rowland Esqr of Fairfield Samuel Broome of Wethersfield, Jeremiah Platt & the Subscriber of Hartford, request of his Excellency Jonathan Trumbull Esqr A Commission or Letters of Marque & Reprisal to Enable said Vessel to Proceed on a Cruise in order to Make Captures of British Vessels & Cargoes -

The aforesaid Sloop is about Ninety Eight Tons, Mounts Fourteen Carriage Guns, Ten Fours & Four Three Pounders, Navigated by Eighty Men. Her Stores consist of Fifty Barrils Pork & Twenty Barrils Beef, Six Tuns Bread, 1200 lb Powder Shot in Proportion 26 Muskets, Two Pistols, with Swords & Spears &c  
Hartford July 30. 1777

Jno Broome  
Samuel Broome

1. Jonathan Trumbull Papers, ConnHS.

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

[Philadelphia] Wednesday, July 30, 1777

The Marine Committee, to whom a petition from Mary Giddens was referred, brought in a report, which was read; Whereupon,

*Resolved*, That the sum of two hundred dollars be paid to Mary Giddens, widow of John Giddens, a petty officer, killed on board the *Alfred*, in the engagement with the *Glasgow* man of war, she being entitled to this sum out of the prize money taken by the squadron during Commodore Hopkins's cruize, the cannon and military stores applied to continental use being part of the said prize goods, of which no valuation has been obtained.

1. Ford, ed., *JCC*, VIII, 588.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
JOHN BROWN, CLERK OF THE YARDS<sup>1</sup>

Continental Navy Board

Sir,

[Philadelphia] July 30th 1777

Deliver to the Order of the honorable the State Navy Board such Boards, Scantling and Plank as they may want for the purpose of fitting out the Continental Fire Ships. —

A True Copy

Francis Hopkinson

Ebenezer Massey Secy S. N. B.

John Wharton

1. Navy Board Minute Books, vol. 2, Pa. Arch. A similar letter was sent to the Commissioners of Naval Stores, James Wharton and Nathaniel Falconer, this date.

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

Philada, Wednesday, July 30, 1777

The State Navy Board informed the Council that "the Congress has empowered the Continental Navy Board to purchase twelve Vessels, to be fitted out as Fire Ships, & that the Continental Navy Board, had applied to them to fit out those Vessels," & ask the Council to signify their approbation of the measure, and at the same time informing them, that there is combustible for Four Fire Ships now ready.

On consideration, Agreed, That the Council approve of the State Navy Board undertaking to fit out the Fire Ships, ordered by Congress & recommend to the Navy Board, to take care that there is no misunderstanding respecting the mode of paying this expence.

1. Supreme Executive Council Minute Books, vol. 6, 91, Pa. Arch.

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

Gentlemen

I have taken the Liberty to Draw on you for the Sum of Seven hundred Dollors payable to Mr Dean Timmons, as my present necessity obliges me to do, you must be Senseable that I have not receive a Farthing Sinse I have been in the Service, I am perswaded you'll take my Situation into Consideration, and have now been almost Five months in a bad State of health,



and can Say with Truth not to have a Dollor in Command, I am now going nine months in the Service, and wish with Sincerity I cou'd this moment attend the Fleet, and Serve my Contry, your Favour in this my request Will oblige Gentlemen [&c.]

Philadelphia 30th of July 1777.

Tho<sup>s</sup> Seymour

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

#### HENRY FISHER TO THE PENNSYLVANIA NAVY BOARD <sup>1</sup>

[Lewes] Wednesday Morning 10 o'clock

Gentlemen

July the 30th 1777

By this Express you will be certain that the [British] Fleet is in sight, and at this time about 4 Leagues from the Light House, there is 228 (two hundred and twenty eight) sail, the wind is about N.N.E., and they bear about S.E. from the Cape. they to all appearance will not be in till this afternoon. I am in haste, Gentlemen [&c.]

Henry Fisher

[Endorsed] Received at Chester Fifteen minutes before six o'clock, and forwarded at 6 o'clock T Mifflin

1. Record Group 27, Records of Pennsylvania's Revolutionary Governments, 1775-90, Executive Correspondence File, Pa. Arch.

#### JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

July [1777]

Wednsy 30th

Cape Henlopen NW by W 6 lgs  
at 6 AM *Merlin* made the Signll for Seeing a fleet weigh'd  
& Stood after the Fleet at 10 Join'd Vice Admiral Lord  
Howe in the *Eagle* and 250 Sail of Men of Warr and  
Transports.

do Wr at 5 PM parted Company with the fleet and  
stood in for Old Kiln Road where we Anchor'd &ca.

1. PRO, Admiralty 51/4311.

#### SOUTH CAROLINA NAVY BOARD TO CAPTAIN JOHN MERCIER <sup>1</sup>

Captn John Mercier

Navy Board [Charleston] July 30th 1777

Sir/ The Commissioners of the Navy having Received directions from his Excellency the President to send the Sloop *Beaufort* with a Load of Rice to One of the French Islands, they desire to know if it will be agreeable to you to go in her as Captain and Transact the Business, for which the usual Commission will be allowed, - If you Accept of the Offer, You'll please purchase a Load of Good new Rice at Beaufort, & draw on the Commissioner of the Navy for Amount (the Current price in Charles Town is 50/ P 100 wt) and as soon as your Vessel is Loaded and fit for sea, You are to proceed with all possible disp[atch] to Cape Francois, or Some Harbour in Hispaniola, there dispose of the Cargo of Rice at the highest price you can obtain, and purchase as much Rum as you Can conveniently stow, if any money Remains after paying for the Rum and the Necessary Charges of the

Vessell, you are to Invest it in good Osnabrugs or Sail Duck, and Proceed with all possible dispatch to Chas Town, or the First Convenient Inlet in the State of South Carolina, if any provisions or Other Stores are wanted that Cannot be got in Beaufort, Advise the Commissioners as Early as possible that they may be sent from Charles Town, or if it should not suit you to proceed on this Voyage, pray make all possible haste in getting the Sloop fitted and Loaded for the sea, and proceed with her to Charles Town  
I am Sir [&c.]

Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 88-89.

### 31 July

#### JOURNAL OF H.M.S. *Amazon*, CAPTAIN MAXIMILIAN JACOBS<sup>1</sup>

July 1777

Pidgeon hill North 3 Leags

Thursday 31st

AM Modt & fair Wr at 10 Saw a Sail in NE Qr gave Chace at Noon Cape Anne Light house SW  $1\frac{1}{2}$  S 4 or 5 Miles

fresh breezs & Clear Wr fired Several guns at the Chace at 2 Shortd Sail the Chace ran on Shore Anchord with Bt Br in  $6\frac{1}{2}$  fm Veerd to a whole Cable off Rye beach a Leag to Wtward piscataway fired Several Shot at people on Shore they firing on our boats which we sent with hawsers & hove off the Chace She provd the Ship *Argus* Archbd M'Donnell Mastr from Barbadoes Loadd with rum & Sugar for Quebec & had been taken by a Rebell Privateer<sup>2</sup> at 6 Weigh'd & Came to Sail a Sloop & Schooner Joined us taken by the Armed Boat<sup>3</sup> at 7 brot too at 8 Pidgn Hill So 5 Leags made Sail at 9 the Prize parted Company for Halifax

1. PRO, Admiralty 51/4112.

2. Howe's Prize List, October 24, 1777, gives the master's name as Alexander Donaldson, PRO, Admiralty 1/488, 67.

3. Sloop *Success*, John York, master, from North Yarmouth to Boston with firewood, and schooner *Luddy*, George Rapall, master, from Marblehead to Georges Island, both scuttled, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

#### JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE<sup>1</sup>

July 1777

Cape Cod S 37 W 17 leags

Thursday 31

at 4 AM Saw a Sail to the NW gave Chace at 11 fird sevl Shott at the Chace sent the Cutter in Pursuit of her. First and middle Pts fresh Gales and Cloudy latter little winds and hazy, at noon [brot] to the Chace wch Prov'd to be the *Jenny* schooner from Boston bound to St Peters<sup>2</sup> sent an Officer and 4 men on board of her.

1. PRO, Admiralty 51/4229.

2. Andrew Pinsale, master, with lumber and bricks, sent to Rhode Island, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

MASSACHUSETTS BOARD OF WAR TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

War Office      Boston July 31, 1777

To the Honorable the Council of the State of Massachusetts Bay

May it please your Honors –

It having been suggested that Capt Fisk of the State armed Brig *Massachusetts*, has failed in point of Duty on a Cruise in Company with the Continental Brig *Cabot* & the State Brig *Tyrannicide*, and as Capt Fisk is anxious for some Means of clearing his Character from all Aspersions, we pray your Honors to order either a Court Martial or Court of Inquiry that Justice may be done if Capt Fisk is censurable, or if he has behaved like a Man of Honor & a Gentleman those unjust & injurious Reflections (which to an Officer of his distinguished Merit & nice Feelings are intolerable) may be obviated – And we represent to your Honors that we are the more solicitous for a Decision of this Matter as the Brig *Massachusetts* is now ready for the Sea, & perhaps will be detained unless this Business so essential to the Honor of Capt Fisk & the Interest of this State be soon determined –

By order of the Board of War

Sam<sup>l</sup> A Otis      Pres pro Tem

[Endorsed] In Council July 31<sup>st</sup> 1777      Read & Committed to Walter Spooner, Joseph Palmer and Benj Austin Esqrs to consider the within Report what is best to be done thereon – <sup>2</sup>

Jn<sup>o</sup> Avery      Dy Secy

1. Mass. Arch., vol. 167, 128.

2. Captain Fisk was being criticized for not supporting the Continental Navy brig *Cabot*. See Volume 8.JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE <sup>1</sup>

July 1777

Connonicut Light House      No 70:25 Wt      Distance  
100 Leagues

Thursday 31<sup>st</sup>      AM at 5 saw a Sail in the SW Standing to the So wd, Out Reefs sett Studing sails & gave Chace, at 10 Fired 2 Six Pounders at the Chace and brot her too, Shorten'd Sail, Hoisted out the Cutter and sent an Officer onboard – First part Modt and fair, Middle fresh winds & hazy Wr, latter fair – PM ½ past Noon the Cutter ret'd, the Chace proved the *Hero* from Nantuckett bound to Old France,<sup>2</sup> got the Prisoners onbd, and sent 2 Petty Officers and 10 Men to take Charge of her, at 4 in Boat and made Sail –

1. PRO, Admiralty 51/360.

2. Alexander Coffin, master, in ballast, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 67.

ACCOUNT AGAINST THE CONNECTICUT NAVY BRIG *Defence* <sup>1</sup>

[July 31, 1777]

1777      Brig: *Defence* to Saml Eliot Jr

Dr

May      To Cash pd Coopers repacking the Beef &  
Pork .....

}      2 .. 5 .. 10

To 33 lb Oacum .....	1..13—	
1 large pot .....	16—	
1 large Ladle .....	10—	
		2..19—
June 24 To Cash pd John Andrews for lines & small stores .....		4..13—
To sundry Medicines &c which Capt Smedley pd John Bacon for .....		3..12..4
To 8 busl Potatoes Capt Smedley paid a prisoner for .....		..16..
To Cash pd for arm Chests .....	3..11—	
pd for Cartridge Paper .....	3—	
To do pd Mr Woods bill for sundries viz.		
fixing & cleaning 40 Guns @ 3/ .....	6—	
cleaning 11 Blunderbusses .....	6—	
1 Guard .....	5—	
3 Loops 3/ 9 Ramers 10/ .....	13—	
Mending Stock .....	2—	
Cleaning 51 Cutlasses .....	2..11—	
Fitting & Cleaning 59 Pistols .....	5..18—	
20 belt Springs @ 1/6 .....	1..10—	
52 Copper Nails .....	5—	
	17..10—	
pd Mr Wasson for Advance Wages .....	152..1—	
		176..2—
To Cash pd Grinold & Dillingham's Bill viz.		
for 2 boarding Grapplins		
@ 39/ .....	3..18—	
24 feet of Chain @ 3/3 .....	3..18—	
	7..16—	
pd Isaac Howland for Wood .....	2..17..6	
pd Mr Wasson for advance Wages to two Seamen .....	4..4—	
pd Nicholas Cammils bill for 15 days rigging the Brig .....	4..10—	
pd Jos: Barret sailmaker's Bill .....	14..10..3¾	
pd John Draytons bill for Blocks for the Brig .....	5..16..2	
pd John Wasson for advce Wages .....	50..4—	
		89..17..11¾

To Cash pd Jona Smith's bill for	}	11.. 11.. 11
Iron Work on board .....		
pd Charles Atson's bill .....		5.. 1—
563 lb Sugar of A Rowland @ 10d .....		23.. 9.. 2
sundries of Roach & Jarvis .....		139.. 1.. 11
Cordage for foresheet of do .....		8.. 2.. 6
		<hr/>
		187.. 6.. 6
To a Cable out of Bark <i>Lydia</i>		
wg 16.. 0.. 4 @ £ 8 .....	128.. 5.. 4	
sundries of Jos: Russel Jr .....	193.. 7—	
	<hr/>	
		321.. 12.. 4
To sundries out of Bark <i>Lydia</i> viz:		
1.. 0.. 20 Cordage .....	9.. 8.. 7	
80 lb Lead .....	2.. 13.. 4	
3 doz Ricks. 3/ 1 brass		
compass 40/ .....	2.. 3—	
2 Gun Rammers 6/ 2 Spunges 6/ .....	12—	
2 handleads .....	12—	
		<hr/>
		15.. 8.. 11
	Sum Carried Over	£ 804.. 13.. 10¾
		£ 804.. 13.. 10¾
1777 To Sum bro't over		
July To 1 Foresail 1 Forestaysail	}	106.. 6—
1 Topsail 1 suit Long boat sails		
out of Bark <i>Lydia</i> .....		
To sundries out of Bark <i>Lydia</i> viz:		
10 Tierces Pork at £ 10.. 13.. 4 .....	106.. 13.. 4	
5 do Beef at £ 7.. 6.. 8 .....	36.. 13.. 4	
2 bls Beef at £ 5.. 10/ .....	11—	
9 Tierces Pork at £ 10.. 13.. 4 .....	96—	
6 Tierces Beef at £ 7.. 6.. 8 .....	44—	
1 barrel Beef .....	5.. 10—	
3 Tierces Pork @ £ 10.. 13.. 4 .....	32—	
2 Tierces Beef @ £ 7.. 6.. 8 .....	14.. 13.. 4	
1 Cask Bread 1 Q .....	2.. 15—	
6 bls flour 13.. 1.. 0 Nt @ 30/ .....	19.. 17.. 6	
2 Casks Tongues @ 60/ .....	6—	
1 Cask 1½ bus. Peas .....	12—	
	<hr/>	
		375.. 14.. 6
To sundries out of Brig <i>Anna</i> in		
Boston viz.		
6 Tierce contg 61 doz & 2		
bottles Cyder .....	65.. 4.. 6	
2 kegs white Lead 1.. 0.. 2¼		
@ 120/ .....	6.. 2.. 8	
3 Jugs Oil .....	at 22/ 6.. 6—	
5 kegs Tripes .....	at 20/ 5—	
	<hr/>	
		82.. 13.. 2

To 3 half bls Tongues out of the *Grog* 9—

91..13..2

To sundries out of Bark *Lydia* at

Sea viz:

2 Cohorns .....	16—
5 Blunderbusses .....	15—
1 Cutlass .....	15—
34 — 4 lb Shot .....	1..14—
1 qt measure .....	3—
1 large pr Stilyards .....	1—
200 lb wt Spun yarn 1/6 .....	15—
1 Coffee Mill .....	18—
1 bolt English Duck No 5 .....	3—
1 do ... do ... No 4 .....	4—
20 lb Twine @ 6/ .....	6—
2 Lanthorns .....	12—
1 Copper Lamp .....	6—
1 Copper Sauspan .....	8—
1 english Ensign .....	5—

69..16—

To sundries out of Brig: *Grog* at

Sea viz.

4 blunderbusses .....	@ 60/ .....	12—
3 small Arms .....	@ 50/ .....	7..10—

19..10—

To sundries out of Snow *Swift* at

Sea viz:

1 lanthorn . . . . .	12—
13 sword Blades . . . . . at 12/ . . . . .	7 16—

8..8—

To sundries out of the *Anna* at

Sea viz.

2 Lanthorns	12/	12—
1 english Ensign		4—
3 Lines		12—
1 brass Compass		2—
25 yds old Canvas	at 2/6	3 2 6
1 Chest Medicines (worth nothing)		0 0 0
1 doz. paint Brushes		15—

11..1..6

Sum carried over to Cr side £ 1487..3..0¾

This account is the outfitts of the Second Cruise

Red 374 — 4 lb Shott of Mr Babcock.

1777 To Amt Debt bro't over

Cr  
£ 1487..3..0¾



To 9 bolts of Duck of the Board of War	}	_____
borrow'd to be return'd .....		
To Cash pd for 2 Hhds of Vinegar & sundries		20—
		£ 1852.. 8.. 1¾

1. Conn. Arch., 1st Series, IX, 235a-d, ConnSL.

# MAJOR GENERAL ISRAEL PUTNAM'S GENERAL ORDERS <sup>1</sup>

Head Quarters, [Peekskill] July 31, 1777.

Reuben Smith Tryd as an Enemi to his Contry & a Robber of the well Effected Inhabitance the Cort agudg the Prisoner Guilty of the whole Crime in order that the Exemplery Punishment May Sarv to Deter other Villins from Committing the Like Crimes Sentance him to Receive 100 lashes on the Naked Body the first 20 of which are to Be Inflicted on the grand Perade tomorrow morning the Remainder to [be] Inflicted at the head of Each Brigade Day by Day Provided the Same No of 100 Lashes be not Diminished or Lessned after which Sd Prisoner is to be Sent on Board one of the [Continental] Ships of war in the North River there to Be kept to hard Labour at the Same time to be Secured from making his Escape During the Present war

1. Sergeant Daniel Ware Order Book, ConnHS.

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

My Lord,

I am sorry to acquaint your Lordship that on the 7th of June last, I was taken in His Majesty's Ship *Fox* (which I then commanded) by two American Ships, sixty Leagues South-East from Cape Race Newfoundland; the particulars of which I herewith enclose You.

I was retaken in the *Hancock* by His Majesty's Ship *Rainbow*, as was the *Fox* by the *Flora*. The *Boston* escaped, and should she unfortunately get into any of the Rebel Ports, I hope your Lordship will take the earliest opportunity of getting my Officers (who are all onboard the *Boston*) released, as I then may have an opportunity of having my Conduct inquired into. I have the honor to be My Lord [&c.]

Pat: Fotheringham

New York July 31st 1777.

(A Copy) Howe

[Endorsed] 4 In Lord Howes Letter of the 28 Aug 1777

1. PRO, Admiralty 1/487, 491.

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

[Philadelphia] Thursday, July 31, 1777

*Resolved*, That 80,000 dollars be advanced to the continental Navy Board in Pensylvania, for public service, they to be accountable.

*Resolved*, That the continental Navy Board be empowered and directed



to take such measures as they judge necessary and expedient, for securing the continental vessels that cannot be employed in the defence of the river, and also for securing the continental property afloat on the river.

1. Ford, ed., *JCC*, VIII, 592.

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

Sir: State Navy Board [Philadelphia] July 31st, 1777

This Board has the greatest reason to believe that Mr How with his Fleet and Army is now on their way and that he intends to invade this State – You are hereby requested to issue your Orders to the different Captains under your Command to attend their different stations and consult on such matters when met as you may judge best for the defence of this State and the River Delaware.

1. Navy Board Minute Books, vol. 2, Pa. Arch.

PRESIDENT OF CONGRESS TO GEORGE WASHINGTON<sup>1</sup>

Sir Philada July 31st 1777. 5 O'Clock A.M.

An Express this Moment arrived with a Letter from Genl Rodney a Copy of which I inclose agreeably to your Request in your Favour of yesterday which came to Hand last Night. The Enemy by this Intelligence are in the Offing of the Capes, and the wind was fair yesterday for their coming up this Bay. I shall send likewise to Lord Sterling a Copy of the enclosed immediately.<sup>2</sup> I am Sir [&c.]

The enclosed I just recd from Genl Mifflin.

1. Papers CC (Letter Books of the President of Congress, 1775–87), 12A, II, 237–38, NA.

2. Major General William Alexander, Lord Stirling, was at Trenton.

JOURNAL OF H.M.S. *Thames*, CAPTAIN TYRINGHAM HOWE<sup>1</sup>

July 1777 Cape Henlopen South 2 Miles Cape May NE 5 Leagues

Wednesday 30. at 6 A.M. Saw many Sail in the Offing at 7 the *Roebuck* hove out a Signal for our Pilot hoisted out the Barge and sent him on Board with a Petty Officer at 8 *Roebuck* Weighed and came to Sail Standing out of the Bay Saw an Admirals Ship Supposed to be Lord Howe and His Fleet from New York At Noon 157 Sail in Sight. – Modt and Clear Weather At Single Anchor in Old Kill Road Light House South Dt 2 Miles 4 PM 159 Sail in Sight Standing in for the Bay at 8 saw the *Roebuck* Anchor a Breast of Cape Henlopen. –

Thursday 31. at 4 AM Saw between 30 and 40 Sail to Anchor in the Offing at 9 Saw the *Roebuck* standing to the Etward at 11 Came into the Bay His Majesty's Ship *Liverpool* and a Small Sloop and Anchored At Noon lost Sight of the Fleet. –

1. PRO, Admiralty 51/982.

NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>[*Roebuck*, off the Delaware Capes, July 31, 1777]

The whole Fleet consisting of 250 Sail left New York with a northerly wind, which lasted them only a few hours, so that it was the 31st before they reached the Mouth of the Delaware. I had been apprized of their coming and stood out to Sea to meet them, when a consultation was held between the Admiral & the General on the expediency of landing the Troops up the Delaware, or whether they should proceed on to Chesapeake Bay with the Fleet, and land the Army at the head of it in the N Et branch. The Arguments used against the Delaware were chiefly, that as General Washington, by the long passage of the Fleet from New York, had got his Army over the Delaware before the Fleet arrived, great opposition was expected to be given to the Troops at landing at Newcastle or Wilmington the places intended. That the Enemy expecting the Fleet to come into the River had made uncommon preparations to annoy the Men of War & Transpts with Fire Ships & fire rafts, and had besides a considerable number of Row Gallies, Xebecs & Floating Batterys, which in the Narrow Navigation & rapid tides of the River might do great damage among the Transports: that by going to the Head of Chespeak Bay the Troops would be put ashore without any molestation, have time to recover the Horses after the fatigue of the Voyage before they entered on Service, and where the Transports could remain in perfect security for any length of time that might be found necessary. In the Delaware you was expected, and the Enemy was in force & had made preparations to receive you; In Chesapeake Bay you was not expected, the Enemy could throw no obstructions in your way and it encreased the distance to Philadelphia only 17 Miles.

As I was present at this conversation I could not help expressing my surprize at the bare mention of Chesapeake Bay, upon which my Ld H (in confidence) told me "that the General's wishes & intentions were first to destroy the magazines at York & Carlisle before he attacked the Rebel Army or looked towards Philadelphia; and therefore it was of a great object to get to westward of the Enemy."

As I had for some time past reason to expect the Armament was intended against Philadelphia, and had of course made some preparations for the guidance of the Fleet up the River, I could not help contending for the propriety of pushing up as far as they might go with perfect safety from any thing that was to be apprehended from the Enemy. I confessed that carrying all the Fleet as high as Newcastle would subject them to insult & danger from the Enemy's Row Gallies & fire Vessels, but that by advancing the Men of War only to Newcastle, the Transports would be perfectly secure at Reedy Island. The Admiral I think seemed to incline to the Delaware, but the General saying "he was from the beginning for making the landing in Chesapeake Bay", and the wind at that time being quite favorable for going to the Southward, the resolution was accordingly taken; but not untill the Quarter Master General was consulted as to the State of the Forage who reported, that sufficient remained for 14 days.

1. Account of Hamond's Part in the Revolution, 1774-77, II, UVL.

CAPTAIN HENRY DUNCAN, R.N., TO CAPTAIN WILLIAM CORNWALLIS,  
H.M.S. *Isis* <sup>1</sup>

Memo

*Eagle* at Sea July the 31st 1777.

It being judged expedient for the better Conduct of the Convoy, that the Admiral's Signals should be repeated during the Night by the Two-decked Ships stationed on either part of the Fleet; Captain Cornwallis is therefore to repeat all Signals made by the Admiral during the Night until further Order accordingly.

Henry Duncan

1. Cornwallis Papers, II, NMM.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH EZZHINSTONE <sup>1</sup>

July 1777

Cape Charles NWbW 26 Leagues

Thursday 31st at 6 AM Saw a Sail to the SE, and Gave chase, at noon arriving fast up with the Chace.

First and middle parts light airs, latter fresh breezes and Clear. at 1 PM continuing after the chace; at 2 Hoisted out the Pinnace and Cutter and sent them manned and Armed after the chace, at half past 3 they boarded her, and proved the *Liberty* Armed Trading Schooner from Cape Nichola to Philadelphia, Wore, shifted her people and took charge.

1. PRO, Admiralty 51/688.

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

July 1777

Cape Henry WBN 3 Miles

Thursday 31st at 8 A.M. the *Otter's* Tender & our Barge in Chace to the SE.

Light breezes and fine Wear. at 8 PM Arrived & Anchored by us His Majesty's Ship *Solebay*, at 9 PM the Barge return'd, the Chace being a Sloop Privateer, too strong to board, & being fired on [by] them

1. PRO, Admiralty 51/311.

*South-Carolina and American General Gazette*, THURSDAY, JULY 31, 1777

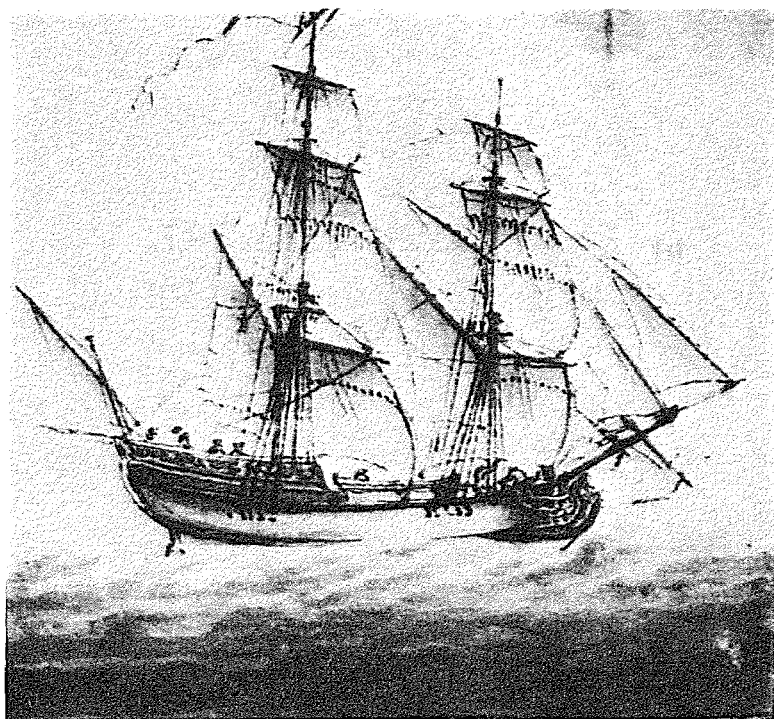
Charlestown, July 31.

The Men of War have not been seen from Town since Sunday. Several Vessels have arrived since, none of which saw them.

The Prize Brig taken by Capt. Seymour, is the *Judith*, Alvara Lofthouse, Master, bound from London and Madeira for St. Augustine, with Dry Goods, Wine, &c. which originally cost about 5000 l. Sterling. The Rev. Mr. Kennedy, a Clergyman of the Church of England, an elderly Lady, two young Ladies and a Swiss Confectioner, were Passengers on board the *Judith*.

# EUROPEAN THEATRE

*From June 1, 1777, to September 30, 1777*



## EUROPEAN THEATRE

*From June 1, 1777, to September 30, 1777*

### SUMMARY

A letter written from Dublin in July noted: "Our trade with Waterford, Corke, Belfast, and Derry, is entirely at a stand, in consequence of the swarms of American privateers which infest our coast." Similar cries of alarm and pleas for convoy protection came from other port cities in Ireland, England and Scotland.

While all American raiders were called privateers, a three ship Continental Navy squadron, with Captain Lambert Wickes as senior officer, was wreaking particular havoc on British merchant shipping.

Gustavus Conyngham was once again at sea from Dunkerque in the newly outfitted Continental Navy cutter *Revenge*. Silas Deane wrote to Robert Morris that Conyngham's exploits had made him "the terror of all the Eastern Coast of England & Scotland."

The Royal Navy countered the serious American assault on Britain's trade by increasing the number of patrol areas and ships assigned to search, capture, or destroy missions. This stepped-up effort had its effect. Mill Prison at Plymouth, and Forton Prison, Portsmouth, received increasing numbers of rebel seamen.

Increasing use of French ports by American armed vessels, and the presence of their prizes in those ports, led to a storm of protests by Lord Stormont, British Ambassador to France. To give the appearance of responding positively to English complaints, King Louis XVI issued edicts restricting American activities in the ports of his kingdom. As a consequence, prizes began to be diverted to Spain.

The American Commissioners in Paris, considering the current political climate, ordered the *Reprisal*, Wickes, and *Lexington*, Captain Henry Johnson, to sail for the United States. But two days out of Morlaix on his homeward passage, Johnson encountered H.M. cutter *Alert*. After a close hot engagement *Lexington* surrendered, and Captain Johnson was sent a prisoner to Mill Prison.

1 June (Sunday)

SILAS DEANE TO JOSEPH HYNSON<sup>1</sup>

Sir,

You will receive herewith Letters for Mr Eyries &c at Havre du Grace which on your arrival deliver; if the *Anonyme*, is gone, you will loose no Time, in following her to Nantes, and on your going on board take a Careful Inventory of her Stores, inquire her Age, & Ascertain her just Value which You are immediately to send Me an Account of, leaving the Copy, of the Letter You may write, with Mr Williams of Nantes that he may forward a duplicate of it to Me, in case the original fail – Mr Williams will procure a Cargo for the *Anonyme* in which you will embark, as a passenger for the West Indies to which she must appear to be destin'd, but before you sail the Capt'n must sign Orders to be directed by You in every thing You will stand as far North as to fall in with Portsmouth in New Hampshire if possible, & make the first safe port to the East of Rhode Island unless by speaking with any American or others you receive advice to the Contrary. You are to be very cautious, who you speak to at Sea, & avoid speaking with them if possible – should you be drove off the New England Coast either by Contrary Winds or the Enemy, advise you, to endeavor for North or South Carolina, & on your Arrival, deliver the Letters given you to the persons to whom they are directed and attend their Orders Wishing you all possible Success I am Sir [&c.]

Silas Deane

Paris 1st June 1777

P.S. You are to be particularly careful that no Lettr or paper, fall into the hands of the Enemy, to prevent which keep the whole always ready for sinking in Case of Accident. Your Journey being altered for Nantes, you will attend the above Instructions excepting what relates immediately to Havre—<sup>2</sup>

1. B. F. Stevens, ed., *Facsimiles of Manuscripts in European Archives Relating to America 1773–1783* (London, 1889–1895), No. 167. Hereafter cited as Stevens, ed., *Facsimiles*.

2. Hynson immediately passed this information to his British contact. See Hynson to Lieutenant Colonel Edward Smith, June 3.

JONATHAN WILLIAMS, JR., TO COMMITTEE OF CORRESPONDENCE  
IN ANY STATE<sup>1</sup>

Gentlemen

Nantes June 1. 1777.

Being appointed by the Honble The Commissioners of the United States at Paris to receive and dispatch all Expresses coming from and going to america, I have the honour to send you by the *Mere Bobie* Capt Charles Gluyo de la Cheonaye sundry Letters & packets which will be delivered to you in a leaden Box under my Seal. As the Gentleman who has contracted to furnish these Packet Boats is to provide one every month, I hope in that time to send you another; I therefore beg leave to observe that the one following may bring the answers to the present dispatches, and so on in course. I mention this at the desire of the Gentleman that there may be as

little detention as possible, but of this you are the best judges, and as in these operations the public Service is the great object, whatever measures are most proper will of course be taken.

If the Vessell arrives in Boston she will come to the address of my Father, if at Philadelphia to Richard Bache Esqr, if in another port I must beg the favour of you to deliver the inclosed Letter to some merchant in whom you have confidence for the Sale of her Cargoe, and the purchase of one in return; I have given the necessary directions as to dispatch that she may be ready to return as soon as you shall please to order.

Exclusive of the Cargo on Accot of the proprietor I have shipped twenty Bales of Broad Cloth &c agreeable to the inclosed Invoice and Bill of Lading, which are to be secured on accot of Congress and disposed of as they shall order. The Invoice expresses only the Number of Bales because I have not the particular accot of their contents, they come to me at different Times and as they arrive here I am to ship them in such ways as circumstances will permit.

I have the honour to be with the greatest Respect Gentlemen [&c.]

Jon<sup>a</sup> Williams Jr

Capt [Alexander] Wilson in a Ship from Carolina<sup>2</sup> on Accot of the Massachusetts State is safe arrived here with 1250 Casks of Rice

1. Papers CC (Letters from William Bingham and Others, 1777-82), 90, 561-64, NA.

2. *Duc de Chartres*.

JONATHAN WILLIAMS, JR., TO JONATHAN WILLIAMS, SR.<sup>1</sup>

Hond Sir

Nantes June 1. 1777 -

This will be handed to you by Captain Charles Gluyola Cheonaye of the *Mere Bobie* who come to America with public Dispatches. The Cargoe on board agreeable to the Inclosed Invoice is to your address to be sold as soon as possible for Ready Money only and the amount to be Returnd in the same Vessell if it is possible to vest it in any Goods that will answer this Market or (in failure of such goods) in hard money - The best articles are Tobacco, Rice, Indigo Flaxseed Beaver, and furr's of other Kind, Bees wax Cotton, hides Deerskins Calf & mutton do Starch, salt Pork, Mohagony, cow horns Deer horns Ivory and any other Articles that will probably answer this Market &c &c I fear it will be difficult to find such Articles with us at a price that will answer, as the best of them Tobacco &c must come with as much hazard to Boston as to Europe, but some of them perhaps may be found with you from the prizes that have been brot into our port - I am desired to limit the price but at this distance it is almost imposible you have however a price current at foot which may serve as some Regulation. if you cannot load her in Return to advantage observing to keep her in the best trim for sailing and to give her the Utmost dispatch put on board her as many white Oak Staves for hogsheds pipes &c of the best quality that can be procured, as she will contain and indeed if you put other goods on board, whatever Surplus room there may be may be so fill'd up. the Staves must be fitt for water and wine casks and not for dry hogsheds - The Gentn



who owns this cargo is Monsieur Le Ray de Chaumont a Very Rich Merchant at Paris who has the American cause much at heart – and has on Various Occasions given us very Important assistance Doctor Franklin lives in one of his houses and Looks upon him as one of his best Friends besides which I myself have personally Received very great civilities from him and hope to Reap great advantage from his acquaintance and the Kind partiality he has honor'd me with. for these Reasons I cannot too strongly Recommend your most particular Attention to his Interest and the greatest possible dispatch

I have written to the [Secret] Committee on this Subject<sup>2</sup> and agreeable to Mr Chaumont desire have observ'd that as Regular packets are in future to be dispatch'd once a month the answer to these Letters this brings may be Return'd in the one that shall follow and this Plan once Enter'd upon each packet boat need be detain'd but a short time in port. all the Cargoes in the future packet boats I shall likewise address to you if they arrive in Boston if in any other Port I shall direct the surplus money to be Remitted to you which you will keep ready to dispose of according to what future orders you may Receive –

Mr Chaumont Intentions is if he can to have in Return all his Interest, because he can at any time place what he pleases in America but if he cant have all in Return his Next Intention is at least to have the first cost in Return and what ever Profit there may be to remain in your hands and at some future time he may give orders for the purchase of some Lands of which you shall be accordingly Notify'd

I have been lucky Enough to gain some Reputation among the people here for accuracy in Accots and Knowledge in Business for this Reson I beg that this Business may be managed in the true merchantile form, proper Sales of the cargo, Invoices of the Returns, and Regular Accts of what surpluss may Remain in case the Vessell should Arrive in Phila I have Consign'd her to Mr Beache [Richard Bache] if in any other Port I have left the Consignment to who Ever the Committee shall appoint and have written a General Letter.<sup>3</sup> if she arrives in Boston please to apply for and Receive this Letter – if she should arrive in any of our Eastern Ports please to send down Instructions

[Endorsed] 1st P the *Mere Bobie*

2d Copie sent by the *Massachusetts*

Capt [John] Fisk – June 6. 1777

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Papers CC (Letters from William Bingham and Others, 1777–82), 90, 565–66, NA.

3. The general letter, giving a brief statement of purpose and directions, was addressed to "J Williams Esq Boston R Bache Esq Phila or other Gentlemen in other ports," Jonathan Williams Letter Book, January–August, 1777, YUL.

JONATHAN WILLIAMS, JR., TO CAPTAIN GLÉYO LA CHESNAÏE,  
PACKET *Mere Bobie*<sup>1</sup>

General Rules to be observed in conducting to America vessels carrying dispatches for the Congress.

1. All the Papers, Commissions, Orders &c ought to be Made out for St Pierre de Miquelon. And no one on board Except the Captain and officers should know anything to the Contrary.

2. Speaking with any Vessel should if possible be avoided, without however going too far out of the proper course. There would be no great danger in communicating with Vessels encountered on the European Coast, but any pretext might serve for detention, and it is infinitely better to avoid this inconvenience. Nevertheless if it proves impossible, the Captain should show his clearance papers and instructions for St Pierre de Miquelon and not permit himself to be searched or detained, his Vessel being French and bound for a French Island.

3. The ships course must be directed towards the coast of New England to enter if possible into the Ports of Boston, Portsmouth, or Newberry, but carefully to avoid Rhode Island and the Ports of New London. As soon as a Vessel has entered one of the above named ports notice of her arrival must be given to the Committee of the place, the dispatches and cargo delivered, and orders awaited to return.

4. If a Vessel is chased on the New England Coast by an English Warship of superior force, the commander must gain the open sea towards the South and make sail for Virginia or the Carolinas, observing in the same manner on Arriving in any port whatsoever what was prescribed for the ports of Boston and New England. If about to be boarded by the English all Letters for Congress or the States must be thrown into the Sea.

5. If in danger of being boarded near Land it would be very prudent to throw overboard all the fresh water, and to plead the necessity of watering as the reason for Running into the first port. Circumstances may offer other similar excuses which should not be Neglected.

Signed on behalf of the representatives of Congress.

Jon<sup>a</sup> Williams Jun<sup>r</sup>

I acknowledge having received from Mr Jonathan Williams the orders of which what is herein written is a True Copy – and to which I promise and bind myself to conform.

Signed in duplicate at Nantes 1st June 1777

Ch<sup>s</sup> Gluyo de la Chisnaye <sup>2</sup>

1. Stevens, ed., *Facsimiles*, No. 255.

2. Captain La Chesnaye reported his arrival at Portsmouth, New Hampshire, on July 14 in a letter to Williams dated August 11, 1777, Franklin Papers, vol. 71, 112, APS.

## 2 June

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH <sup>1</sup>

My Lord

Admty Office 2d June 1777

Captain [James] Worth the Regulating Captain at Liverpool, having in his letter of the 27th past informed my Lords Commissrs of the Admty that a Bermuda built Sloop called the *Active*, John Osborne Master bound from South Carolina to France has been brought into Liverpool by Joseph Ring the 2d Mate who with three other English Men and two Dutch Men

rose and took possession of her; And their Lordships having directed Capn Worth to send the Crew of the said Vessel (except the Mate and five men abovementioned) by the first Tender to Plymouth to be disposed of as your Lordship shall direct; I am commanded by their Lordships to acquaint you therewith and that the said Persons are to be sent to Mill Prison having been taken in an Armed Vessel with a Commission from the Congress. I am &ca

P S.

P S. It appears that John Osborne late master and Jos: Price Chief Mate of the said Vessel was set on shore by a Pilot boat they met off Kinsale.

1. PRO, Admiralty 2/555, 39-40.

*Public Advertiser*, MONDAY, JUNE 2, 1777

London.

The Lords of the Admiralty have given Orders for two fourth Rates to be stationed to cruize between Cape St. Vincent's and the Streights of Gibraltar, for the better Protection of the Trade from the Mediterranean against the American Privateers, of which there are a great Number cruising in those Latitudes.

*London Chronicle*, SATURDAY, MAY 31, TO TUESDAY, JUNE 3, 1777

London, Monday, June 2.

Capt. Kelly writes to his owners from Dunkirk, that at length, after going through many ceremonies and being at great expence, he had his ship the *Joseph* which was carried in there by Cunningham, delivered into his possession, and that he was preparing to proceed on his voyage to Hamburgh.

"EXTRACT OF A LETTER FROM HARWICH, JUNE 2." <sup>1</sup>

I send you this for your information as well as that of the Post-master-general, that the *Prince of Orange* packet-boat arrived here this morning at five o'clock from Dunkirk.

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

BENJAMIN FRANKLIN AND SILAS DEANE TO JOHN JAY <sup>1</sup>

Dear Sir

Dunkirk [*sic* Paris] <sup>2</sup> 2nd June 1777 -

We refer the Committee to ours to You of the 26th ulto of which we sent Duplicates, should either arrive, but apprehensive of the Contrary, we send You the Substance in this. The Brittish Commerce in Europe, especially in the North, is unguarded, the Greenland Whale Fishery & the Hudsons Bay Shippis in particular. Could two or three of our Frigates accompanied by lesser swift sailing Cruisers get into those Seas in the Months of August or September, a valuable part of the Commerce of our

Enemies might be interrupted. As Tobacco Rice &c are in great Demand in France & Remittances wanted, we submit to the Congress the sending out some of their Frigates loaded with these articles for Nantes or Bourdeaux, and whilst their Cargoes were disposed of, they might refresh themselves, & make a Cruise against the Enemy. The Coast of England to the West is unguarded either by Land or Sea. The Frigates capable of landing five hundred Men might destroy several of their Towns, which would alarm and shake the Nation to the Center, whilst the Ships might fly and take refuge in the Ports of France or Spain, but suppose the worst, that they are intercepted in their Retreat, the inevitable Consequences of so bold an attempt will be sufficiently injurious to justify the measure. But this must be done by a Coup De Main, and there can be no great apprehension of any Difficulty in retreating, since by means of the daily Intercourse between the two Kingdoms we might know the exact Situation of the brittish Fleet and Commerce in the different Ports, and never attempt until we had a fixed object in view, and were masters of every Circumstance. The Ship building at Amsterdam will be near as strong as a 74 and may join the Squadron in the Months of February or March. The East India [fleet] will be returning to St Helens, & there waiting for a Convoy, which is a single man of war. Three Frigates on that Station might effect a most prodigious affair, and if they first came to Europe as in the [course] of trade, it would be much less suspected, as they might set out from a Harbour here, and not be supposed for any other Route, but that of going directly for america. We have no more to add, than that 4000 Hanoverians are on their march for Stade to embark for america. We are [&c.]

B. Franklin S. Deane

1. Papers CC (Letters From the Joint Commissioners for Negotiating Treaties With France and Great Britain, 1777-84), 85, 65-66, NA.
2. This is a copy made by Jay and datelined Dunkerque in error. On this copy Jay noted: "The words [under]scored in the foregoing Copy are inserted from a Letter of the 8 June of the like & no other Import - that part of the original being too indistinct to be read with Certainty -"

SILAS DEANE TO JOSEPH-MATTHIAS GÉRARD DE RAYNEVAL <sup>1</sup>

Sir

Paris 2d June 1777

I had the honor of writing You Yesterday respecting Capt [John] Adams, of Boston, whose Vessel was sunk on the Coast of Bell Isle by an English man of War since which I have received intelligence that Three 74 Gun Shipp's & one 64, are sailed, to cruise in the Bay of Biscay, their names are the *Hector*, *Essex*, *Egmont* & *Exeter*; permit me to remind You, that from what You did me the honor of telling Me some time since, I was pleased with the hopes of seeing a Fleet at Sea sufficient to check the insolence of Our Enemies, & even to make some diversion in favor of Our Commerce; may I still hope for it? Or am I to see the reverse? To see the Enemies of America, (and God knows they are not the Freinds of France), extend themselves the whole length of Your Coast, intercept a Commerce

equally beneficial to both Countries, as to detain, & even make prize of Vessels belonging to the Subjects of France, only because they were supposed to have Stores on board for America, – which is the Case with the *Seine* now detained in Dominica – forgive Me Sir, I will trouble You no farther, but must ask an Opportunity, of waiting on his Excellency, to represent to him, in the true Light, many things, which are of the last importance, and the situation & appearance of which, gives me more inquietude than it is in the power of Language to express. I have the honor to remain with the Utmost respect Sir [&c.]

S Deane

P.S. Since writing the foregoing I have seen a Captn from Nantes an American who says that Capt Adams was chased by an English Man of War. That finding he could not escape he attempted to run his Vessel on shore, but the Man of War got between him, & the Land, & took him within a very small distance from Shore, & the report was that taking out the People he sunk her. Letters from London mention the Same thing so that I have no doubt of the Truth of it. Captn [Henry] Johnson; going out of Bordeaux, was chased before he was out of sight of the Tower but escaped.

I have seen Mr [Ferdinand] Grand this Moment who has greatly alarmed Me; he says that his Excellency told him to tell Me, that I had been ill advised, & was betrayed, but did not inform Me in what. With respect to the Cutter at Dunkirk, I mean that last purchased, in which individuals are interested, I can only say that I advised my Freinds to get her away as quick, & as silently as possible, & to stand directly off the Coast, & on no Consideration, permit her, to return to France or near Any of its Ports. if I shall be instructed to give better advice I shall most readily do it & I doubt not, my advice will be attended to, but the owners have already expended Two Thousand pounds Sterling in the purchase & repairs, which they cannot afford to loose. I hoped farther that Capt Cunningham [Gustavus Conyngham] & his People might get a passage in her, to their Own Country, where they may be usefull. I hope at least they may be dismiss'd from Prison, & be permitted to depart in such manner as they can, though if they disperse, there will be danger of their not returning, & consequently of Our loosing a Number of brave, and honest Subjects. I can only add, that I am ready to follow most exactly the advice which shall be given Me, on this, & every other Occasion by his Excellency, but am at an uncertainty, what to do untill more explicitly informed.

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 201-02, LC Photocopy.

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

Sir

This day I shall take on board the lighter to carry down to my Vesel 60. Chestes of Arms sum bails of blankets sum bails of Wollins 20 Ton of lead and Other things As many as I can stow & shall proceed for Boston as

soon as possible. the *Tyrannicide* is not Arrived I am afraid she is taken<sup>2</sup> Capt Clouston sailed 5 days past –<sup>3</sup> I am with Respect Sir [&c.]  
Jn<sup>o</sup> Fisk

Nantz June, 2, 1777

Pray Excuse haste

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 230.

2. *Tyrannicide* arrived safely at Bilbao.

3. Commanding Massachusetts Navy brigantine *Freedom*.

CAPTAIN ALEXANDER WILSON TO THE MASSACHUSETTS BOARD OF WAR<sup>1</sup>

Gentlemen

Nantz June the 2d 1777 –

It Gives me the greatest pleasure imaginable that I am favoured with an opportunity to advise You of my Safe arrival at this place the 27th of May after a passage of 36 Days upon Which Nothing material happened, I am Not able to Inform you any thing of the affairs here but must Refer you to the Merchant

rice Sold Last Week at 27 Livers and is upon the fall

I am With great Respect [&c.]

Alex<sup>r</sup> Wilson<sup>2</sup>

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 231.

2. Master of the *Duc de Chartres*.

3 June

PHILIP STEPHENS TO WILLIAM KNOX<sup>1</sup>

Sir,

Admiralty Office 3d June 1777.

Having laid before my Lords Commrs of the Admiralty your letter of the 27th ultimo, acquainting them, by Lord George Germain's Directions, with the Information his Lordship had received respecting a Brigantine fitting out at Amsterdam, to be laden with Arms & Ammunition for the Rebels in North America; I am commanded to acquaint you, for his Lordships' Information, that if it is His Majesty's pleasure that Orders be given to the Captains of His Majesty's Cruizers to intercept the Brigantine above-mentioned, it is necessary to be exceedingly particular in the Description of her, as otherwise it will certainly occasion the examining many Dutch ships, and probably the bringing some into Port that may not prove to be the Ship in Question, which will not only interrupt the Voyage of such Ship, but expose the Captains of the Cruizers who bring them in, to heavy Damages for so doing.<sup>2</sup> I am &c

P. Stephens

1. PRO, Colonial Office 5/259, 176–77.

2. Knox responded on June 10 that his informant was "not able to give a more particular description of the said Brigantine," PRO, Colonial Office 5/127.

*Public Advertiser*, TUESDAY, JUNE 3, 1777

London.

An American Privateer, which cast Anchor and looked into Milford-

Haven the other Day, appears to have been hard run by a King's Ship, who had chased her some Days; and her going boldly into that Harbour deceived the Man of War, who, from the Freedom and Familiarity she shewed in those Seas, took her for a Merchant Ship, and so quitted her.

JOURNAL OF SAMUEL CUTLER<sup>1</sup>

[Mill Prison, Plymouth]

June 3, Tuesday. Fifth remove. Nine Americans – myself included in the number – sent on shore to the Fountain tavern for examination. We were escorted by seven soldiers and four midshipmen – before three justices at the above tavern, appointed on purpose to examine the prisoners. After four hours examination together, and separately, we were delivered to two constables and seven soldiers, to be committed to Mill Prison for high treason.

At 4 P.M., 3d June, 1777 I arrived at Mill Prison within quarter a mile of Plymouth town (?). There are four prisons all together. We are all committed to the largest – 132 feet by 23 – without any distinction, officers, people and negroes all in the same room. We are treated worse than the French were last war in these prisons. We are debarred pens, ink, paper, rope, candles, &c. No person is allowed to come into the outer yard to speak to us. We have no communications with any person except Mr. Cowdry, the prison keeper, and the turnkey. Cowdry is as great a tyrant as any in England, and uses us with the greatest severity. Our allowance is  $\frac{3}{4}$  lb. beef, 1 lb. bread, 1 qt. very ordinary beer, and a few greens per man for 24 hours. The beef when boiled weighs about 6 oz. This is our allowance daily, except Saturday, when we have 6 oz. cheese instead of the beef. To sleep upon, we have a hammock, straw bed, and one very thin rug.<sup>2</sup>

1. "Cutler's Journal," *New-England Historical and Genealogical Register*, XXXII, 186.

2. Cutler was captured in the Massachusetts privateer brig *Dalton*. See Volume 7, 802.

JOSEPH HYNSON TO LIEUTENANT COLONEL EDWARD SMITH<sup>1</sup>

Dr Sir

[Paris, June 3, 1777]<sup>2</sup>

I have never heard from you since the letter sent me by your man, on your arival in England which I think a little hard of it almost made me determine to write you no more but as I gave you my word to serve you wh[en]ever it was in my power, I am now Just going to leave Paris to proceed for nants there to take charge of a large Ship to load with Cloathing for amerreca there is a ship loading at Marsals [Marseilles] that will be of more consequenc to you than any gone from france since the disputes began She will load with sixteen brass morters & commanded by a french officer who has a commeson in the french service She will clear out for Martinico but I think may be easily taken before she leaves the Straits the Capt name Lundy [Pierre Landais] Set off[f] from this place last night his ship will mount Eighteen guns will carry Eighty m[e]n my ship will be about the same force, the french seem much at a loss to know how to act at preasant for I have been this three weeks ready to set of[f], but the

matter was never finally settled with the french till friday last when they determened the cargoes might be Shipt, they are from the Kings stores therefore you may Judge the part the french are acting, I should have been fond of bringing this Inteligence myself, which might have been perform'd had lord Stammont [Stormont] known me as well as you do, you know that I never wanted to take an active part against you I waited on lord Stammont as you desired but that Gentleman with his young Secretary thinks I am rather a spy sent by Mr Dean to get all I can out of them but I hope you can clear me of any charge of that kind that might be laid against me, there is a privateer that is fiting out at the same place which you may keep a look out for I dont like to inform agai[n]st my friends the Cap<sup>3</sup> of her is now with me I beg as a favour you would be cautious about Capt Lundys Ship for everything on that head is a great secret should there anything be Said of it in England they will know it came from me it will be of great conseque to them to loose she is a more valeable cargo than any gone from france you will manage that matter as you think best Mr Dean never knew of my going to Ld Stammonts but once, if I can have an Oppertunity will write you from nants yrs Sincirely J

1. Stevens, ed., *Facsimiles*, No. 165.

2. Date established by George Lupton's letter of June 4: "Yesterday he [Hynson] went from hence for Nantes." *Ibid.*, No. 168.

3. Thomas Bell.

#### 4 June

#### JOSIAH SMITH TO BENJAMIN FRANKLIN<sup>1</sup>

Honoured Sir

London June 4th 1777

I was born in the State of Massachusetts Bay and educated in the University at Cambridge, where I commenced in 1774 from which time I applied myself to the Study of Physic & Surgery till January 1777, when I took Passage in the Ship *Montgomery* of Newbury Port bound to Bordeaux. But on the 14th of March Just as we were verging upon the Coast of Europe, we had the misfortune to be chased & taken by King George's Ship *Albion* of 74 guns; ours being a merchant Ship laden with Masts Spars, &c: We were sent into Plymouth & there closely confined without the least distinction or difference to rank or title; and part of the time on short allowance. And after being divested of every thing (except our clothing) even to the little money which I had in my pockets and after much difficulty I obtained my liberty at the expiration of two months; and this by virtue of my being a passenger and their expecting that for this indulgence I should enter into their service. The ship's company after losing all their wages & adventures were turned over to other ships & compelled to do duty; and though they resolutely swore that they were subjects of the United States & beged to be sent to prison with those of their countrymen taken in arms, yet were compelled to serve the king –

I have been at liberty about three weeks, and when I left Plymouth there were about 200 of my country men, prisoners there; and as many more



at Portsmouth; the former of which I frequently visited; and informing them that I should go directly to France, they begged of me to represent their situation to your Honour. This I promised to do; as well as many other matters, which nothing but the want of a convenient opportunity prevents my fulfilling – What principally astonishes our many friends here in England is: that thousands of British seamen should be allowed to return to England, at pleasure, to man the King's navy, while hundreds of Americans are kept here in close confinement on short allowance!

I hoped to have got a passage directly to France, but cannot at present; therefore I propose proceeding to Bilboa in a Spanish vessel which sails in about 6 days. And from thence (unless a good opportunity presents there, to go home in an armed vessel) I expect to come to Bordeaux. I want much to inform your Honour of the situation of affairs here. Before I left America the Revd Doctor Cooper, of Boston, was good enough [to] recommend me to you by a letter, which I destroyed with a number of others the day on which we were taken. I have been in my Country's service by sea, & as I am now entirely destitute in a place where I have no relations, if your Honour could help me to a Surgeon's berth in some cruiser, that I may support myself till I can get to America, or help me in any other way I should esteem it a great favour. There is a gentleman Capt'n [Francis] Brown lately commander of a privateer, & had just escaped, who would be glad of like assistance, he is coming to Bilboa with me; he was taken going to France –<sup>2</sup> If upon receiving this your honour would despatch a line directed to the care of Mr Gardoqui, Merchant in Bilboa, that I may receive it upon my arrival there, it might do me the most essential service – if I was in suitable circumstances I should, without delay, do myself the honour of waiting upon you in person. I am your Honours [&c.]

Josiah Smith<sup>3</sup>

1. Franklin Papers, vol. 6, pt. 1, 48, APS.

2. Brown was master of Rhode Island privateer sloop *Charming Sally* taken January 16, 1777. Charles Herbert, *A Relic of the Revolution, containing a full and particular account of the sufferings and privations of all the American Prisoners captured on the high seas, and carried into Plymouth, England, during the Revolution of 1776 . . .* (Boston, 1847), 247. Hereafter cited as Herbert, *A Relic of the Revolution*.

3. Smith later served as surgeon on board cutter *Revenge*, Captain Conyngham, who characterized him as "a man of a very troublesome & mutinous disposition," Robert Wilder Neeser, ed., *Letters and Papers Relating to the Cruises of Gustavus Conyngham* (New York, 1915), 218.

## 5 June

*Public Advertiser*, THURSDAY, JUNE 5, 1777

London.

A Letter from a Gentleman, who came home Passenger in the *Swan*, Captain Meadows, from New York, dated Corke, May 25, 1777, has the following:

At Baltimore there is a Congress Frigate of 30 Guns, called the *Virginia*, and nearly manned. . . . There is also another Frigate of 20 Guns, and several Privateers, ready for Sea; but want Seamen.

At Philadelphia there were three fine Frigates, one called the *Washington*, of 36 Guns; the *Effingham* of 32; and the *Delaware* of 28; besides a Number of Row Gallies, two floating Batteries, three hundred Fire-rafts, and two Fire-ships, in order to prevent the English Men of War from passing the Chevaux des Frize. The City of Philadelphia is defenceless on the Land Side.

“EXTRACT OF A LETTER FROM GUERNSEY, JUNE 5.”<sup>1</sup>

An American Privateer of twelve Guns came into this Road Yesterday Morning; tacked about on the firing of the Guns from the Castle, and just off the Island took a large Brig bound for this Port, which they have since carried into Cherburgh. She had the Impudence to send her Boat in the Dusk of the Evening to a little Island off here, called Jetto, and unluckily carried off the Lieutenant of Northey's Independent Company here, with the Garrison Adjutant, who were shooting Rabbits for their Diversion. Two Gentlemen of Consequence are gone to Cherburgh to demand them. The poor Pilferers got nothing but six or seven little Guinea Pigs made into a pye for the Gentlemens Dinner, and a few Bottles of Claret, though the Brig they took is valued at 7000 l. belonging to Squire Tupper.

1. *Public Advertiser*, London, June 18, 1777.

JACQUES GRUEL & CO. TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

[Extract]

Sir

Nantes June 5th 1777

We hereby confirm our last Letter of 9th May; of which you have a triplicate pr Capt [John] Fisk on whom we have Loaded the following Merchze (Viz:) 25 Bales of Blue & Red Cloths two Bales quant 100 Doz: pr Worsted Stockgs one Bale Thread Do 50 doz: pr 10 Bales of Blankets qt 522. 1 do Coverlets de Ploc qt 141. 2 Cases qt 257½ Gross large & 269½ Gro [small] buttons white mettal No 1 – 1 bale qt 10 Ps sail Cloth, No 3 – 2 Cases qt 1000 Gun Locks. 60 Cases qt each 25 Guns being 1500. New Guns 227. pigs of Lead & 3 bls Gun powder – the whole addressed to the board amounting to 94019#. 18. 6 – which please to place to the Credit of our Account.

As soon as Capt Fisk arrived, for the present we took part of the Goods intended for the *Nantes & reprisal* to hasten the Dispatch of the *Massachusetts* who will sail the first Wind. . . .

We advise you with much Satisfaction of the Arrival in our River of your Ship the *Duc de Chartres* 30th May last from Carolina after 36 days passage with a Cargo of 952 Bls. Rice. We are now unloading that Ship, & shall immediately dispatch her with such Goods as you have ordered.

We likewise advise you of the Arrival at Bourdeaux of yr Ship *Bunker hill* Capt [John] Clark, who informs us that his ship sails very ill, & as his Cargoe is of the same kind with those recd by the *Versailles* & *Nantes*, we have thought proper to leave her at Bourdeaux lest she should fall into the hands of the English cruising in the bay of Biscay; We likewise design to

sell the *Bunker hill* at Bourdeaux & to bring her Crew round here by Land to go home in Capt [Nathaniel] Carver who stands in need of them.

It is with concern that we advise you of the Capture of the Schooner *Lynch* John Adams master, her back Cargo, being on Accot of the Congress. We are &c

Signed J<sup>que</sup> Gruel & Co

1. Mass. Arch., vol. 152, Board of War Letters, 1776-1777, 233.

## 6 June

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

My Lord

[Admiralty Office] 6th June 1777

My Lords Commissrs of the Admiralty having receiv'd Intelligence that two French Ships were fitting out on the 21st of last Month either at Marseilles or Toulon, (believed to be at the former) that they were to be purchas'd or at least freighted by Mr Deane, to be laden with different sorts of Goods for the use of the Rebels; were to mount Vizt one 18 Guns, the other only 12 or 14 though she will be pierc'd for 20, that the largest is about 400 Tons, the other about 340, that they will be mann'd with French Sailors, carry French Colours, and clear out for some of the West India Islands, but that their real destination was new England, with a liberty however, to make any safe Port in No America; that they will carry double Commissions, an ostensible and a secret one, that there will be on board each Ship a French Captain and one with a Commission from the Congress, that one [Joseph] Hynson is to have the direction of the expedition, that the other it is believ'd will be a Frenchman by birth, but in the Service of the Congress & bearing their Commission;<sup>2</sup> that there will be 12 brass Mortars put on board Hynson's Vessel which is the largest of the two; that Hynson was to receive his Instructions from Mr Deane on the 22d ulto and to set out immediately from Paris to Marseilles, but that as the Ships had not then taken in their lading, it would be some Weeks before they could put to Sea; I am commanded by my Lords to communicate the above Intelligence to your Lordship, in order that you may order your Cruizers to keep a good look out for the said Ships and to seize them in case they should appear upon the Coast of No America; and I am at the same time to acquaint your Lordship that Hynson the Person above mention'd is (as appears by a Description their Lordships have had of him upon another occasion) a lusty black looking Man, and that, tho' perhaps he may endeavor to disguise himself, he must be easily discover'd, having strong marks of an English Seaman, and that there is reason to believe that the discovery once made will lead to every other & unravel the whole iniquitous Project, as he, if once taken, may be easily induced or compelled to tell all he knows. I am &c.

P. S.

The Rt Honble Ld Visct Howe

By the *Experiment*

1. PRO, Admiralty 2/1334.

2. Pierre Landais.

JOHN PORTER TO BENJAMIN FRANKLIN<sup>1</sup>

Sir

St Malo June 6th 1777 –

I hope you'l Excuse my Presumption In thus Addressing you as, It is not only In Order to Acquaint you of my Misfortune by being taken on the 1 Inst of May by the *Foydrant* [*Foudroyant*] Capt [John] Jervis, within a few Leagues of Nants River to which Place I was Bound In a Bermuda Built Sloop Cald the *Alice* Belonging to Messrs Thoms Savage, Blake, Russell, Grenwood & Compy Merchants In [illegible] Charles Town So Carolina, & after being taken I was Carried into the Port of Plimouth from whence I have In Some measure made my Escape In a wretched miserable Condition to this Place Yesterday, from the worse than Turkish Enemies the English, and now tho at Liberty Know not which way to turn my Self as I am In a Strange Country the Language the People I am totally Unacquanted with and Destitute of every Necessary of Life.

I have Also as I think It a Duty Incumbent on Me to Acquaint you of the Curcumstance of Numbers of my Poor Countrymen who have faln Into the hands of the More Cruel than Turkish Ennemies, by whom they are Committed to Mill Prison at Plimouth as Felons, After being in Confinement on board the Ships For some time Past; where they are Deny'd Candle Pen Ink or Paper or even Fire to Light a Pipe and what Is worse their friends are not Admitted within the Prison yard walls by the Centries, which are Placd at a few Yards Dist from Each Other, & It is the Particelar Desire of Capt John Adams that I Should Acquaint you of his being taken on the 9th Inst of May by the Same Ship within a League of Bell ile after we Came to Plimouth and had Paid the Examination on Shore both of Us got a Clearance throug Favr of Capt Jervis Immedly but Unfortunately for him within 3 or 4 Hours Afterwards he was Sent Back to Confinement on bord the *Foydrant* untill An Answer should be Reced from the Board – I Immedeatly made off and Happily Got a Secure Retreat in Plimth till I Affected In a Disguise my Escape from thence; I Shall Sett off Tomorrow for Nants (Shall make Bold to Acquaint you Particularly Relative to the Curcumstances of my Poor Countrymen & with their Usage & A Schetch of the Terrible Unheard of Enterogatories which they Lay before us to be answerd on Oath, as Soon as I arrive their)

I dare to say you'l not Call me to mind by my Subscribing my Name as I was but a youth when I had the Honour of Speaking to you at your Lodgings In Craven Street London when Recommd to you by my Step-father Mr Hugh Hughes Since which time I have been Employ'd by Diff't merchts in Several Parts of the World and Scrap'd together three or 400 Hundred pounds and by this Unfortunate Stroke have Lost every thing Please to Excuse my Unconnected Manner of Writing for my mind Seems to be a Good Deal Agitated by the Terrible Scene of Distress that I Seemingly have to Wade through before It Shall Please God for me to Arive Again to the Land of Liberty mean While I Remain [&c.]

John Porter

P S Capt Adams was Taken In a Schooner the Reason of his being Detaind was I understand that he had Arms on Board – my Guns when I

found I Should Inevitably be taken I hove Over Board and they Never Discovd that I had any Guns or a Commissn as Letter of Mart [Marque] Untill I was Out of their Reach –

1. Franklin Papers, vol. 6, pt. 1, 50, APS.

## 7 June

*Public Advertiser*, SATURDAY, JUNE 7, 1777

London.

The *Brooks*, Noble, from Africa, is arrived at St. Vincent's, after an Engagement with a Privateer of ten Guns to the windward of that Place, in which the Privateer lost her Mainmast, and was so much damaged that the People quitted her, and got on board a Schooner that was in Company, which blew up soon after they were on board, and fifty-five People perished: Ten were saved (among whom was the Captain of the Privateer) and lodged in Gaol at St. Vincent's.

The Cargo of the *Aurora*, which was lately taken from the Americans, and carried into Liverpool, was within these few Days sold for the Sum of 28,600 l. two-thirds of which, it is said, his Majesty has most graciously directed to be given to the Captors, who being no more than eight in Number, will share, after the Expences of the Condemnation of the Vessel, and all other Accounts relating to her are paid, upwards of 2000 l. per Man.<sup>1</sup>

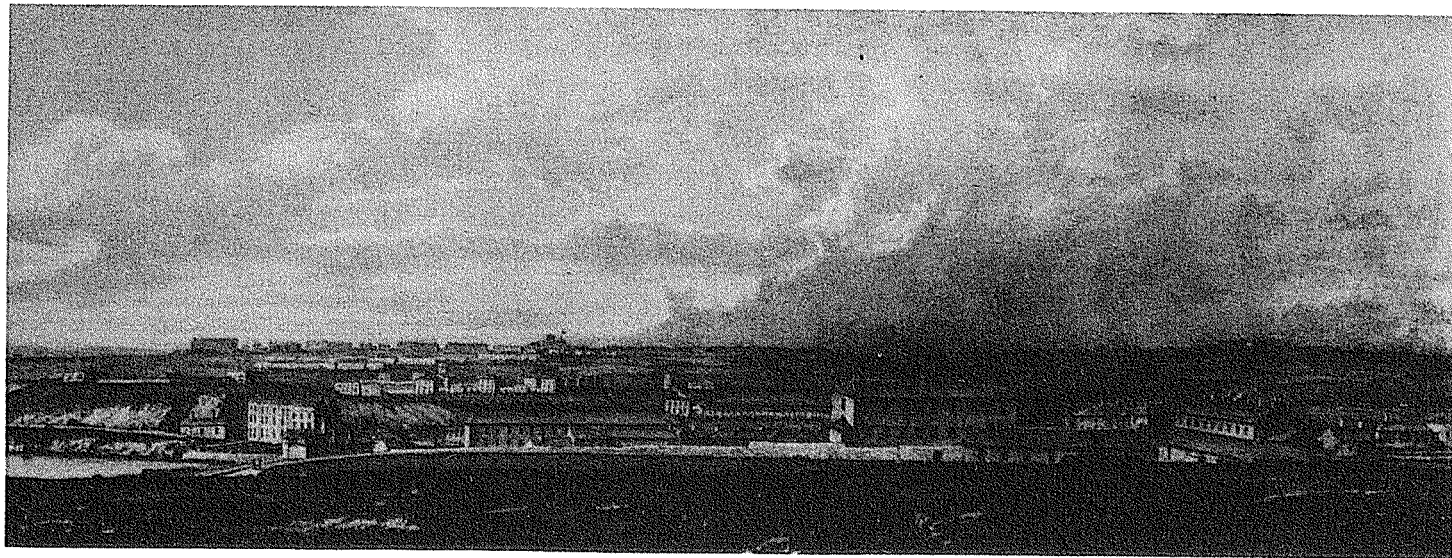
1. See Volume 8.

## JOURNAL OF CHARLES HERBERT<sup>1</sup>

[Royal Hospital, Plymouth]

[1777. June] 4. As we were discharged yesterday, and the boat did not come for us, we were again put upon cazzelteers and draw only a quart of milk, and a half pound of bread. Today is the King's birth-day, and there is great firing of cannon, and chiming of bells, in Dock and Plymouth. This morning about three o'clock, another prisoner died of small-pox – the same person who jumped from the window, as before mentioned. He was taken in the privateer sloop *Charming Sally*. After he was dead, his coffin was brought, which proved to be near six inches too short. But rather than have another made, they jammed him into that, in a most shocking manner.

5. This morning early, the boat came for us and twelve of us went on board and were carried along side the *Blenheim*, to which ship our company, and that of Captain [Francis] Brown, had been removed since we went on shore. Four of the twelve that were in the boat belonged to the captain's crew.<sup>2</sup> They were put on board the *Blenheim*, but the rest of us were carried on shore again, and guarded to the Fountain Tavern, to be tried by the judges; for that is the place where they sit. We were put into a small room, surrounded by a guard, and having eat nothing through the day, were very weak; so we got the soldiers to boil us a little meat, which we had obtained at the hospital. After this, we were all called up before the judges and examined. They asked each of us in what province we had been



*Mill Prison, Plymouth*

born, and whether or not we had a commission from Congress? At what time we entered on board the *Dolton*? Whether we were taken by the *Reasonable* [H.M.S. *Raisnable*]? To each of their questions we answered. We were then sent below into the little room again; then we were called up the second time, one at a time, and asked the same questions, to which we answered. They then read them over to us, and asked us if it was true, to which we replied it was. We told them we were out to fight the enemies of the thirteen United States. After we were examined one by one, the third time, we were all called up together, as at the first, and our commitments were read to us and delivered to the constable. My commitment read as follows:

"Charles Herbert, you are supposed to be guilty of the crime of high treason, and committed to prison for the same until the time of trial."

We were then delivered to the constable, and guarded to Old Mill Prison, Plymouth.

Alas! I have entered the gates but the Lord only knows when I shall go out of them again.

June 6. Our allowance here in prison is a pound of bread, a quarter of a pound of beef, a pound of greens, a quart of beer and a little pot-liquor that the beef and greens are boiled in, without any thickening, – per day.

7. Pleasant weather, but we are kept in all day as a punishment for a misbeholden word spoken to the sentry on guard.

1. Herbert, *A Relic of the Revolution*, 42–44.

2. From *Charming Sally*.

"COPY OF A LETTER FROM GOVERNOR LE MESURIER TO MR STEPHENS,  
DATED ALDERNEY THE 7TH JUNE 1777"<sup>1</sup>

I think it incumbent on me to acquaint their Lordships that Andrew Nastel Mate and Six Mèn, lately belonging to the Brig *Good Intent* of Guernsey, Paul Bieuvenn Master, are just arrived from Cherbourg and report that they were boarded by an American Privatier the 5th Instant about 4 oClock in the Afternoon, in Sight, and not two Leagues off this Island, and the next morning carried in the Harbour of Cherbourg, where they were put on Shore. The Brig was Loaded with Ginn and Oil, and bound from Rotterdam to Guernsey. The Privatier is a small black Schooner about 25 Tons, long built but very low, and when they want to fight they ta[ke] up their Hatches fore and aft and Stowd in the Hold. They carry Two Carriage Guns (4 Pounders) & Six Swivels with 32 Musquets, and had on board 26 Men, One of them a French Pilot. None of the Guernsey Men, knows the name of the Captain, who took them,<sup>2</sup> but they say that the Vessel is called the *Montgomery* belonging to Maryland, from whence they have been out five Months and had taken four Prizes, besides this; One of which th[ey] sent to America with four of their Men on board. The Capt of the Privatier set out Yesterday afternoon, in a Post

Chaise, for Paris to obtain Leave from the Court to sell his Prize; And Bieuvenn remains at Cherbourg 'till he knows if his Vessel will be condemned or not. —

1. PRO, State Papers 42/50, 182-83.

2. Captain John Burnell, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, X, NA.

#### VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

No 32

M. le Mis de Noailles

at Versailles 7th June 1777.

I have received, Sir, the dispatch No 43 which you did me the honor to write to me on the 30th of last month.

The language used by Lord Weymouth to you, Sir, on the subject of the vessel *L'aimable Dorothee*, did not astonish us in the least; we know from constant experience that the English Ministry admits no other principles than those which the interest of the moment prescribes to it, and that it is needless to expect any Sort of reciprocity on its part for any delicate behaviour which may be observed towards the Court of London. But since it claims to establish a new jurisprudence relative to the search of neutral vessels, it will oblige the other powers to follow its example, or take measures to prevent it being put into practice. This will be the course which England will force us to adopt in order to shelter our navigation and commerce from the annoyances to which she claims to subject them. You may, Sir, make use of these reflections with the English Ministers; but you will only present them as coming from yourself, and as the effect of the desire which you have to aid in maintaining the good understanding which exists between the two nations. You may add that the new kind of search which the English Ministry claims to introduce must appear to you all the more peculiar that, when we made remonstrances on the Subject of the Bill concerning letters of marque, they assured you positively that this precaution would cause no damage to our commerce, and that it was only a matter of restraining that of the Americans. It is to be hoped that these observations, made opportunely, will produce some effect on the mind of Lord Weymouth, and that they may induce the British Ministry to modify the instructions which they give to their cruisers.

With regard to Captain Cunningham's fate, the account which I gave you in my preceding letter, will have enabled you to judge, Sir, the principles and motives which have directed our conduct on this occasion. We were well satisfied in advance that it would not prompt the English to gratitude; nor was it for love of them, but only to do homage to the principles of justice and equity which direct all his actions, that His Majesty acted with severity towards the privateer captain. Moreover, Sir, Lord Weymouth must know the Treaty of Utrecht imperfectly, if he confuses the case of Captain Cunningham with that of the frigate *Reprisal*. If that Minister will trouble himself to read this Treaty again, he will find there



the two cases well distinguished, as you have pointed out. I abstain from speaking of the reproaches cast on us with regard to the Help which our commerce furnishes to the rebellious colonies, because there is nothing to add to the reflections which you have made on this Subject to Lord Weymouth. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 220-22, LC Photocopy.

FRANCIS FOWLER TO BENJAMIN FRANKLIN<sup>1</sup>

My Lord

I take the freedom to Petition your Excellency, in behalf of Myself and the General Cause of america.

I am my Lord a subject of Great Britain, born in Aberdeen, I have Long served on board of different Ships of his Majesty's, which has Ever marked my Conduct.

At this juncture I have under my Command an active saitie [settee]<sup>2</sup>, Genoa Built, well fitted for the purpose of a Privateer, She mounts 10 Guns and Carries 40 men, and is in Every other respect a Vessel to cruize in the mediteranean against the avowed Ennemis of the Royal Congress of america, for this Vessel I have to move your Excellency for a Commission; that I may fall upon their trade unlooked for.

for my Character I beg Leave to refer your Excellency to my friend who presents this, which repose confidence sufficient in my conduct. I am My Lord [&c.]

Nice 7th June 1777.

Francis Fowler

P S Description of the Vessel the saitie named the *Europe* Genoa Built. mounts ten Guns, navigated by forty Men, now Lying in the Harbour of nice; Commander francis Fowler.

1. Franklin Papers, vol. 6, pt. 1, 54. APS. Fowler was recommended to Franklin by a Nice merchant named Massequan. See Franklin to Massequan, August 11.

2. Ship with two or three masts and triangular sails peculiar to the Mediterranean Sea.

9 June

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH<sup>1</sup>

My Lord,

Admty Office 9th June 1777

My Lords Commissrs of the Admty having received a Petition from Benjn Evans, a Prisoner on board the *Ocean*, representing that He was master of the Brigantine *Constant Friend* taken by His Majs Ship *Albion*, and praying as the said Vessel was a Merchant Ship not armed, or intended to be armed, that himself and Wm Conyers, a Boy who belonged to her, and is his near Relation, may be released; I am commanded by their Lordships to send you the said Petition herewith & to signify their directions to you to set the Petitioner on Shore, agreeable to act of Parliament, if what he sets forth be true; and also to discharge the Boy, if he is not of a proper age to be entered on board some of His Majesty's Ships. I am &c.

P S

1. PRO, Admiralty 2/555, 63.

10 June

LORDS COMMISSIONERS, ADMIRALTY, TO COMDR. E. V. YATES, R.N.,  
AND OTHER COMMANDING OFFICERS <sup>1</sup>

By &amp;c,

Whereas Intelligence hath been received that several large Cutters & Lugsail Vessels are fitting out, as armed Vessels in the Neighbouring Ports of France which there is reason to believe are to be furnished with Commissions from the Rebel Congress in No America; And that they are intended to Cruize, and take the Ships & Vessels of His Majestys Subjects; You are hereby required & directed in pursuance of His Majestys Pleasure signified to Us by the Earl of Sandwich very diligently to look out for and to use your best endeavours to take & bring (or cause to be brought) into the first convenient Port in England, all Armed Cutters & Lugsail Vessels you may be able to come up with and which, from circumstances, you may have good reason to suspect to be Rebel Cruizers, Pirates or Smuglers; As also every other Armed Vessels under the like suspicious Circumstances. Given &c 10th June 1777

Sandwich Palmerston H. Palliser

By &amp;c PS

To Capt [E. V.] Yates	<i>Ranger</i>	Slo	Downes
• [John] Harvey	<i>Speedwell</i>	•	Do
• [Francis] Parry	<i>Lynx</i>	•	Spithead
• [Anthony] Kempe	<i>Wolf</i>	•	Waterford
• [R. R.] Bligh	<i>Wasp</i>	•	Dublin
Lieut [William] Hills	<i>Wells</i>	Cutter	Dover
• [Thomas] Gaborian	<i>Sherborne</i>	•	Dartmouth
• [William] Smith	<i>Folkstone</i>	•	Fowey
• [Richard] Murray	<i>Ferret</i>	•	Penzance
• [William] Long	<i>Lurcher</i>	•	Milford
• [Charles] Major	<i>Esther</i>	•	Dublin
• [T. B.] Mainwaring	<i>Meredith</i>	•	Shoreham
• [Stephen] Norris	<i>Greyhound</i>	•	Downes

1. PRO, Admiralty 2/103, 18-19.

LORDS COMMISSIONERS, ADMIRALTY, TO COMDR. FRANCIS PARRY, R.N. <sup>1</sup>

By &amp;c

You are hereby required & directed to put to Sea in the Sloop you command with the very first opportunity of Wind & Weather & proceed & Cruize between Portland & the Ram-head for the protection of the Trade of His Majs Subjects and diligently to look out for, & upon falling in with to endeavour to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America.

You are at the same time to use your best endeavours to procure Men for His Majestys Fleet agreeable to your Press Warrant and Instructions particularly from homeward bound Merchant Ships; Victualling all such

as you may procure more than your established Complement as the Sloop's Company; bearing them on a Supernumerary List for Victuals accordingly disposing of them on your return to Spithead as Adml Pye or the Commanding Officer of His Majs Ships there for the time being shall direct; And taking care to deliver with them a List of their Names with the times when they were respectively procured that they may be entered for Wages accordingly on the Books of the Ships wherein they may be appointed to serve.

You are to continue upon the above Station for the space of Ten Days after your arrival thereon & then to make the best of your way back to Spithead & remain there until you receive further orders: sending Us an account of your arrival & proceedings

Given &c 10th June 1777

Capt Parry – *Lynx* – Spithead

By &c P S

Sandwich

Palmerston

H Palliser

1. PRO, Admiralty 2/103, 19-20.

LORDS COMMISSIONERS, ADMIRALTY, TO  
LIEUTENANT THOMAS GABORIAN, R.N.<sup>1</sup>

By &c

Whereas we have received information that a small American Schooner Privatier of 2 Guns & 6 Swivels Mannd with 23 Men (4 of whom are Frenchmen) was lately Cruizing off of Rock Dovie about 7 Leagues to the Southward of Guernsey; <sup>2</sup> You are hereby required & directed to put to Sea in the Cutter you command with the very first opportunity of Wind & Weather & proceed & Cruize between the Isle of Bas & the Isle of Brehat diligently looking out for & endeavouring to take or destroy the said Privatier & any other Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of No America which you may be able to come up with.

You are to continue upon the above Station for the space of Ten Days after your arrival thereupon And then, in case you do not fall in with the above Privatier or receive any well grounded intelligence which may give you a probability of doing so or of your meeting with any other Privatiers belonging to the said Colonies which may be upon the said Station or in the Neighbourhood thereof You are to make the best of your way back to Plymouth where you are to remain until you receive further Order; sending Us an Account of your arrival & proceedings. Given &c 10th June 1777

Lt Gaborian – *Sherburne* Cuttr – Dartmo

By &c P S

Sandwich

Palmerston

H Palliser

1. PRO, Admiralty 2/103, 21-22.

2. Maryland privateer schooner *Montgomery*.

PAUL WENTWORTH TO LORD SUFFOLK <sup>1</sup>

My Lord

The two Ships which Mess Horneca, Fiseaux & Co, are building for

Congress Account, but ostensibly for Messrs Le ray de Chaumont, Grand & Co at Paris – are of a peculiar construction, under the direction of a Chevr de St Louis, M. Bouck [Jacques Boux], formerly in the French Navy. They are to carry 30 Guns each; of 24 & 18 pounds Calibre on one Deck, & yet to be able to Load 1000 – or 1200 Tons of Merchandize: & are to be completed by the 1st August.

I think I had the honor to mention to Your Lordship that the States Genl, had received from M. de Graaf, about the time they delivered their Answer, what He calls *pieces justificatives*– the defense turns upon the General Instructions to Governors –: To respect the Flag of every Nation first saluting the States Flag – & then to return an equal Number of Guns to those received, except to Merchants ships, which are to receive one Gun less. The Privateer saluted under Congress Colours, which the Govr Considered as belonging to no Nation, & therefore returned the Salute as to a Merchants ship<sup>2</sup>

I have the Honor to be most respectfully [&c.]

P Wentworth

Poland Street [London] 10 June 1777.

1. Auckland Papers, III, 13–14, BL.

2. Salutes exchanged with Continental Navy brig *Andrew Doria* at St. Eustatius.

CAPTAIN HENRY ST. JOHN, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

Torbay, Plyo Sound 10th June 1777.

Please to acquaint their Lordships, that I this day arrived here with His Majesty's Ship under my Command, from a Cruize; but have not met with any American Vessel. The Account inclosed I had from a Captain Gill (a Passenger on board a Ship I met with at Sea) whose Vessel was lately taken by the Americans, on a passage from Quebec to Antigua I am Sir [&c.]

H. St John

Philip Stephens Esqr Admiralty

[Enclosure]

Captain Gill's Account of American Vessels at Nantz 11th May 1777.

1t A Ship Privateer of 18 Nine Poundrs, painted black & Yellow – 220 Men, Philadelphia built, No Quarter Galleries, a Woman Head; Com-manded by one Weeks [Lambert Wickes].<sup>2</sup>

2d A Brig of 16 Six Poundrs & 120 Men<sup>3</sup>

3d A Sloop, which had been a Dunkirk Cutter, fitted for a Privateer. She is Sloop-rigged, has 8 three Poundrs & 12 Swivels, a Flying Topsl, Topgt Sail and Royal, and lower Studdg Sails, a green Stern and black Counter.<sup>4</sup>

4 A Schooner of 16 Guns, Sailed from Nantz 16 days before. Supposed to Cruize in the English Channel

The above Ship & Brig Privateers, were ready to Sail, and had Orders to Cruize between Cape Finisterre & Ushant. Many Ships are hourly expected from America, and four Ships with Tobacco, Indigo &c had lately arrived.

The Brig had taken 12 prizes, Nine she sent to Philadelphia, & three she burnt.

H. St John

[Endorsed] 13 June Own rect Send Copy to the Com. Off. at Ports & Plyo with directn to furnish copies to all the Cruizers that may sail to the wd from these ports respectively.

1. PRO, Admiralty 1/2483.

2. Continental Navy brig *Reprisal*.

3. Massachusetts Navy brigantine *Freedom*.

4. Continental Navy cutter *Dolphin*.

#### BENJAMIN FRANKLIN TO SILAS DEANE<sup>1</sup>

Dear Sir

M. Chaumont advises to equip Capt. Wickes at St. Malo, where he can be furnish'd with Cannon, Cordage, Sailcloth, Salt, Anchors, and other things proper to carry to America; and may go directly from thence without the double Risque of a Coasting Voyage to take in such things at another Port. He has obtain'd a Letter of Recommendation to M. Beugeard, a Merchant of Importance there, who can supply these things, and who being well with the Commissary, is desired to procure for our Vessels the necessary time to load & equip. If you approve of this, the Express can carry the necessary Orders. I am ever [&c.]

B F

[Paris] Friday mornng – June 10. 77

1. Silas Deane Papers, ConnHS.

#### NARRATIVE OF CAPTAIN JOHN PORTER, LATE MASTER OF THE SLOOP *Alice*<sup>1</sup>

Captain John Porter Commander of the Sloop *Ellis* [*Alice*] from Charles town with rice and Indigo bound for Nantes or Bordeaux saild from said Charles town 1 March 1777 on the 1 of may off Bell isle in Soundings of 50 fathom about 8 Leagues off[f] the mouth of the Loire was taken by the *Fourdroyant* Capt Jno Jervis of 80 Guns on the ninth of the same month Remaining Prisoner on board with Liberty of the main Deck he saw a Topsail Schooner standing to the East & Southward when the Ship gave Chase and Came up with her about 4 or 5 OClock P M before the Ship Came in gun shot she fired & continued firing 'till she had fired 58 Cannon 9 & 24 pounders – the Schooner still Crowding all the sails she possible could till within about a Mile; – when it being impossible to Escape the Schooner bore away and Came under the ships Stern she being not further than 3 miles Distance from the Land of Bell isle as the Schooner was Coming Down before the wind with her topsails Clew'd up, the ship notwithstanding fired two 9 pounders and 2, 24 (Grape shot as the people on board the ship said) accompanied with a Voley of 40 Small arms when the Capt of the Schooner with his Speaking trumpet Call out – What would you have me to do? have not I struck the boat was then sent on board the Schooner and brot the Capt on board the Ship he proved to be Capt Jno Adams of the *Lynch* who had saild from the river Loire the same day he was

taken after Cruising in the Bay about 10 days the *Foudroyant* arrived in Plimouth the 25th when after passing Examination on Shore both Capt Adams and Capt Potter were Discharged but in about 3, or 4 hours afterwards on Information being given to the Admiral (as Capt Potter afterwards heard) that there were Arms on board the *Lynch* Capt Adams was again Seized and sent on board the *Fourdroyant* since which he has heard he was well but nothing further and thinking him self in Danger of a Like event he pass'd him self as a Smugleer and Came to Guernsey from whence he came to St Malo and thence by Land to Nantes –

Capt Porter cannot forbear in this Narritive to do Justice to Capt Jervis of the *Foudroyant* who treated both Capt Adams and himself with a Degree of Kindness uncommon in the British Navy: a Treatment which his unhappy Country men on board other ships and in the Mill Prison between plimouth & Dock know nothing of they being very rigourously Confin'd and in the Latter place as he was well inform'd they were not allow'd fire Candles or the Use of Pen Ink or paper nor Even the sight of any Freind –

I hereby certify that the above acct is taken from my Verbal Relation and that it is in Every part Strictly True

Sign'd – John Porter

Nantes June 10. 1777 –

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

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

H	K	Courses	winds	Remks on Tuesday 10th of June 1777
5			ENE	at 5 AM. weighed Ancor and came to sail at 6
				the pilote left us at 9 the land one the Eastern
10	6	west		side of the river bore East 5 Leagues Distance saw
11	5	WSW		3 sail in the west gave chaise spake them all french
12	5			men Pleasant weather
				Latt By Obs 46 <sup>D</sup> 55 <sup>m</sup> – Longd in 2 <sup>D</sup> 57 <sup>m</sup>
1	5	West	North	moderate breaze of wind & pleasant weather
12	5			Middle part fair pleasant weather

1. John Fisk Journal, AAS.

11 June

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

(No 102)

Separate.

My Lord,

Paris 11 June 1777. –

I lost no Time in executing the important Orders transmitted to me in Your Lordship's Letter No 38, which I received yesterday Morning. I executed them in the following Manner. By way of Introduction, I mentioned to M. de Vergennes, the Information Mr [Andrew] Frazer had at

my Desire given the Commander at Dunkirk with regard to the Cutter arming there, and added, that I knew the Commandant by means of this Information, and that, which he himself had collected, was apprized of every Particular, and had made his Report accordingly, yet notwithstanding all this Sir, the Armament of this Cutter goes on, and will continue, till positive Orders are sent from hence to stop it. He threw in a Word or two about our Smugglers arming more than they used to do for fear of our Cruizers. I told him that this Cutter which was to mount 18 Guns at least, was certainly not to be employed as a Smuggling Vessel, but was to carry a Commission from the Congress a Commission that would be issued by Franklin and Deane. This Sir, is agreeable to a most extraordinary Plan which they have formed, and of which I have more than once given you some Intimation; They purchase, or hire Vessels, which they arm in your Ports, man them with French Sailors, transmit them Commissions from hence and then mean to pass them for American Vessels, and send them out as such to cruize against us. This is the Case of the Cutter at Dunkirk, it is likewise the Case of a French Vessel now arming at Marseilles, whose present Name is the *Tartar*.

I believe Sir, there is no Instance of Men who come to take refuge in a Country making such an insolent Abuse of the Asylum granted them (he interrupted me here to say, *ils ont L'Asile, mais ils n'ont que cela*;) These Refugees do what would be unpardonable in an Ambassador from the most friendly Power. If for Instance, we had the Misfortune to be at War with Spain, and were at Peace with France, you certainly would not suffer a Spanish Ambasadtor to purchase Vessels, arm them in your Ports, and send them *des Lettres de Marque* to cruize against us: and yet Sir, what would not be suffered in an Ambassador, from a State in Alliance with you, these Rebel Emissaries have the Insolence to attempt every Day. What they have hitherto only attempted in Europe, they have executed in the West Indies, and that in such a manner, as calls loudly for Redress. There is one Bingham an Agent from the Rebels who resides at Martinico, and who gives Commissions to Ships fitted out there, which are manned by French Men and have at most one American on board; if these Ships meet with any trading Vessel of ours, they take her, and carry her into some one of your Islands, where the Ship and Cargo are sold: if on the contrary they are boarded by any of our Cruizers, the Men all speak French, and shew French Papers. Whilst I was saying this, I gave him a little Extract I had made of the Letter Your Lordship transmitted to me last Week, that gives an Account of the taking of the Sloop called the *Venus*: And whilst he was reading it, observed to him, that that was but one Case out of many; that those Seas were infested with Ships of this kind which hitherto we had not meddled with, but he must be sensible that the Evil was a very grievous one, and such as must have a Remedy: I added that I was particularly enjoined to make the most serious Representations upon the Subject, that I made them very short, as it would be idle to use reasoning in so plain a Case, and employ Arguments to prove to a Man of his Penetration so self-evident a Proposition as this, that if they really meant to preserve Peace

with us, *ils ne pouvaient pas permettre a leurs Sujets de nous faire la Guerre; sans doute sans doute*, Said he hastily, it is contrary to all Rule, and must not be endured. He then, My Lord, went to his Table and took down in writing a Minute of what I had said to him, and noted in that Minute the different Names I had given him. After he had finished this, which he did not read to me, I told him that I had purposely avoided giving in a Memorial upon the Subject, as Memorials often led to disagreeable Altercations, which was what we wished to avoid; but I added, that I hoped and believed his Excellency would make a faithful Report of the whole to His Most Cn Majesty, on whose Friendship the King my Master relied, and whose Love of Justice he knew, and was persuaded that both these Sentiments would engage him to give the necessary Orders for immediately stopping a Practice so injurious to us, and so directly contrary to every Sentiment of Friendship, every Principle of Justice. I purposely gave this Turn to my Discourse to lay M. de Vergennes under the Necessity of making an exact Report. He not only assured me that he would do so, but said that Orders should be sent to the New Governor of Martinico to remedy this Abuse, and that the Captains of the Frigates stationed in those Seas should receive similar Orders, and be directed to visit all such Ships as they thought suspicious: he ended with saying that those Orders must issue from M. de Sartine's Department, but that upon this Occasion he would take care to read the Letters before they were sent: As this was as much as I could well desire, I ended with thanking him for the Promise he had made me, and the Readiness he had shewn to remedy so pernicious an Evil: I am however, My Lord, far from expecting a radical Cure.

I am with the greatest Truth and Respect My Lord [&c.]

Stormont.

1. PRO, State Papers 78/302, 342-45.

## 12 June

### PHILIP STEPHENS TO COMMISSIONERS FOR VICTUALING <sup>1</sup>

Genl:

[Admiralty Office] 12th June 1777

Having laid before My Lords Commissrs of the Admty your Letter of the 9th Instant, desiring to know, as the *Betsey* Sloop, laden with Provisions, for the supply of His Majesty's Stores at Plymouth, was taken on the 2d Inst off the Boulton, by an American Privateer, whether you should permit any Vessels lading with Provisions or Victualling Stores to proceed from London to Portsmo or Plymo or from thence to the Port of London or between Portsmouth & Plymouth without Convoy in future, I am commanded by their Lordships to acquaint you that the said Vessels may proceed as usual to the Ports aforementioned without Convoy. I am &c.

P: S.

1. PRO, Admiralty 2/555, 84-85.

"EXTRACT OF A LETTER FROM MERSEA ISLAND, IN ESSEX, JUNE 12." <sup>1</sup>

This morning an American privateer of 18 guns anchored off this



place, and soon after sent a boat on shore with eight men and an officer, which alarmed our country people; but our fears were soon dispelled on their landing, when they assured us they came in a peaceable manner, with money to get some fresh provisions, for they did not want to distress the poor; accordingly we got them such as the island would afford, for which they paid, and immediately went on board, weighed anchor, and sheered off.

1. *London Chronicle*, June 17 to June 19, 1777.

BENJAMIN FRANKLIN TO V. DU LONGPREY CONEY ET FILS, CHERBOURG<sup>1</sup>

Gentlemen

Paris, June 12 [1777]

I receiv'd your Favour of the 6th Inst. P. Capt. Burnell, and am much oblig'd by the Civilities you have shown him. The Prize cannot, as you observe, be sold & delivered in your Port, it being contrary to Treaties, & to Ordinances made in Conformity to those Treaties; But I suppose it may be done in the Road without the Port, or in some convenient Place on the Coast, where the Business may be transacted without much Observation & conducted with Discretion, so as to Occasion no Trouble to the Ministers by Applications from the English Ambassador. I say I suppose this may be done, because I understand it has been practiced in many Cases on the Coast of Brittany. But a formal Order from the Minister to permit such a Sale & Delivery in any Port of France, is not to be expected while the Peace continues, & the Treaties consequently in Force. I request therefore the Continuance of your good Offices to Capt. Burnell, & your Assistance in enabling him to dispose of his Prize in the best Manner practicable; and I shall be glad to hear from you, whether you find such Facilities in the Operation, as that we may conveniently order other Prizes to your Address at Cherbourg which may be taken by any of our Cruisers hereafter. I have the Honour to be Gentlemen [&c.]

B. F. —

1. Franklin Papers, Series 2, vol. 18, 363, LC.

### 13 June

"EXTRACT OF A LETTER FROM LIVERPOOL, JUNE 13."<sup>1</sup>

The *Marlborough*, a letter of marque, Capt. Dawson, is come into this port, after being out on a cruize, and has brought in with her a prize, which she took, called the *Three Brothers*, Bentley, from Charles-Town, South Carolina, bound to Bilboa, with 98 barrels, and 46 half barrels of rice, and several casks of indigo, the Captain of which, finding himself taken, attempted to kill Capt. Dawson, but by the assistance of the crew was put in irons.

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

LORDS COMMISSIONERS, ADMIRALTY, TO COMDR. RICHARD BLIGH, R.N.<sup>1</sup>

By &c

Lord Viscount Weymouth, one of His Majesty's Principal Secretaries of State having transmitted to us a Copy of a Letter from the Lord Lieut of

Ireland, inclosing one from the Lord Mayor of the City of Dublin, requesting on the part of the Merchants of that City, that the Linnen Ships of that Kingdom may be convoyed as far as the Isle of White [Wight]; You are therefore, hereby requested and directed (notwithstanding former Orders) to see the said Linnen Ships and any other Trade bound from thence to England as far up the English Channel as the Isle of White accordingly, and to continue to do so until you receive farther Orders. Given &c. the 13th June 1777.

Palmerston Lisburne H. Palliser.

Capt'n Bligh – *Wasp* Sloop – Dublin

By &c P. S.

1. PRO, Admiralty 2/103, 28.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH<sup>1</sup>

My Lord,

[Admiralty Office] 13th June 1777

I have communicated to my Lords Commissrs of the Admty your Letter of the 10th Inst informing them of the *Torbay* being returned to Plymouth from a Cruize, also that the *Nancy*, the *Ocean's* Tender from Fowey, with two of the Rebel Prisoners, who made their Escape from the *Blenheim*; the *George and Molly* Tender, with thirteen newraised Men, and the *Sherborne* Cutter, are arrived at Plymouth; And that in Consequence of the Information you received from Lieut Governor Cabot of the Island of Jersey, you have caused the *Sherborne* Cutter's force to be augmented by a Corporal & six Marines from the *Ocean*, & sent her in quest of the Privatier he mentions, and to assist and protect the trade carrying on in and about the Islands of Jersey, Guernsey and its dependences, & of her being put to Sea; And I am commanded by their Lordships to acquaint you that they approve thereof. I am &c

P. S.

1. PRO, Admiralty 2/555, 88–89.

WILLIAM CARMICHAEL TO CHARLES W. F. DUMAS<sup>1</sup>

[Extract]

Sir,

Paris, June 13th, 1777.

We are still without any news from America, except what we get by the way of England. . . . I believe a certain brig from a place called Rotterdam has fallen into the hands of the chosen people, for one of my countrymen crossed the Atlantic in a small vessel of about 20 tons on purpose to take her; at least he informs me that he had carried into Cherbourg a brig laden with about two hundred hogsheads of Geneva, some pitch, oil, etc., from Rotterdam, which said articles will, before this reaches you, be metamorphosed into louis d'ors of France.

I have crossed the Chesapeake in this very ferry-boat in which my bold countryman crossed the Atlantic.<sup>2</sup> I had been told by a man high in office in England that resistance was a chimera in us, since their armed vessels would swarm so much in our rivers as even to intercept the ferry boats. His assertions are verified *vice versa*; our ferry-boats ruin their commerce. You

smile and think me amusing you. Be assured that is not the case. This very little boat took on her passage another brig of 200 tons from Alicant and sent her into America. She also took four or five vessels in the Channel, chiefly smugglers, and plundered them of their cash, and the Captain, being a good-natured fellow let them go, as he did a transport, which he took in sight of a man-of-war, and was obliged to give her up, bringing off, however, with him his people. He has promised for the future to burn those he can not send in, and I believe will be as good as his word. This is the way the English serve not only ours but the French vessels which they take on our coast. The captain tells me he was told this last circumstance by several French captains whom he saw prisoners (himself a prisoner) at New York. The eyes of this court will be opened, it is to be hoped, before it is too late, a war being inevitable, in my opinion, to force an accomodation . . . Our valuable commerce is more hurt on the French coast than on our own. We have lost about £60,000 sterling from South Carolina only, all which was coming to be laid out for French manufactures. It is a fact at present that the manufacturers of this country can not execute so fast as they receive orders.

The English papers published by the authority of General Howe at New York tell with triumph that one of their cruisers has sunk a twenty gun French ship at some distance from the Delaware, and every soul perished. We have some fears that this is the *Amphitrite*.<sup>3</sup> Another ship was taken, French property, a few leagues from the harbor of St. Pierre, which she had just quitted.<sup>4</sup> If they dare to do this in their present critical situation, what will they not dare if successful, or at peace and united with us?

. . . All the navy, all the army contracts are made, for five years in England. Letters of marque were given to contractors and friends of government; for what? To cruise against our trade? No; but to be ready at a signal given to enrich themselves by the first captures on the French nation; for the gleanings of our commerce are no object to a private adventurer, assured as the English ministry are of the pacific intentions of this court. From the quarter I mentioned to you in my last they will try his patience, and they do right, for the only hope they now have of conquering us is to deprive us of the means of resistance and the hopes of foreign aid, which keeps up the spirits of the people. . . .

P.S. You will not mention publicly, for particular reasons, the history of the little privateer. When the captain of our small privateer boarded the transport and told him he was his prisoner, he very insolently asked where his ship was, not conceiving that any person would have crossed the ocean in so small a boat.

1. Francis Wharton, ed., *The Revolutionary Diplomatic Correspondence of the United States* (Washington, 1889), II, 337-39.

2. Captain John Burnell in the privateer *Montgomery*.

3. Ship *Morris* was destroyed, not *l'Amphitrite*.

4. *La Seine*.

14 June

CAPTAIN JAMES WORTH, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir Liverpool 14th June 1777 –  
 Please to inform their Lordships after Post last Night, the Ship *Tartar* Adam Goold Master belonging to Liverpool, arrived from the West Indies, and in her Passage, in the Latitude of 31°:85' N. 2 Degrees to the Eastward of Bermudas he took a Snow named the *Mercury* Pierre Tephaigne Master, a french Man, from some Port near Boston, Bound to Dunkirk, loaded chiefly with Lumber, a small Quantity of Salt Fish, & as the French Master informs me to the Value of 6120 French Livres mostly in Spanish Gold.

The Crew of the Prize consisted of Seven Men, Two French Men besides the Master, one American & three Irishmen who to avoid serving in the American Privateers, Entered on board this Vessel to get Home. I have sent them all on board the *Union* Tender, 'till their Lordships are pleased to signify their pleasure concerning them. I am Sir [&c.]

James Worth

1. PRO, State Papers 42/50, 194.

PHILIP STEPHENS TO WILLIAM KNOX<sup>1</sup>

Sir, Admiralty Office 14 June 1777. –  
 I am commanded by my Lords Commissioners of the Admiralty to acquaint you for Lord George Germain's information that since my Letter to You of the 12th instant respecting the India Ship lately purchased to serve as a Storeship, their Lordships have learnt from the Navy Board that it was their intention to send in her Twenty thousand Beds, which Lord Howe has represented to them to be much wanted for the use of the Soldiers on board the Transports in North America, as also an Assortment of Naval Stores, which will likewise be greatly wanted for the Fleet under his Lordship's Command. It may therefore naturally be conceived that the diverting this Storeship from the Service for the purpose of carrying the Cloathing to Canada, will be attended with the utmost Inconvenience; And as a part of the said Cloathing is already embarked on board the *Arwin* Galley, and an Able Officer appointed to superintend the Navigating her, and as it is not intended that She shall proceed without a sufficient Convoy; Their Lordships hope that the first Arrangement respecting the Canada Cloathing may take place. I am &c –

Ph<sup>p</sup> Stephens.

1. PRO, Colonial Office 5/259, 183–84.

“EXTRACT OF A LETTER FROM HARWICH, JUNE 14, 1777, TO THE  
 POSTMASTER-GENERAL AT LONDON.”<sup>1</sup>

The master of a fishing smack arrived last night from Dunkirk and acquainted me, that he saw Cunningham [Conyngham] and his crew at large on Thursday last [June 12], and they were proving carriage guns, in order

to put on board a large cutter of 130 tons burthen; that she was to be navigated by French sailors to Havre de Grace; and that Cunningham and the crew were going there over land, in order to fit her for sea. He also declared, that he saw a brig in Dunkirk road, that had got on board the powder, small arms, ammunition, &c. for the said cutter, which is painted blue and yellow, was built for the smuggling trade, reported to be a fast sailing vessel; that Cunningham told him the guns proving were for his use on board the said cutter; that he soon would have another Harwich packet, which he did not in the least fear of making a legal prize of; which was farther confirmed by the crew the same evening at a public house. I thought proper to give you this intelligence, and make no doubt of necessary steps being taken to put a stop to the proceedings; she is to mount 20 carriage guns, and to carry 50 or 60 men. I am, Sir, yours,

(signed)

James Clements.

1. *London Chronicle*, June 14 to June 17, 1777.LIEUTENANT WILLIAM HILLS, R.N., TO PHILIP STEPHENS<sup>1</sup>

(Copy)

Sir,

*Wells Cutter in the Downes 14th June 1777*

You will be pleased to acquaint my Lords Commissrs of the Admty, that on the 11th Instt I received a Letter from the Collector & Comptroller of His Majs Customs at Dover, informing me that there was a Brig at Dunkirk taking on board Ordnance Cannon, Shells, Shott, and Intrenching Tools of all Sorts and was supposed to be bound to America, I immediately sailed with His Majesty's Cutter under my Command in quest of her, and on the 12th came off Dunkirk, where I found the same Brig as discribed laying at Anchor in the Road. I went on shore to Mr Frazier to get what Information I could relative to her Cargo, and he gave me the following Account, that she was fitted out at Dunkirk, and had on board, several Peices of Brass Cannon, Pistols, Bumb Shells, Shott and intrenching Tools & cleared out for Martinico and that the Cargo belongs to the King of France. You will also be pleased to acquaint their Lordships that Cunningham and his Crew, was set at Liberty on the 10th Inst at 10 O'clock at Night. The Person who fitted out the Lugger, called the *Surprize* is named Hodge An American by birth. He is also the Proprietor of the Cutter now fitting out at Dunkirk this Cutter is named the *Greyhound* & carries twelve six Pounders & thirty Swivels & Cunningham has declared that he means to put to sea in her on Sunday next, but from her Situation I do not think she can sail so soon and this Declaration of his allarmed the Masters of all the English Vessels; so that they are afraid to leave the Port. And, you will also be pleased to acquaint their Lordships that Mr Frazier has received a Letter that the Brig which now [lies] at Newport is fitting out by one [Jonathan] Nesbitt an American Agent, & supposed will sail as a Privateer. You will also [be] pleased to acquaint their Lordships that I shall proceed [in] His Majesty's Cutter under my Command to Chatham [to] get the People paid their

Wages, after which shall return to my Station without a Moments Loss of time And [am] Sir [&c.]

(Signed)

H. [sic] Hills

1. PRO, State Papers 42/50, 186-87.

FORTON PRISON ROLL OF THE MASSACHUSETTS PRIVATEER BRIGANTINE  
*Rising States*<sup>1</sup>

The Briggenteen *Rising States* taken the 15th of April 1777  
by the *Terrible* of 74 Guns

Committed to Forton Prison the 14th of June 1777 the first  
Prisoners in this Place

Men's Names	Ship & Station	Run Dead &c
James Thompson	Capt.	Run
Jos Lunt	Lieut	
Henry Fritze	Capt Mar	Run
Saml Prichet [Prichard]	Lieut Mar	Run
Thos Cummins	Boatswn	Run
Morris Geghagen	Masts mate	Run
Christopher Clark	Carpenter	
James Woodward	Gunner	Run
Francis Abbet	Stuard	Run
Daniel Dana	Capt Clark	Run
Uriah Townsend	Sl Maker	Run
Matthew Grice	Cooper	Run
Thos Clark		Run
Richard Chapman		Run
Wm Humber		Run
John Jones		Run
Benj Lambert		Run
George Peas		Run
John Rogers		Run
Benjn Oates		Enterd
Johnson Lunt		
Jos Lunt		
David Carnes		
Oliver Johonot		
Oriendo Dana		
Elisha Bowen		
Thos Burges		
Reuben Lock		

Men's Names	Ship & Station	Run Dead &c
Eliab Allen		
Wm Stephens		
Timothy Connor		
Wm Jasper		
James Holton		
Edwd Manning		
Josiah Martin		
Boston Ruddock		
Agustus Coolage		
Wm Graves		
38		

1. U.S. Revolution Collection, LC.

### JOURNAL OF CHARLES HERBERT<sup>1</sup>

[Mill Prison, Plymouth]

[1777. June] 8. Sunday; and there has been a great number of persons at the gate to see us, who gave in, for our relief, several shillings.<sup>2</sup>

9. Rainy weather, so that we keep house all day, except when we go out to draw our provisions.

10. There have about ten or twelve prisoners come from the ships to prison to-day. Having so lately had the small-pox, and being so long physiced afterwards, I require more victuals now, than I ever did before; and our allowance is so very small, and having only sevenpence left of what little money I had when I came to prison, I had a continual gnawing at my stomach; and I find that unless I take some method to obtain something more than my bare allowance, I must certainly suffer, if not die, and that soon. As necessity is the mother of invention, I am resolved to try to get something, and to-day when a carpenter came to put in a window at the end of the prison, I entreated him to bring me some deal, and I would make him a box, which he did.

11. To-day we have made a charity-box, and put it up at the gate. There is written upon it, "Health, Plenty, and Competence to the donors." I have finished the box for the carpenter, and he likes it so well that he wants more made, and he brought me some more wood for that purpose, — some for him, and some for myself.

12. I have been busy all day making boxes, and some of the prisoners are making punch ladles, spoons, chairs, and the like; for which they, now and then, get a shilling.

13. We have chosen a purser amongst ourselves to take charge of the avails of the charity-box. Some days we get four or five shillings, and upon others, not more than four or five pence.

14. To-day we drew only half a pound of greens. They tell us it is by the order of the board; our meat is very short, and our broth only the pot-liquor with the fat skimmed off.

1. Herbert, *A Relic of the Revolution*, 44-46.

2. Cutler's Journal: "June 8. Sunday. We are allowed every day to walk in the airing ground from 10 to 12; then locked in till 3 o'clock; then we are let out again till 7 o'clock, then in and locked up for the night. An officer of the guard gave me a shilling, and to four others a shilling each," *New-England Historical and Genealogical Register*, XXXII, 187.

M. CORBET, LIEUTENANT GOVERNOR OF JERSEY, TO LORD WEYMOUTH <sup>1</sup>

(Copy)

My Lord,

I do myself the honor to acquaint your Lordship that the American Privateers I had the honor to mention in my last sent by way of France, being fitted at Breha upon the Coast of Britany and another Cruizing a few Leagues to the Westward of Guernsey, have evidently fixed their Station to watch Vessels coming from or going to the Westward; and to intercept the Trade of these Islands to and from England thro' the Race of Alderney and the Caskets; one of them a Schooner of Six Guns <sup>2</sup> on Friday afternoon the 6th Instant took a Brig of about one hundred and Twenty Tons, bound from Holland to Guernsey, and has carried her to Cherbourg, The Mate and Crew are sent to Guernsey the Master remains there to try what he can do; of this I have informed the Admiral at Portsmouth, by a small Lobster Boat that Sailed yesterday in Ballast, trusting to their not being worth taking; I have beg'd of the Admiral to give us that small Force requisite to Protect the Trade of these Islands, which at the same time will enable me to make use of His Majesty's leave to go to England, without which I must remain here blocked up by these Boats, as my attempting it without Protection would be rather imprudent; – Should the Admiral be obliged to have recourse to Superior Authority may I hope for the honor of your Countenance in this Application, both as to the Trade and that I may not fall into their Hands. –

If a Cutter, Sloop of War, or other Armed Vessel was ordered to call in here at least once a Fortnight, many informations that come to me, might be usefull, which by delays are of no use; The Privateer now at or about Cherbourg has a French Pilot, and most of their Crews are French. I have the honor to be &c.

Jersey 11th June 1777.

M. Corbet, Lt Govr

P.S. The Anchoring Ground is good, and proper Pilots may be had in this Island. –

P.S. I open My Letter again to acquaint your Lordship that by a Boat this moment arrived from Carteret, within Six Leagues of Cherbourg, I am informed the Prize is Seized by the Commissaire de Guere, so far as to prevent her being Sold in that Port, that the Captain is gone to Paris about it, that they have a French agent in that Port who seems confident they'll carry their Point, and be allowed to sell there; By my accounts this is the



smallest of three Privateers that are in these environs, it is not Thirty Tons, has but two Guns upon Carriages and four Swivels, and about Twenty five Men, mostly French; – It is strongly suspected the French are the promoters of and concerned in this place, for the Americans could never think of these bye Ports, nor could they come in so small a Vessel.

Jersey 11th June 1777.

M. Corbet, Lt Govr

Jersey 14th June 1777.

A Letter from a Gentleman of undoubted veracity in Guernsey, dated 11th Instant, says, "Last night Samuel Goodwin of this Island coming from England, was brought too by an Armed Vessel of Eighteen Guns, between the Coast of England and Cape La Hougue, They asked him for a Pilot to go into Cherbourg, and as they spoke French and English, they suppose him an American Privateer; They searched the Vessel but finding nothing but Ballast, they let him go. –

M. Corbet, Lt Govr

1. PRO, Admiralty 1/4133, 154.

2. Maryland privateer schooner *Montgomery*.

GABRIEL DE SARTINE TO THE MARQUIS DE BOUILLÉ, GOVERNOR GENERAL  
OF MARTINIQUE<sup>1</sup>

[Copy]

Versailles 14th June 1777.

A Note, Sir, delivered to M. le Comte de Vergennes by the English ambassador, declares that a Vessel, belonging to Mr. Prejent of Martinique and commanded by a man named Ord, the Only American who was on board, took on March 18th last the English Ship the *Venus* commanded by Captain Sharpe.<sup>2</sup> It is further discovered that on the 21st of the same month the Ship was carried into a Bay a League from St. Pierre. Since M. d'Argout has mentioned nothing about This to me, I have reason to think that the account is not at all accurate. You would be well advised to make the most precise inquiries. If these facts are true, the King's Intention is that in the meantime you return the English Ship and Her Cargo, and that you give me an account of the Matter, so that I may learn His Majesty's further orders.

It is certain that French Vessels are fitted out at Martinique and are sent out with a commission from the Congress although there are only one or two Americans in their crews; that these Vessels take English Ships, and that when they encounter Warships of that Nation, they show French Clearance Papers to Lábrya [La Brea, Trinidad] which they surrender. These Tactics are genuine Acts of Piracy which can not escape your watchfulness and which you must both forestall and check. I can not recommend to you too much to attend to it with the greatest of care and to observe scrupulously the neutrality which has been prescribed in your Instructions.

I have The honor to Be [&c.]  
de Sartine

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 267, LC Photocopy.

2. See Volume 8, 177.

16 June

*London Packet, or, New Lloyd's Evening Post*, FRIDAY, JUNE 13,  
TO MONDAY, JUNE 16, 1777

Monday, June 16. London.

Two of the American vessels which have been brought into England by their crews, were lately condemned in the Court of Admiralty as prizes to the King; and his Majesty, out of his Royal bounty, in order to reward those brave fellows loyalty and love of old England, has ordered two thirds of the value of each ship and cargo, which amounts to a very considerable sum, to be divided among the crew; and we are well assured that if the crew of any disguised foreign ship that is loaded with arms or ammunition, or any kind of stores for the rebels, should bring her into a British port, and she or her cargo should be in like manner condemned in the Court of Admiralty to the King, that his Majesty would give the whole value to the crew. – More encouragement to the *Honest Johns* who have been kidnapped into the Rebels employ, to return to their King and Country's service!

On the 7th instant arrived at Milford Haven, the Brigantine *Milford*, of Milford, Henry Every, jun. master, from Topsham, in ballast, who in the night of the 2nd instant was boarded off the Start, by a boat and six men, from a schooner of about thirty tons, who said they were from America, and declared them their prisoners; but finding the brig in ballast only, re-delivered her for 20 guineas, four of which they returned to the Master. Declared that they had taken ten vessels before the brig, one of them bound from London to Plymouth, with naval stores, and it is imagined sent the captures to some port in France. The master's name was Hall, but would not tell to what place they belonged. Said they had a commission from the Congress. In the day-time she appeared as a fisherman, and in the night stood in towards the land and made captures. Was in pursuit of several other vessels.

CAPTAIN JOSHUA ROWLEY, R.N., TO PHILIP STEPHENS<sup>1</sup>

[Extract]

*Monarch.* Spithead 16th June 1777 –

When the time of my Cruise had expired, the Wind being Contrary to my return, I haul'd away to the Westward in hopes of a favourable Slaunt and on the 4th of June Latd 46.43 Ushant E N E Distce 82 Leagues, we fell in with, and took, the *Bell-Savage* Brig (Late *Yorrick*) an American, from So Carolina, bound to Nantz or the first port in France in the Bay of Bisca, Loaded wth Rice Indigo Deer Skins and Tobacco, of about 160 Tuns Burthen Elijah Steel – Master, which I have detained as a prize and Brought in with Me.

Having undoubted intelligence from the Crew, as well as from Letters I found on board her, that a Ship Two Brig's and an Armed Sloop, Sailed at the same time (the 22nd April) but parted Company soon after they

lost sight of the Land; and also that Several others were to Sail from thence in the Course of a few days, bound for French and Dutch Ports – I thought it most expedient for his Majesty's Service to Continue on My Station a week Longer, as there was great probability, by so doing, to intercept some of them, and thereby, further distress the Americans: altho' it has not had the desired Effect, I yet flatter myself it will meet their Lordships Approbation.

From the tenor of the Several letters I found on board the prize, it plainly appears that very Considerable Commercial intercourse subsists between the Rebels and France, and some wth Holland – If their Lordships would Chuse to have the Letters laid before them I will immediately send them up.

1. PRO, Admiralty 1/2390.

#### ACCOUNT OF THE CAPTURE OF CAPTAIN JOHN BURNELL<sup>1</sup>

Cherburgh, June 16.

The following are the Particulars of the Artifice made Use of to carry off Captain John Brunel [Burnell], of the *Montgomery* Privateer, who came in here with a Prize, to the Captain of which the American behaved with unlimited Generosity, and there seemed to be the strictest Friendship between them, which has made every Body exceedingly angry with the Treatment he met with. On Sunday the 15th of June, as Capt Brunel was at Dinner with the Captain of his Prize and a Pilot, an English Officer, disguised like a Smuggler, introduced himself into their Company, and among other Things talking of Spying Glasses, Capt. Brunel said he wanted one, and the Officer boasting much of one he had on board, said he would sell it him for Five Guineas & proposed going on board to try it. Capt. Brunel, who had drank pretty freely, having been well supplied by the Officer, and not having any Mistrust, agreed to go in a Boat belonging to the Town, and with French Colours, having with him his Son, the Captain of his Prize, the Master of the same, and some Merchants of the Place, and he did not discover the Trap laid for him till he was along-side of the Vessel, as Care had been taken to disguise it like a Smuggling Vessel, though actually an armed Sloop. As soon as the Boat got close to the Ship, two Men seised Capt. Brunel, who getting loose, jumped into the Sea, and reached the Boat again, but at that Instant the Vessel uncovered her Guns, and threatned to sink the Boat if they did not bring him back. This obliged them to return, and Capt. Brunell being put in Irons, and his Son<sup>2</sup> confined, they weighed Anchor, and sailed for England.

1. *Connecticut Gazette*, November 28, 1777.

2. Not his son but his first lieutenant, William Morris. The British vessel was H.M. cutter *Sherborne*, commanded by Lieutenant Thomas Gaborian, R.N.

17 June

"A:B" TO EDWARD STANLEY, CUSTOM HOUSE, LONDON<sup>1</sup>

(Copy)

Sir

Dunkerque 17 June 1777.

It may be agreeable to be informed that since Cunningham, master of

the pretended Privateer & his Crew have been released out of Prison, they are employed in fitting out another Privateer, which had been provided before, & is likely to be soon ready. She is a large Cutter, on which they have raised Ports for 20 Carriage Guns which she will mount besides Swivels, & as many men as they can Muster. This Expedition, from what I can learn, is again intended against the Harwich Packets, as proper Intelligence will be given from London to these Corsairs, when a sum of money will be ship'd on either of the said Packets; for Money they are I believe in great want, the Congress Agent in Europe Mr Thos Morris, having already some of his acceptance protested for Nonpayment, to my certain knowledge. Besides the above Vessel, there is now repairing a large Ship of 400 Tons, which was a Privateer out of this Port in the last War, & has been since the Peace, employed in the West India Trade. She will make a formidable appearance, but I believe cannot be got ready for some time.

I am of Opinion that some trusty Person ought to be sent here, in the capacity of a private Gentleman, on a tour for his pleasure, to watch the motions of these Armaments, in order to take proper Measures to intercept them soon after their sailing out. I am &c

A:B.

1. PRO, Admiralty 1/4133, 159.

#### THOMAS MORRIS TO SAMUEL PHILLIPS SAVAGE<sup>1</sup>

Sir Bordeaux June 17th 1777

I have been here some time in order to expedite sundry Vessells arrived to my address from different parts of America – and embrace this Oppy to acquaint you that Captain Hariden in the Privateer Brig *Tyrannicide* was chased in here on Saturday last by the *Fudroyant* and had a miraculous escape – he was under the necessity of throwing all his Guns overboard to lighten the Brig – he was fortunate in having a good Ships Company who saved the Vessell by hand laboring at their Oars. Captain Hariden has taken sundry valuable prizes, all which I sincerely hope may arrive safe at their destined Ports in America I shall put 14 four pounders onboard the *Tyrannicide* with some swivels &ca also 35 to 40 Tons of goods assorted in the same manner with those sent by Captain Fisk in the Brig *Massachusetts* Captain [John] Clarke is still here, and his Ship the *Bunker Hill* not yet disposed of I shall soon address you again in the mean time remain with much respect [&c.]

Tho<sup>s</sup> Morris

1. Mass. Arch., vol. 152, Board of War Letters, 1776–1777, 256–57.

#### 18 June

*London Chronicle*, TUESDAY, JUNE 17, TO THURSDAY, JUNE 19, 1777

Admiralty Office, June 18.

By letters received from the Hon. Samuel Barrington, Captain of his Majesty's ship *Prince of Wales*, and from Capt. [Joshua] Rowley of the *Monarch*, it appears the former has taken and sent into Plymouth an Ameri-

can schooner called the *Mary*, John Roberts master, laden with salt, brandy, and dry goods, bound to South Carolina; and that the latter has taken and brought into Portsmouth the *Belle Savage* brig, Elijah Steel master, from South Carolina, having on board a cargo of rice, indigo, deer skins, and tobacco.

It further appears by a letter received from Dartmouth, that the brig *Success*, a letter of marque, Arthur French master, had on her voyage to Newfoundland retaken a brig, called the *Falmouth*, from Greenock to Quebec, which he intended to carry to St. John's.

"EXTRACT OF A LETTER FROM CAPT. MONKS, OF THE *Dolphin*, FROM  
NAPLES AND LEGHORN, DATED OFF DOVER, JUNE 18."<sup>1</sup>

I arrived here this morning, after a passage of 42 days from Gibraltar, from whence I sailed, in company with sixteen others, under convoy of the *Enterprize*, who saw us as far as latt. 44. long. 18.34.W. In latt. 45.26, long. 9.00, was brought too by his Majesty's ship *Hector*, of 74 guns, who had in company an American ship, the *St. Ann*, Robinson, of 200 tons, taken on the 16th inst. bound from Carolina to Bourdeaux, with rice and indigo. On the 15th inst. I fell in with the *Boyne*, Capt. [Herbert] Sawyer, latt. 49.15, long. 8.30.W who on my application to him conveyed me to Plymouth, where I arrived on the 16th. The *Boyne* had also taken on the 12th an American vessel, with rice and indigo for Bourdeaux, and Capt. Sawyer informed me, that on the 28th of May he had fallen in with three privateers, viz, a ship, a brig, and a sloop in latt. 45. who had hoisted American colours, and to whom he gave chase, but carrying away his topmast they escaped. These vessels, by information received from a Dutchman on the 30th of May, off Porto, came out from Nantz the 12th preceding.<sup>2</sup>

On the 17th I was chased by a brig, who fired several shot through my sails and rigging, and by her behaviour, and being American built, I took her for a privateer, but on coming up she proved to be a tender called the *Hope*, the officer's name Bridges, who brought me too, and insisted on coming on board; and notwithstanding I informed him of my voyage and destination, and of being under quarantine, pressed two of the best men on board, being then very weakly manned, and at the same time carrying away the head of my foretop-mast, I desired assistance, but could only get two such men as he pleased; whilst he was in company a schooner appeared to leeward, on the French coast, which the men he had put on board told was a privateer, that had taken several vessels thereabouts; but the tender left me, and hawled in directly for the land, without taking any notice of her.

1. *London Packet*, or, *New Lloyd's Evening Post*, June 18 to June 20, 1777.

2. Continental Navy squadron - *Reprisal*, *Lexington* and *Dolphin*.

CAPTAIN SAMUEL WARREN, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir/

Please to acquaint my Lords Commissioners of the Admiralty that I arrived here this Day in His Majesty's Sloop *Ceres*, under my Command

after having Cruized Agreeable to their Lordships Orders Dated 16th May 1777 from the 26th Day of May to the 16th Day of June, during which time have not seen either Privateer or Merchant Vessel belonging to the Rebelious Colonies of No America. In my way to Plymouth saw a Brig to the Eastward of the Sound, which I Brought too, found her to be the *three Sisters* of and belonging to Charles Town So Carolina was bound to Nantz, but in her passage was taken by the *Elizabeth* Mercht Ship Benjn Hughes Master from London bound to Jamaica who put on board her Six Men with Orders to proceed to Plymouth or Portsmouth but no Copy of Commission as a Letter of Marque, therefore doubt the propriety of her taking this Vessel, and have Brought her in here, shall detain her till I am satisfied on that head – Please inform me if any Commission of Letter of Marque has been granted to said Ship *Elizabeth* or not, herewith be pleased to receive the State & Condition of His Majesty's Sloop *Ceres*, shall wait their Lordships further Orders.

I am [&c.]  
Sam<sup>l</sup> Warren

On Board His Majs Sloop *Ceres*  
Plymouth Sound 18th June 1777

1. PRO, Admiralty 1/2672.

“MUSTER ROLL FOR THE CONTINENTAL SLOOP *Dolphin* SAMUEL NICHOLSON  
ESQ COMMANDER ON A CRUZE FROM FRANCE MAY 1777”<sup>1</sup>

Time of Entry	Names	Stations	
April 16th	Sam Nicholson	Captain	
	Seth Clark	1st Lieutt	
	James Diggs <sup>2</sup>	2d Do	
	Elipt Downer	Surgeon	
May 24th	Arth <sup>r</sup> Dillaway <sup>3</sup>	Sailg Master	
	Johnson Leech	Mate	
	Joseph Ordeorne	Do	
April 16th	Barthw Flaherty	Carpenter	
	E. D. Vannerer	Sailmaker	
May 9th	Michl Kennedy	Gunner	
	John Collins	Clerk & Steward	
26th	Dominique	Cook	
	John Desoe	Carptrs Mate	
	James Leister	Boatswain	
	John Money	Seaman	
	Hugh Hugues	Do	
	Thos Beck	Boatswain	run 13th May
29th	Charles Ingram	Seaman	
	John Lauana	Do	
	James Robbins	Do	run 13 May
	John Blank	Do	

Time of Entry	Names	Stations	
	Cape Pravo	Marine	
	Rainey Pravo	Do	
	John Lemance	Do	
30th	Lewis Diuval	Seaman	
	Wm Cannow	Marine	
	Joseph Lasqualla	Seaman	
15th	Pettre Provo	Marine	
	Charles Dedo	Do	
	James Cann	Do	
May 8th	Wm Hayes	Boy	
	Champaine	Marine	
	Pettre	Boy	run 13th May
22d	Matt Thomas	Boy	
24th	Nathl Leech	Seaman	
	Joshua Lenard	Do	
10th	Quartre	Boy	
June 18th	James Swaine	Seaman	
	Henry Dailey	Do	
	Arthr Kane	Do	
	Andw Montgomery	Boy	
Apl 23d	John B. Tannery <sup>4</sup>	Seaman & Prize Master	run with Prize Brigg to Liverpoole Sam Nicholson

[Endorsed] Sloop *Dolphin* Muster Roll April May & June 1777

1. Papers of John Paul Jones, 6572, LC.

2. James Degge.

3. Dillaway had been an officer on board the Massachusetts privateer *Rising States* and had brought a prize into France.

4. Correct name was Jean Baptiste Tanays. He traitorously carried Lambert Wickes's prize brig *Betsy* into Liverpool, William Bell Clark, *Lambert Wickes Sea Raider and Diplomat* (New Haven, 1932), 225. Hereafter cited as Clark, *Lambert Wickes*.

## 19 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN HYDE PARKER, SR., R.N.<sup>1</sup>

By &c

His Majesty's Ship the *Arethusa* being directed to repair to the Downes & to remain there until further Orders; you are hereby required & directed, so soon as she arrives, to receive on board the Ship you command any new raised Men who may be on board the *Adventure* Tender or any other of His Majts Ships & Vessels in the Downes supernumerary to their respective Complements, and then put to Sea with the first opportunity of Wind & Weather, & make the best of your way to Spithead; where you are to dispose of the said Men, & of any other supernumeraries you may have on board, as

Admiral Sir Thomas Pye, Commr in chief of His Majts Ships & Vessels at that place, shall direct; taking care to deliver with them a List of their Names, with the times they respectively came into the Service, that they may be entered for Wages accordingly on the Books of the Ships wherein they may be appointed to serve

Having so done you are to proceed without a Moments loss of time, & cruize between Ushant & Cape Finisterre for the Protection of the Trade of His Majesty's Subjects, & diligently to look out for & to use your best endeavours to take or destroy any Privatiers, or other Ships or Vessels belonging to the Rebellious Colonies of North America, which you may be able to come up with.

You are to continue upon the above Station, for the Space of one Month after you pass Ushant; & then make the best of your way back to Spithead, & remain there until you receive further Order; sending Us an Account of your arrival & proceedings. Given &c the 19th of June 1777. —

Sandwich Lisburne H Palliser

Captn Parker, *Invincible*, Downes

By &c

1. PRO, Admiralty 2/103, 37–38. A similar order to cruise between Ushant and Cape Finisterre was given the same day to Captain Jonathan Faulknor, of H.M.S. *Royal Oak*, PRO, Admiralty 2/103, 42.

#### LORDS COMMISSIONERS, ADMIRALTY, TO COMMANDERS OF FOUR CRUISERS<sup>1</sup>

By &c.

Whereas we have received Intelligence that a Ship from Carolina, laden with Indigo & Rice, lately arrived at Amsterdam, having come North about, & that 30. Sail more were daily expected in the same Track; And whereas we have received further Intelligence, that Cunningham [Gustavus Conyng-ham] who commanded a Lugsail Vessel called the *Surprize* & who lately piratically took & carried into Dunkirk the *Prince of Orange* Packet Boat hath been within these few days past (together with the Crew) released from his confinement at that place, that a large Cutter called the *Greyhound* of 130 Tons burthen, painted blue & yellow & carrying 12 Carriage & 30 Swivel Guns, is now fitting out at that Port by one [William] Hodge, an American by Birth, who is also Proprietor of the abovemention'd Lugger, that Cunningham is to command the said Cutter & very shortly to proceed to Sea with her & the Lugger with intention, as there is great reason to suppose, to commit further Acts of Piracy; You are hereby required & directed to put to Sea in the Sloop you command without a moments loss of time, & to proceed & cruize on your former Station between the Nase of Norway & the Coast of Jutland, (stretching occasionally 20. Leagues to the Westward of the said Land) for the Protection of the Trade of His Majts Subjects, & very diligently to look out for, & to use your best endeavours to take or destroy the Ships expected from Carolina, and also the Cutter & Lugger, abovemention'd, in case they, or any of them, shall steer that way, & all other Ships &



Vessels belonging to the Rebellious Colonies of North America which you may be able to come up with.

You are to continue upon the above Station, for the Space of one Month – after your arrival thereupon, & then return to Leith for further Orders; sending Us an Account of your arrival & proceedings. Given &c the 19th June 1777.

Sandwich    Lisburne    H Palliser

Captn [James] Orrok, *Hazard* Sloop, Leith

“ [Anthony] Parry, <i>Alderney</i> Sloop, Yarmouth	{	on your former Station <u>between Yarmouth sands</u> <u>&amp; the Coast of Holland</u> <u>Yarmouth</u>
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“ [William] Dudingstone, <i>Camelion</i> Slo, Downes	{	Between the West end of <u>the Dogger Bank &amp; Jutts</u> <u>Reef.</u>  <u>Downes</u>
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“ [Henry] Lloyd, <i>Pelican</i> , Ship	{	Nore  Do Do
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1. PRO, Admiralty 2/103, 39-40.

“EXTRACT OF A LETTER FROM PLYMOUTH, JUNE 19.”<sup>1</sup>

His Majesty’s ship *Belleisle* has taken and sent into this port, the brig *Mercury*, Askew Hillcot, Master, from the River Mississippi, reported to be bound for London with a valuable cargo, consisting of indigo, beaver skins, and dear skins.

This ship brings an account, that just as they sailed from the Mississippi, a disturbance had happened between the English and Spanish Settlers there, and that the Spaniards had taken all the English shipping on that river, and had placed a soldier in each of the Settlers’ houses. It seems that the Spaniards claim all the lands on both sides of the mouth of the river, and that the English rent the plantations of the Spaniards that settle there, as our plantations are many miles up the river.

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

“EXTRACT OF A LETTER FROM HAVRE DE GRACE, DATED JUNE 19.”<sup>1</sup>

Cunningham’s vessel is almost ready to put to sea, and it will be necessary for you not to trust your property on board any vessel that is bound from Harwich to Holland, unless they are under convoy; for Cunningham has got a stout vessel, which is a swift sailer, and has 12 carriage guns, be-

sides swivels, and his crew is a gang of desperadoes, picked up at Dunkirk from amongst the smugglers, &c. He vows revenge for the loss of his two prizes, the *Prince of Orange* packet boat, and the *Joseph*; for as soon as he can put to sea, he has declared he will sail to Harwich, where he doubts not but that he shall soon pick up a prize.

1. *London Packet*, or, *New Lloyd's Evening Post*, June 25 to June 27, 1777.

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

Private

My Lord

Paris June 19, 1777.

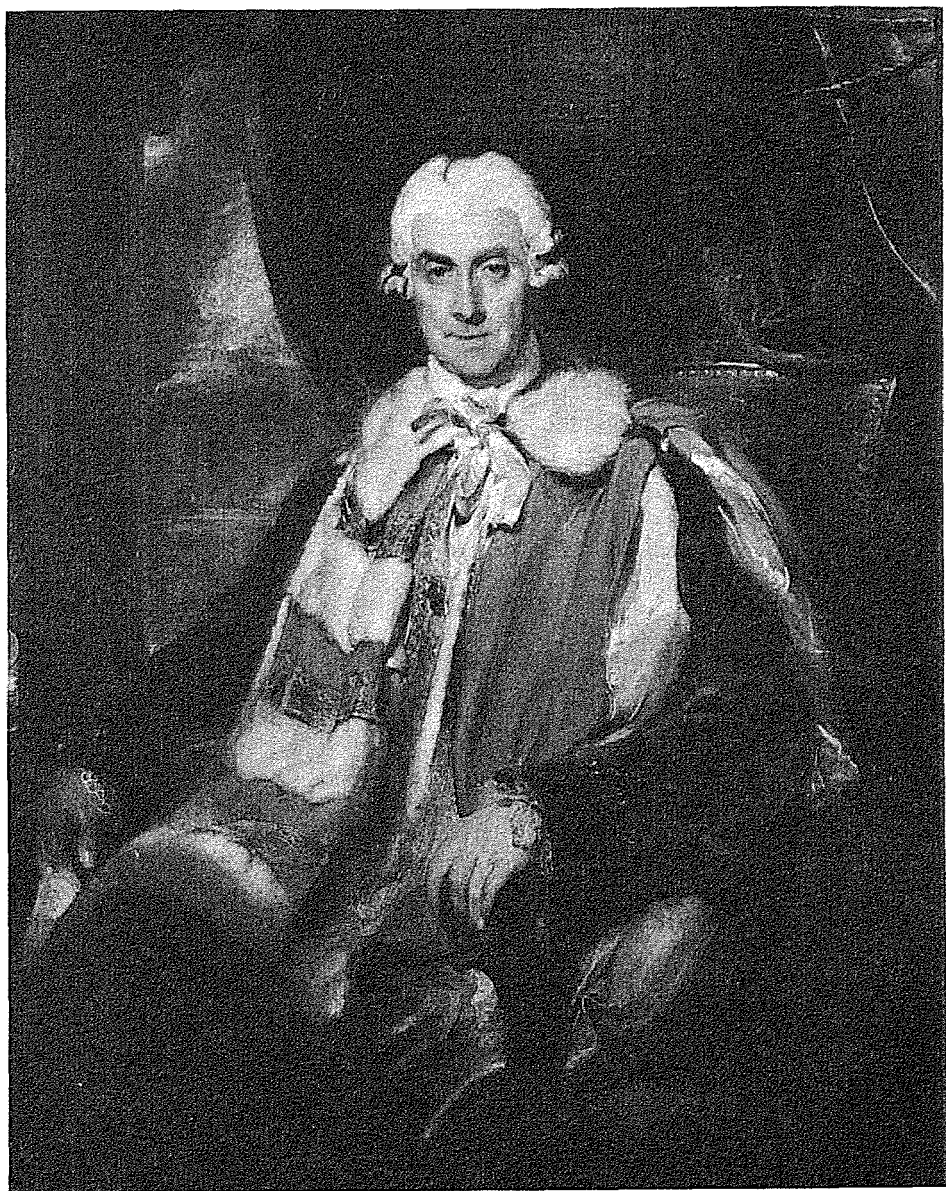
Tho Your Lordship can want no further Proofs of the Constant Duplicity and insidious Policy of this Court, Yet I think it my Duty to give You in this secret Manner some very strong ones

I have very good Reason to believe that not long ago M. de Vergennes sent a Message to Deane and Franklin to tell them that they were certainly betrayed, and to beg them to be more upon their Guard for the future

What passed with regard to the Dunkirk Pirate made the Rebel agents apprehend at first a change of System in this Court. Mr Deane has had several Conversations and Explanations on the Subject either with M. de Vergennes directly or through M. Girard which is the same thing, and has had the strongest and fullest assurances that there is No change of System but that France must proceed with great Caution not to provoke a War which the state of her Finances makes her desirous to avoid at least for the present – that she wishes the Americans every possible Success and will contribute to it by every Secret Succour in her Power. These Promises My Lord, are but too well kept. The french Ministers have within these three or four Days consented that between one and two hundred Tun of Brass shall be sent over to North America with proper Workmen to cast it into large Cannon, those formerly sent being all four Pounders. All this Brass or much the greatest Part of it will probably go by the Way of the french West Indies and will certainly be shipped from Marseilles. Your Lordship knows that the *Amphitrite* took but a Part of the Artillery, which M. de Coudray and Beaumarchais had prepared The Rest was deposited at Marseilles and Dunkirk. Two Brigs that are to convey this Artillery from thence have been chartered there, one of them is actually sailed viz the Brig which Mr. [Andrew] Frazer mentions to have sailed on the 10th Instant for St Pierre in the Island of Martinico having on board a Train of Field artillery and a large Quantity of entrenching Tools The other Brig will sail in a few days and is likewise to go to Martinico

All the articles from Marseilles will be conveyed in one large Ship under the Direction of a Capt Lundy [Pierre Landais] who was a Lieut to M. de Bougainville in his Voiage round the World He goes out to enter into the Naval Service of the Congress.

The order for the Release of Cunningham and the other Pirates was granted on the Sollicitation of Franklin and Deane They kept the order for some time without making Use of it, being Apprehensive that the Crew



*Lord Weymouth*

would disperse if they were released before another Ship was ready to receive them. They are Now I believe on board the Cutter called the *Greyhound*<sup>2</sup> that Cutter which I have so often Mentioned to M. de Vergennes Notwithstanding all My Remonstrances She is to sail in a few days, but has positive orders to return no more to Dunkirk.

Pulaski is to embark at Nantes on board a Massachusets armed Vessel Capt Fisk. Hynson is certainly gone to Nantes, to take charge of a french Ship that is to sail from thence laden with Goods and Stores The Ship is a bad one and much objected to as such which will occasion some delay Deane is gone to Rouen & Havre but the real object of his Journey seems doubtful The Equipment at Havre is Not I believe as considerable as some of my Informers make it.

The Farmers General have actually paid to the Rebel Agents One Million of Livres for which they are to receive Tobacco. This Payment was made very lately.

M. de Sartines has advised that all Prizes taken by the Americans and come into any french Port should be immediately sold and if possible before they come into the Harbour and without waiting for any instructions from the Rebel agents here He says that by this Means this Court will always be able to plead Ignorance of the Transaction and want of Time to prevent it.

All these Facts which I look upon as certain want no Comment. I earnestly beg that the Information I here give Your Lordship may be kept as secret as possible and I can venture to assure You that this Secrecy is very essential to His Majts Service. Deane thinks himself sure that France will never suffer the Colonies to return to their obedience without risking a War to prevent it I have no doubt that the french Ministers have given this Promise, and I am inclined to believe they mean to keep it, the Execution however will depend on Circumstances, in the present Moment they lie by, thinking the Rebels able to defend themselves and if We prosecute the War in America With the unrelenting Vigour that the Necessity of the Circumstances requires They may, and I am confident, will be surprized with the News of a decisive Victory before they are aware

With the Knowledge We have of their insidious Designs We are not only justified in taking every possible Measure of Defence but in my poor opinion are loudly called upon to be constantly on the Watch and to have a great Fleet ready to act instantly so that if the Necessity should arise we may be able to strike at once a decisive Blow which might end the War the Moment it began as Ld Torringtons Victory ended the War in Sicily.

The whole Conduct of the french Ministry is the more extraordinary & the more dangerous to themselves, as it has not I believe the entire Sanction of the King their Master at least I know the Ct D artois who declares himself a friend to the Americans, said the other day that the King his Brother throws great obstacles in the Way *Quand il entend parler de quelques Secours donnés aux Americains il est furieux* was one of Ct D artois Expressions I can give Your Lordship this little anecdote as certain

but I do not lay more stress on it than it deserves. I am however much inclined to believe that Many things the Ministers do in favour of the Rebels are concealed from his Most Xn Majty

I am with great Truth & Respect My Lord [&c.]

Stormont.

1. PRO, State Papers 78/302, 366-69.

2. Renamed *Revenge*.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentlemen

Nantes June 19, 1777

Since my last I am not favor'd with any of yours – The goods are all gone to the Ship and I hope by the begining of the week will be all Stowed away – I find there are here a number of Americans two or three Vessells that have lately come in being for Sale; if you think proper to encourage any operation of a warlike nature I imagine I could muster Officers an[d] men sufficient for such a Design – A French Gentn has proposed to me an old Frigate which might be fitted for a Privateer and make an advantageous Cruize I should be Oblidge if you will be pleased to inform me wether or not in such a case you could give me the Necessary Commissions I am Yr

J W

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

20 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN HARVEY, R.N.,  
AND LIEUTENANT STEPHEN NORRIS, R.N.<sup>1</sup>

By &c

You are hereby required & directed (notwithstanding former Orders) to proceed & Cruize in the Sloop you command from the Downes to Beachy-head for the protection of the Trade of His Majestys Subjects and very diligently to look out for & to use your best endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of No America which you may be able to come up with At the same time employing yourself very diligently in procuring Men for His Majs Fleet agreeable to the Press Warrant & Instructions you have received for that purpose particularly from homeward bound Merchant Ships

You are to continue upon the above Station & Service until you receive further order calling once in every Ten Days in the Downes to enquire for Orders & not finding any to the contrary to return immediately & Cruize as above directed

And Whereas the *Greyhound* Cutter is ordered to Cruize upon the abovementioned Station & the *Ranger* Sloop & *Meredith* Cutter between Beachy-head & Portland for the like purposes; You are to settle such Signals with the Officers commanding them as shall be judged proper & necessary for the better knowing each other by; in order to prevent the inconvenience & loss of time which may otherwise be occasioned by your pursuing each

other: And to give them any assistance they may stand in need of in the execution of their Instructions

And, in case you shall receive well founded Intelligence that any Privateers or other Ships or Vessels belonging to the Rebellious Colonies abovementioned are in parts Contiguous to, tho' not actually within the Station you are hereby directed to cruize upon; You are at liberty to proceed in quest of them taking care to return immediately to the said Station, so soon as you shall have taken, destroyed or driven them away; or be thoroughly satisfied that none such are there. Given &c 20th June 1777

Sandwich Lisburne H Palliser

Capt Hervey – *Speedwell* Slo – Downes

Lieut Norris – *Greyhound* Cuttr – *Speedwell* Sloop

By &c PS

1. PRO, Admiralty 2/103, 46-48.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH<sup>1</sup>

My Lord,

[Admiralty Office] 20th June 1777.

I have communicated to my Lords Commissrs of the Admty your Letter of the 17th Instant, informing them of His Majesty's Ship the *Boyne* being arrived in Plymouth Sound, & that an American Brig taken by the *Boyne* is arrived at Plymouth,<sup>2</sup> and desiring to know, as the Master of the Brig, is an Englishman whether he is to be liberated as the Masters of other American Commercial Vessels (who are Americans) are ordered to be, or not, as also how you are to dispose of the Crew of the said Vessel, who except the Mate & a Negroe are all Natives of France; And in return, I am commanded by their Lordships to acquaint you that the Master is to be liberated according to the Act of Parliament, but the Mate, & the rest of the Crew are to be distributed on board of His Majesty's Ships to serve as part of their Complements.

I am also to acquaint you that the Navy Board are directed to pay the Persons who apprehended one of the Rebel Prisoners who made his Escape from the *Blenheim* the 5th Inst the same Reward as they paid to the Persons who apprehended those who some time since escaped from the Hospital. I am &c

P.S.

1. PRO, Admiralty 2/555, 115-16.

2. *Constant Friend*.

LORD WEYMOUTH TO LORDS COMMISSIONERS, ADMIRALTY<sup>1</sup>

My Lord,

St James's 20th June 1777.

Your Lordships having transmitted to me in your letter of yesterday's Date copy of one from Captain Worth the regulating Captain at Liverpool with an account of the arrival at that Port of a Snow named the *Mercury* Pierre Teuhaigne, a french Man master, which had been taken by the Ship *Tartar* of Liverpool, on her Voyage from america to Dunkirk, and that there are on board her two french Men besides the master, and your Lord-

ships having in another Letter of the same date acquainted me that an american schooner called the *Mary*, taken by His Majesty's Ship the *Prince of Wales*, was arrived at Plymouth with a french Officer who was a Passenger on board her, and your Lordships having at the same time desired that I should receive The King's Pleasure concerning the disposal of the said french Officer and french Men; I have laid before The King your said Letters and am to signify to your Lordships His Majesty's Pleasure that the said french Officer and french Men be confined in the same Places which are destined for the confinement of the Rebel Prisoners. I am &c.

Weymouth

1. PRO, State Papers 44/232, 109.

*Public Advertiser*, FRIDAY, JUNE 20, 1777

London.

A Correspondent says, that a greater Insult could not be offered to this Kingdom, than by a late Transaction in France, viz. the French Court permitted Dr. Franklin and Silas Dean to open the Mail that was taken out of the *Prince of Orange* Packet, by Cunningham and his Crew, and taking what Papers they pleased; not only to satisfy their Curiosity, but to send what Intelligence they could to their Masters the Congress, in order to frustrate the Measures of Government; and at the same Time deprive Individuals of the Satisfaction of hearing from their Friends and commercial Correspondents. This is a Degradation to the Honour and Dignity of the British Nation.

*London Chronicle*, THURSDAY, JUNE 19, TO SATURDAY, JUNE 21, 1777

London, Friday, June 20.

The *Liberty*, Lee, a Provincial privateer, of 16 guns, is taken and carried into Lisbon.

The *Perseverance*, from Halifax to the West Indies, is taken by the Provincials, and carried into Salem.

## 21 June

*London Chronicle*, THURSDAY, JUNE 19, TO SATURDAY, JUNE 21, 1777

London Saturday, June 21.

Last Sunday the *Hazard* sloop of war sailed from Leith roads, for the coast of Norway, in quest of some American privateers, which, it is said, are hovering upon those seas, with an intention, it is supposed, to intercept the ships in the Baltic trade. She is to be joined by some other ships of force.

The *Thames*, Capt. Ward, one of the March fleet that sailed under convoy from Portsmouth, on his passage had an engagement with an American privateer, and took her, and has carried her into Nevis; but the *Thames* not being a letter of marque, the Admiral claims the prize.

"EXTRACT OF A LETTER FROM PORTSMOUTH, JUNE 21."<sup>1</sup>

Yesterday ten American prisoners who were confined at Forton, near Gosport, broke out and have not since been heard of.

Arrived his Majesty's ships *Centaur* and *Egmont* from a cruize; the latter a few days ago fell in with an American privateer, and engaged her, when two of the *Egmont's* guns burst, by which accident 18 men were killed and wounded.

1. *London Chronicle*, June 21 to June 24, 1777.

JOURNAL OF DR. JONATHAN HASKINS<sup>1</sup>

[Mill Prison, Plymouth, 1777]

15th [June] Sunday Very rainy Some Charitable Person sent in for the American Prison[er]s. 2 Qrs of Veal All ready Cooked – John Chandler is Invaluated & Samll his Brother is Discharged as being a Passenger & a man of a Liberal Education –

16th Munday rainy wr 11 More Prisonrs Comtted Consisting of English, Irish, Scotch, Dutch, Swead & Portigue's none of these were to be Comtted till this Day –

17th of June Tuesday Pleast wr 10 Americans Brot from the Royal Hospital, the *Doltins* [*Dalton's*] People. Robt Burgoyne Swam from the *Blenheim* in the Night & made his Escape, & Nev'r more was heard of, but som Conjecture he was Drowd<sup>2</sup>

18th Pleast wr A Present made by the Assembly Gentlemen of Several packs of Cards. –

19th rainy wr, The *Diamond* Frigate Arived from N. Y—k

20th Raw cold wr

21 Saturday Cloudy wr 9 more Prisoners 5 of the *Doltin's* & 4 of the *C. [Charming]* Salley's Crew the Total here 167

1. MeHS.

2. Burgoyne was a crew member of the *Dalton*.

VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

No 34

at Versailles 21st June 1777.

I have received, Sir, the dispatch No 45 which you did me the honor to write to me on the 13th of this month.

The King and His Council have highly approved, Sir, the explanations which you gave to Lord Weymouth on the subject of the search of our merchant ships; you caused that Minister to see clearly that the principles followed by His Court in this matter are not only unjust, in themselves, but also that they may involve the most dangerous consequences. Indeed, if every nation allowed itself, on the high seas and at its own caprice, unlimited search of all merchant ships, commerce would experience most harmful disturbances, and would soon see itself exposed to the license of the



searchers, and to all the excesses which they might think allowable. We admit the right of warships to stop and search merchant ships; but, in our opinion, it is abusing that right to exercise it indiscriminately in all cases and at every encounter. The safety and freedom of trade require that the examination should be limited to the papers which state the true destination of these vessels, and that search should only be permitted when they are sailing in a suspicious direction, that is, when they are encountered outside the line of their destination.

In order to justify the violation of these principles, Lord Weymouth maintains not only that the French merchants send a great quantity of contraband goods to the rebellious English Colonies, but also that the Americans frequently take on armaments in our ports. You have been informed previously, Sir, of the prohibitions that have been made in all our ports against the export of arms and munitions of war to the American Colonies. We have, so far as depended on us, taken care that these prohibitions were observed; but it is impossible to prevent all clandestine and disguised exportations. The Court of London itself has daily experience of this; in spite of the most rigorous vigilance, it has not yet been able to keep in check its own subjects, and it may remember that it has never prevented English ships from carrying on contraband trade on our coasts, and principally on the Spanish coasts, despite the complaints of the Court of Madrid; on the other hand, the King cannot and will not ruin the commerce of his subjects by forbidding them to sell in his ports goods which have hitherto been saleable; we have declared this in good faith to the English Ministers before. I understand that it would be agreeable to them that we should shut our ports to the Americans, but would it be prudent to provoke and draw down on ourselves the resentment of a people who, having nothing to lose with us, would find much to gain if they had a pretext for seizing our ships returning from America. In reminding the English Ministers of all these things, you will call their attention, Sir, to the principles which I established at the beginning of this letter, viz, that the search of our ships should only take place when they are, without legitimate reason, in latitudes far from their line of course; in these cases we shall not object either to search or confiscation, if authorised by the circumstances. To convince the English Ministers how much we desire to put an end to the disagreeable disputes to which this matter may daily give rise, we propose to them, after the example of Spain, to communicate to and devise with Us the instructions to be given to the Commanders of His Britannic Majesty's warships. As I do not doubt that on his part Prince de Masserano has received instructions relative to this matter, you will be good enough to plan with him the steps it may be desirable to take to induce the English Ministry to adopt our proposal.

In several Cases the British Ministry has wished to give false appearances to the necessity of the search of our ships by the pretext that the Americans in order to escape pursuit by English warships have hoisted the French flag. I do not Contest this fact, which is probable, but, the inspection of the ship's papers proving sufficiently whether the ship is French, the examina-

tion of these same papers gives all the certainty that can be desired without it being necessary to proceed to a more rigorous search.

With regard to the arming and fitting out which Lord Weymouth asserts that the Americans make in our ports, we prevent them when they come to our knowledge, and that is what we have just done with regard to those now in question in the port of Marseilles. But it is impossible that we should be punctually informed of all arming and fitting out, and it is all the more natural that Viscount Stormont should know of them before us, and more precisely than we, as he has spies in all our ports, even with an ostentation, I could willingly say a want of consideration, of which we should have grounds to complain, if we had any interest to hide what can be done in our country. But the British Ministry should not blindly believe all the reports which its Ambassadors receive from their Emissaries. Their reports are mostly very inexact, and sometimes so vague that Lord Stormont in making his complaints has not been able in certain cases to designate either the precise Place of the affair, or the name and rank of the participants. The orders to our ports to oppose all irregular arming and fitting out are precise; they are about to be energetically repeated, but the English Ministry should know from its Experience that people who seek to deceive know well enough how to take precautions in order not to be easily discovered.

Lord Stormont handed to me at our last Meeting The List of the different grievances with which he reproaches our people on Martinique. He had spoken to me about them a week before, and, on his simple statement, orders had been sent immediately to remedy them; for greater efficiency and in order to impress our insular subjects, who appear to have been seduced by a Spirit of plundering, still more severe measures are to be taken, and which shall not leave room for false interpretations. This is what you may, Sir, tell Lord Weymouth, assuring him that, if the King's justice can not prevent some irregularities Especially in Such a Distant Place, it can curb and punish them. His Majesty, faithful to neutrality and to the pacific inclinations of which he has given an assurance to the King of England, will not allow His Subjects to do anything Contrary to them, but he has a right to expect that His Britannic Majesty, animated with the same feelings, will be good enough on his part, to remedy the irregularities and excesses which are only too frequent on the part of his naval officers.

Lord Stormont has spoken to me of some arming made by some of our own merchant captains. I have no precise Knowledge of this, but I have not concealed from him that several of our ships, which are able to arm themselves, think it necessary to take this precaution, in order to protect themselves against the annoyances which they meet with from English Cruisers. We can not prevent them providing for their safety; it is a natural right, and England Alone could prevent it, by ordering Its privateers to respect our flag and our commerce. It is in this sense, Sir, that I have replied to the English Ambassador, and I beg you, Sir, to adapt to this the explanations you may have occasion to give in this matter to the British Ministry. This has not, however, prevented me from requesting M. de Sartine to ascertain

from the ports whether the arming has not another object, and to provide against it as far as that may be necessary.

To conclude this, Sir, it remains for me to reply to the observation which Lord Weymouth made to you as to the manner in which we send munitions to our islands. This Minister is in error if he thinks that they are sent only by warships; at least five-eighths goes out on merchant ships; and that is all the more necessary as we rarely send ships of the line to our Colonies, and the frigates which cruise there, are too encumbered with their own armaments, and the provisions which their long Station assignments require, to allow of their being loaded with munitions of war. Moreover, Sir, you will only make further explanations to Lord Weymouth, to correct his ideas, and by no means to justify us: we have no need of that in a matter which depends solely and absolutely on the kindness and good pleasure of His Majesty, as you very well observed to the English Minister.

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 289-94, LC Photocopy. Published in Stevens, ed., *Facsimiles*, and in Henri Doniol, *Histoire de la Participation de la France à l'Etablissement des États-Unis d'Amérique* (Paris, 1886), V, 505-09.

## 22 June (Sunday)

LIEUTENANT THOMAS GABORIAN, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

London 22d June 1777

I beg you will be pleased to acquaint their Lordships that in consequence of my Orders from Lord Shuldhham I went with His Majesty's Cutter under my Command in pursuit of a Privateer Schooner called the *Montgomery*, who had taken several Prizes in the English Channel, and on the 14 Inst I was informed at Alderney that she was at Cherburg with a Prize She had taken, In Consequence of that Intelligence I immediately proceeded to Cherburg and came to Anchor at Sea five or six miles from that Place, And formed a Plan with my Pilot to Entice the Commander (who I well knew to be a Man belonging to Ilfracombe) on Board. I therefore sent him on Shore as the Master of a Smuggling Vessel, in hopes by that means to be able to decoy him on Board, which he from my directions and His own diligence luckily affected, by offering him a present of an Extraordinary good Spying-glass on condition he Wou'd protect him from the Revenue Vessel which he pretended had Chaced him from the Coast of England he then invited him his Lieut and the French Gentlemen who were with him on board the Supposed Smugling Vessell, which they accepted of, During which I was prepared with My People Arm'd and Conceald to receive them, I likewise disguised the Cutter as much as possible to prevent their Suspecting a deceit, they accordingly came on Board in a French Boat, and when on Board finding his Mistake the Commander of the Privateer jump'd over board, but on my presenting a Pistol at him, he directly returnd when I had got him on board, I desired the French Gentlemen to go on Shore I then Confined the Commander and his Lieut of the Privateer and took from the former all his Papers Amongst which are his Commission and Instructions from the Congress with letters of

Recommendation from Silas Deane, all which I herewith Send for their Lordships perusal, and Shall be particularly happy to find my Conduct has the Honour to meet with their Lordships approbation I am Sir [&c.]

T Gaborian

I order'd the Master of the Cutter to Proceed to Plymouth and to dispose of the Prisoners as my Lord Shouldham shall think proper [Enclosure] No 1 Copy

John Burnell Commr of the *Montgomery* Schooner Privatier from Annapolis in Maryland; in length by the Keel 37 Feet breadth 10 Feet Burthen 25 Tons & Sails very fast – Declares to me that on the 10th Inst he Breakfast with Mr Franklin at Paris & Dined with him & Mr Dean the same day & Monsr de Chaumont near Paris where Mr Franklin lives applied to the French Ministry to get the Brig which he had taken & carried into Cherburgh Condemned & was informed By Mr Franklin the Ministry would have nothing to do with it but that they was at liberty to sell the Prize & Cargo. And that the said John Burnell received orders from Mr Franklin & Deane to burn or destroy all Such Vessels he should take & could not conveniently carry into Port & those he could was to send the People away in a Boat and to proceed to the first Port in France & there dispose of Vessel & Cargo as from America.

That Mr Franklin & Deane informs him the said John Burnell that an American Privateer had lately sailed from Bordeaux or Nantz with arms & ammunition & several French Gentlemen Passengers for America And also that there are three Continental Privatiers Cruizing now in St George's Channel in order to intercept the Linnen Trade but if they should not succeed on that Plan are to go & Cruize in the North Seas in order to intercept the East Country Trade; The Ship mounts 18 Carriage Guns Swivells & Small Arms the Brig 16 &c – And the Cutter bought from Dover 8 &c – N.B. The above Privatier sailed from the Capes of Virginia the 11th of last April having taken a Brig laden with Salt, Harvey Master from Dartmouth to New foundland 120 Leagues to the Westward of Scilly which he sent to America, And on the 5th of June he took off the Gaskets a Brig Beaveneau Master from Rotterdam to Guernsey laden with Gin & Rosin which he carried into Cherburgh on the Coast of Normandy & had I not taken him he was going to sell her

T<sup>s</sup> Gaborian

The *Montgomery* Privatiers intended Cruize

To go along the Coast of France as far as Dunkirk then to stretch over to the Lincolnshire Coast there Cruize for the East Country Ships when he thought he might be discovered to go for the North Coast & so on to Scotland & back on the Coast of Norway, Holland, Flemish Banks & then to France again.

[Endorsed] 24 June send Copy of this with the Inclosures (16 Nos) to Ld Weymouth for the Kgs information and desire to know how the said Prisoners are to be disposed of.

GABRIEL DE SARTINE TO VERGENNES <sup>1</sup>

at Versailles 22nd June 1777.

I have Examined, Sir, the Extracts, which you have done me the honor to send me, of letters written by various Englishmen relating to the American privateers who cruise in the waters of the Windward Islands. I have seen that they continue to maintain that several of these privateers belong to the inhabitants of Martinique and Guadeloupe, and that the sale of the English prizes takes place publicly in our islands, and particularly at St. Lucia. On this occasion the English ship *Venus*, taken by a privateer belonging to Mr. Prejent, with a commission from the Congress, is again referred to, which formed the Subject of a note recently sent to you by the English Ambassador. I can only refer to the letter which I had the honor of writing to you on the 14th instant on the subject of the ship *Venus*. I am still as convinced of the impossibility of preventing every abuse, as of the exaggeration of the facts which arouse the complaints of the Court of London. I am repeating, moreover, to the Marquis de Bouillé, the orders which I addressed to him in my letter of the 14th instant, to forestall and put a stop to all clearances which might be disguised, as well as to observe the neutrality which has been prescribed to him by his instructions. I am instructing him again to inform the Commandant of St. Lucia that the admission of Foreigners into the ports of the Island, must not be extended to Privateers bringing in prizes, in regard to which he must conform to the rules of neutrality by obliging the Privateers to set sail again with their prizes within 24 hours, save those exceptional cases provided for by the Ordinance of 1681, and by preventing all sale of prizes or their cargoes. I am addressing the same orders to the Governor of Guadeloupe, and desire him, as well as the Marquis de Bouillé, to give me an account, in the greatest detail, of all the facts which have given or may give rise to complaints on the part of the English

I have the honor to be with very sincere attachment [ &c. ]  
de Sartine

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 302, LC Photocopy.

## 23 June

CAPTAIN LAMBERT WICKES TO MASTERS OF SEVEN PRIZES <sup>1</sup>On board the *Reprisal*, the [2]3 of June 1777.

These are to certify, that the brig *Crawford*, Alexander Alexander, formerly master, who was taken by one of the squadron (yesterday) under my command: that I give the said brig to each of the under written men, who have been taken by me and my squadron, to carry them to Whitehaven, and there to dispose of her upon their joint accounts, and to be disposed of, as they think most proper after their arrival at the said port of Whitehaven. Given under my hand the day and date above written:

Lambert Wickes.

Witness, Henry Johnson.

Alexander Alexander, master of the brig *Crawford*.

John Yowart, master of the *John and Thomas*.

Joseph Hutchinson, master of the *Jason*.

Thomas Attridge, master of the ship *Peggy*.

John Wardley, of the ship *Grace*, Liverpool.

Caleb Grave, master of the *Favourite*, of Maryport.

William Drummond, master of the *Jenny and Sally*.

1. John Almon, ed., *The Remembrancer; or Impartial Repository of Public Events. For the Year 1777* (London, 1778), V, 175–76. Hereafter cited as Almon, ed., *Remembrancer*. Letter misdated June 3 by printer.

*London Chronicle*, SATURDAY, JUNE 21, TO TUESDAY, JUNE 24, 1777

London, Monday, June 23.

Benjamin Hughes, Captain of the *Elizabeth* West Indiaman for Jamaica, has taken the *Three Sisters*, a prize bound from Charles Town, South Carolina, to Nantz, with 650 barrels of rice, and 20 barrels of indigo, and sent her into Plymouth.

“EXTRACT OF A LETTER FROM ON BOARD THE *Conquistador*, DATED AT THE NORE, JUNE 23.”

It is currently reported on board here, and we believe not without some foundation, that some American vessels or privateers, harboured in the ports of France, have bound themselves in a league, by an oath, to cut out his Majesty's guardship *Conquistador* from her moorings in the Nore, where she lies for the reception of new raised men to man the fleet; it is astonishing to us, it being such a scheme as the united naval powers of France and Spain never attempted against our ships at the Nore all last war.

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

JOURNAL OF TIMOTHY CONNOR, MASSACHUSETTS PRIVATEER BRIGANTINE  
*Rising States*<sup>1</sup>

[Forton Prison, Portsmouth]

June the 23d Woodard [James Woodward] and [Benjamin] Lambert was brought back to Forton again and left the Capt and Fritz,<sup>2</sup> the Night before very much fatigued. Woodard and Lambert was put into the Black hole on Six ounces of beef, half a pound of bread one pint of small beer for 24 hours there they was to have continued for 40 days in a few days after I was taken out of my bed at eleven o'Clock at Night on suspicion of going to break out by some secret intelligence and was kept there till the next Day when nothing being proved against me I was released The Black hole is a place where you are by yourselves and not allowed to come out or even to speak to us

1. Connor's Journal, LC.

2. Captain James Thompson and Marine Captain Henry Fritze.

"EXTRACT OF A LETTER FROM CAPT. [ANDREW] FRAZER TO  
LORD VISCOUNT WEYMOUTH DATED DUNKIRK. 23D JUNE 1777." <sup>1</sup>

I now beg leave to add to my former letters to your Lordship, that I have not the smallest doubt that the Cutter will sail when ready, which may be in about a week hence, & accompanied by the Lugger, unless orders come from Versailles in the interim to prevent it.

I take the liberty of observing to your Lordship, that in case it should be judged proper to send any vessels on this Coast to watch their motions, that they ought to be of superior force to Sloops & Cutters that have been here as yet, as well as the best going vessels, for both the Cutter & Lugger are considered as prime Sailors, and will be manned by a Set of most daring and desperate men, almost entirely English & Irish outlawed Smugglers, for the Americans amongst them do not exceed eight or ten, altho' all Cuningham's Crew, excepting one Man\* from Ipswich, swore at the Admiralty, that they were Natives of America. - I have some hopes of not only detaching this Man from Cuningham's Crew but of engaging him to enter into The King's Service. If I succeed I will send him by the first opportunity to England, & recommended to Your Lordships Office.

\* Anthony Lulpitt

1. PRO, Admiralty 1/4133, 161.

#### JOHN COLLET TO LORD STORMONT <sup>1</sup>

My Lord,

Genoa 23d June 1777 -

Last week an anonymous letter was brought me, acquainting me that a Large Bark, (a description of which I have the honour to inclose Your Lordship,) was purchas'd for the Americans,<sup>2</sup> and tho' to be dispatched from hence with Genovese Colours, was to hoist American Colours at Sea, a Person being appointed to take the Command of her. I immediately applied to the Secretary of State here, who promiss'd me every step shou'd be taken to come to the truth, in the mean time the Rudder was taken off, the Vessell secur'd in the Arsenal, and the Sailors Chests rummaged but nothing found, the Secretary told me on Saturday that every precaution was taking to come to the bottom of this affair. I hear from other people she was purchased by one Alberto Causa, a Genovese Merchant here, by orders, and for account of one Fiquet of Marseilles, who was recommended to Mr Causa, by the house of Aubert of Marseilles, for twenty five thousand Livres, She was to be sent down under Genovese Colours, with Six Guns, thirty musketts, and forty Men, I am uncertain as yett if the Government here will find any proofs to stop her, if do not, and she shou'd sail, may still suspect She may be fitted out at Marseilles, wherefore I think it my Duty to acquaint Your Lordship, as I shall do of what this Government determines, and whether She sails or not.

I have the honour to be with the greatest Respect My Lord [&c.]

John Collet

1. PRO, State Papers 78/303, 91-92.

2. Collet in a letter of July 5 to Lord Weymouth revealed that the bark rather than being purchased for the Americans would "cruise against the Turks," PRO, Foreign Office 28/1, 86.

24 June

LORDS COMMISSIONERS, ADMIRALTY, TO REAR ADMIRAL SIR PETER PARKER<sup>1</sup>

By &amp;c.

Whereas by our Commission bearing date the 11th instant, we have appointed you Commander in Chief of His Majesty's Ships & Vessels employed and to be employed at & about Jamaica, & in the Gulph of Mexico from the River Mississippi to Cape Florida, And whereas we intend that, so soon as you can be spared from the Operations of the present Campaign, you shall proceed to that Island, in the *Chatham* if she shall be in a proper Condition, if not in the *Bristol*, by which you will receive this; we having sent Orders for that purpose to Vice Adml Lord Visct Howe; you are, therefore, when his Lordship shall signify to you that your Services in North America can be dispensed with, – required & directed to proceed to Jamaica, in the *Chatham* or *Bristol*, as his Lordship shall direct, accordingly; hoisting your Flag on board her – And, upon your arrival there, you are to deliver to Vice Adml Gayton the inclosed Packet, containing our Orders to him to return to England; to deliver to you attested Copies of his Instructions as Commr in Chief of His Majts Ships & Vessels on that Station, & also of all such Orders & Directions received from Us since, as may remain in the whole or in part unexecuted, & to communicate to you any Intelligence & Advices he may have received, & such particulars respecting the State & Disposition of the said Ships & Vessels as may be necessary for your Information & Guidance in carrying on the said command; And so soon as the said Vice Admiral shall leave Jamaica on his return to England, You are to take upon you the Chief command of the said Ships & Vessels agreeable to our aforesaid Commission; governing yourself therein by such parts of the original Instructions abovemention'd as may relate thereto, & carrying into execution such of the said Orders & Directions as may remain in the whole, or in part, unexecuted. Given &c. the 24th June 1777.

To Sir Peter Parker Knt  
Rear Admiral of the Blue  
& Commr in Chief of His Majts  
Ships & Vessels at and about

Sandwich  
Lisburne  
H. Palliser

Jamaica &amp;c. &amp;c.

By &amp;c. P.S.

1. PRO, Admiralty 2/103, 57–59.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL CLARK GAYTON<sup>1</sup>

By &amp;c.

Whereas we have appointed Rear Adml Sir Peter Parker (by whom you will receive this) to relieve you in the command of the Kings Ships & Vessels employed and to be employed at and about Jamaica &c. You are hereby required & directed to return to England in His Majts Ship *Antelope*, as soon as possible after the said Rear Admiral's arrival, and to repair to Spithead, where you are to remain til' further Order; sending us an Account of your arrival & proceedings; taking care to deliver to him attested Copies



of your original Instructions, & also of all such Orders & Directions as you may have received since, which may remain, in the whole, or in part un-executed, and communicating to him any Intelligence or Advices you may have received, & such particulars respecting the State & Disposition of the abovemention'd Ships & Vessels, as may be necessary for his Information & Guidance in carrying on the said command. Given &c. the 24th June 1777.

To Clark Gayton Esqr

Vice Admiral of the White

&c. — at Jamaica

By &c. P.S.

Sandwich

Lisburne

H. Palliser

1. PRO, Admiralty 2/103, 62-63.

*London Chronicle*, TUESDAY, JUNE 24, TO THURSDAY, JUNE 26, 1777

Admiralty Office, June 24.

Vice Admiral Gayton, Commander in Chief of his Majesty's ships on the Jamaica station, writes, in his letter of the 2d of last month, that the whole number of rebel vessels which have been taken by the ships under his command, amounted to 124 sail.

JOSEPH HARDY TO LORD WEYMOUTH<sup>1</sup>

No 18.

Cadiz 24th June 1777

A French Vessel arrived here two days ago from Martinique, several of the letters she brings mention the favourable reception given in that Island to the American Privateers which are completely fitted out there and many of them intirely manned with French Seamen. one letter from the Chevalier de Kersaint Captain of a French Sloop of War which sailed from hence in March says that on his arrival at Martinique he found in the Port eighty two English Ships some of which were of considerable value which had been brought in by the American Privateers. . . .

1. PRO, State Papers 94/204, 23-24.

## 25 June

"EXTRACT OF A LETTER FROM ARENDAHL IN NORWAY, DATED JUNE 25, RECEIVED YESTERDAY BY THE *Prince Christian*, CAPT. THORSON."<sup>1</sup>

Last Saturday we received advice from Christiansand, that at two miles west from that place is arrived a large American privateer, of 28 guns besides swivels, and 160 men. It seems she is come from Dunkirk, and is to be followed by another privateer. The English ships coming from the East country will be in the greatest danger. It is surprising that the Captains of English vessels who are continually going to Dunkirk, do not represent the danger to government and obtain frigates to cruize for their protection, and not suffer themselves to be thus shamefully taken on their own coasts.

1. *London Chronicle*, July 10 to July 12, 1777.

PHILIP STEPHENS TO COMMISSIONERS FOR SICK AND HURT SEAMEN<sup>1</sup>

Gentn

Admty Office 25 June 1777

Having communicated to my Lords Commrs of the Admiralty Your

Letter of the 21st Instant, informing them of your having received One from the Keeper and Agent of the Prison at Forton, acquainting you that Eleven of the Prisoners<sup>2</sup> had on the 20th in the Morning made their escape by breaking through the Wall, notwithstanding a Centinel had been placed in the Prison day & night; I am commanded by their Lordships to signify their direction that One of you do immediately go down and examine the Premises, and give the necessary directions for adding to the security of the place, and to report whether a reinforcement of the Guards, or anything else is wanting. I am Gent [&c.]

Ph<sup>d</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.
2. All from Massachusetts privateer brig *Rising States*.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH<sup>1</sup>

[Extract]

My Lord

[Admiralty Office] 25 June 1777

I have communicated to my Lords Commrs of the Admty your Letter of the 22d Inst informing them that the *Sherborne* Cutter is arrived at Plymouth – with the Capn & Lieut of the *Montgomery* Rebel Privatier, and that you ordered them on board the *Blenheim* for their better security, and they were the next day to be committed to Mill Prison; And I am commanded to acquaint you that their Lordships approve thereof.

1. PRO, Admiralty 2/555, 139-40.

JOURNAL OF H.M.S. *Valiant*, CAPTAIN JOHN LEVESON GOWER<sup>1</sup>

June 1777

Ushant N46°E 40 Leas

Wednes 25th

at 6 Boarded a Swedish Brig from Bourdeaux to Stockholm Calm & Clear at 8 Scrub'd between Wind and Water at Noon in Chace of a Brig to the NW.  
 Little Wind and Clear Wr Continued the Chace at 4 PM Light Breazes and Clear Wr at 7 in 1st Reef Top Sl at 8 Fired a Shot to bring too the Chace Shorten'd Sail and brought too sent an Officer to take Possession of the Chace which we found to be an American Brig from Charlestown So Carolina bound to Nantz<sup>2</sup> in Boats made sail Prize in Compy –

1. PRO, Admiralty 51/1022.

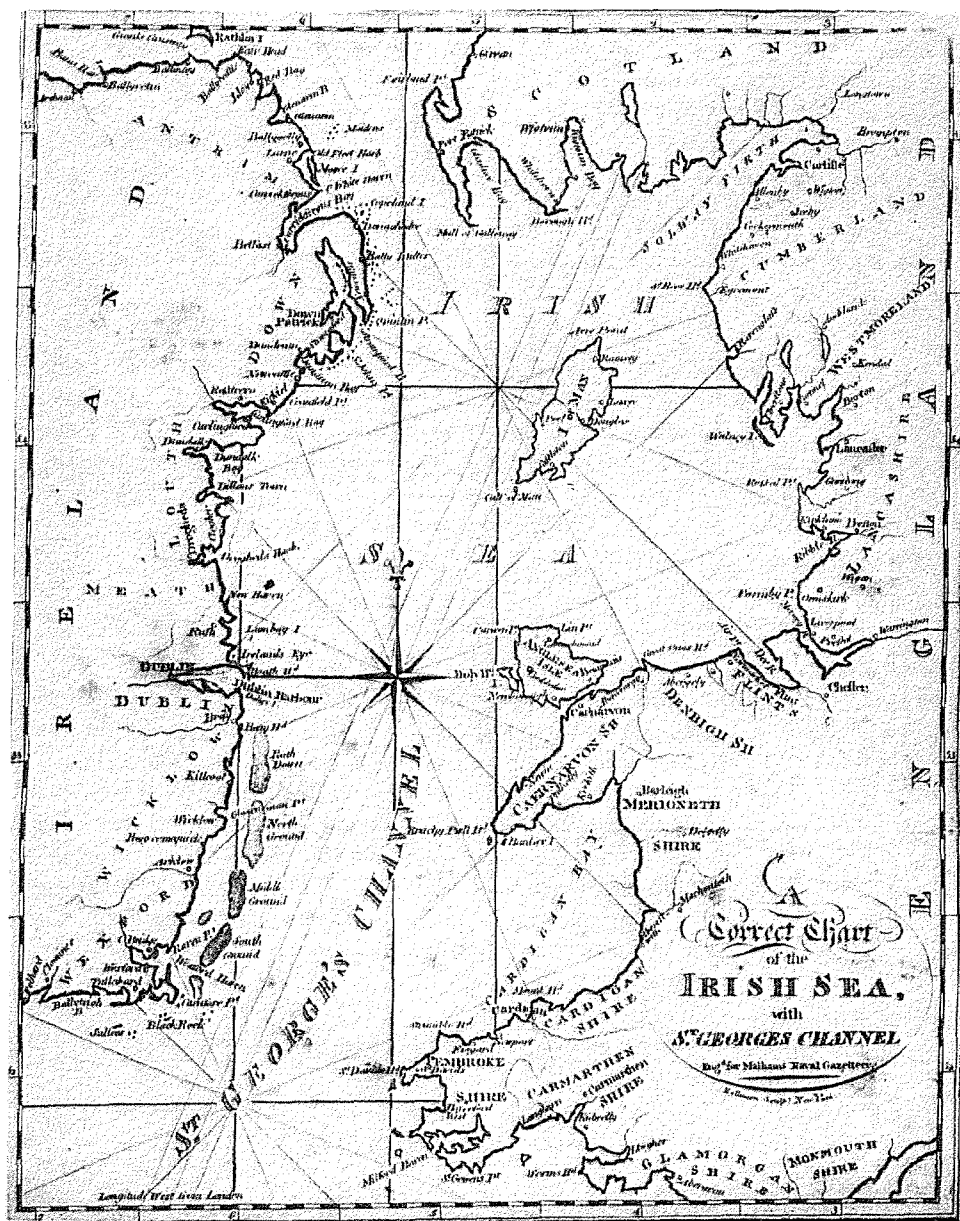
2. Brigantine *Elizabeth*, with rice, tobacco and indigo, *London Gazette*, July 1 to July 5, 1777.

26 June

NEWS FROM WHITEHAVEN<sup>1</sup>

Whitehaven, (in England) Thursday, June 26.

The brig *Crawford*, formerly of Glasgow, arrived here this morning with one hundred and ten seamen, besides five women and some children, which had been taken by the Americans from different vessels, all in this channel.



The following authentic account will best explain this disagreeable affair, which our duty to the public obliges us, however, unwilling, to relate:

The *Expedition*, Braithwaite, sailed from hence on Sunday the 15th inst. bound for Norway; the Wednesday following, being then about two miles from the Mull of Cantire, she fell in with three American privateers, viz. the *Reprisal*, Commodore Wickes, of 18 guns and 130 men, with eight cohorns in her tops, and a number of swivels; her carriage guns all six pounders, double fortified: The *Lexington*, Johnson, of 16 guns and 110 men, with 4 cohorns in her tops, and a great number of swivels; her carriages same weight of metal as the *Reprisal's*, and fortified in the same manner; and the *Dolphin*, Nicholson, of 10 guns and 64 men, with a number of swivels and small arms.

The following is an account of all the vessels taken by the said privateers from the 19th instant to the 23d inclusive.

June 19th. Sloop *Merrin* of Greenock, Neal Taylor, from Greenock to Suna, ballast, sunk.

19th. Brig *Expedition* of Whitehaven, William Braithwaite, from Whitehaven to Norway, ballast, sunk.

19th. Ship —, Ribble M'Gomery, ballast, sent to France.

21st. Brig *Jenny and Sally*, of Glasgow, Wm. Drummond, from Glasgow to Norway, ballast, sent to France.

20th. Sloop *Jason*, of Whitehaven, Isaac Hutchinson, from Whitehaven to Petersburg, ballast, sent to France.

20th. *Jenny and Peggy*, of Irvin, William Howe, from — to Irvin, ballast, sunk.

20th. Sloop *Edward and Ann* of Queensferry, Edward Brown, from Koningsburg to Liverpool, wheat, sent to France.

21st. Bark *John and Thomas* of Whitehaven, John Yowart, from Norway to Dublin, deals, sent to France.

22d. Brig *Graystock*, of Workington, James Clarke, from Workington to Dublin, coals, sunk.

22d. Brig *Richard* of Whitehaven, Thomas Ledger, from Whitehaven to Dublin, coals, sunk.

22d. Brig *Favourite* of Maryport, Caleb Grave, from Maryport to Dublin, coals, sunk.

23d. Ship *Grace* of Liverpool, John Wardley, from Jamaica to Liverpool, rum, sugar, and tobacco, sent to France.

23d. Brig *Peggy* of Killabeg, Thomas Atridge, from Corke to Liverpool, butter and hides, sent to France.

23d. Brig *Crawford* of Greenock, Alexander Alexander, from Greenock to St. Ubes, ballast, given to the masters and crews to bring them to Whitehaven.

Sunk also a small boat off the Mull of Cantire, Thomas MacDugan, master.<sup>2</sup>

On Tuesday last, Johnson, (by permission of his Commodore, Wickes,) put 110 of the prisoners on board the *Crawford*, with leave for them to depart, and make the best of their way to any port in England. They were

put on board said vessel about one league from Tuscar, but under a promise of reaching Whitehaven, if possible, without putting into any port, or landing any of the passengers. The reason of this caution is obvious; Whitehaven being at the greatest distance, the alarm would be so much longer in reaching the ears of Government, which they could not doubt would immediately take the most hasty steps to prevent any future depredations, especially so near home.

1. Almon, ed., *Remembrancer*, V, 174-75.

2. This list varies somewhat from that enclosed in John Botterell to Philip Stephens, June 26.

SAMUEL MARTIN TO PHILIP STEPHENS<sup>1</sup>

(Copy)

Four O'Clock in  
the Morning –

}

Whitehaven 26 June 1777

Sir

I send this by Express, for the immediate information of my Lords Commrs of the Admiralty that the *Reprisal*, Weeks Master of 18 Guns, the *Lexington*, Johnson of 16 Guns, and the *Dolphin*, Nicholson of 10 Guns; came round the West of Ireland, and upon the 19th instant took off the Mull of Cantire the Vessels as per List at foot hereof<sup>2</sup> These Pirates proceeded down the South Channell, on monday last fully intending to cut the *Dorset* Yatch out of Dublin Harbour and destroy all the Ships in Pool beg but very luckily the Wind feinted and not knowing but there might be some Frigates in the Channell Service they durst not come to an anchor in Dublin Bay. a Vessel belonging to me called the *Jason*, bound to Russia they put such Materials as they took out of the Ships into, and sent her to France, and off Tuskar gave their Prisoners the *Crawford* and sent them to this Port where she arrived this morning at three o'Clock, Captain Hutchinson informs me that they had [hopes] of falling in with the Linnen Ships bound from Dublin; but having missed them they were returning to France to get a supply of People, He says there are a great many French Landsmen on board; that they sail remarkably fast the *Reprisal* is a Ship with a Figure Head and Brightsides, the *Lexington* a Brig and the *Dolphin* is a Folkstone Cutter sold from Dover – Captain Hutchinson also informs me that there are several others fitting out; and that their Lordships may depend they intend to cruize in the North Channel and a number of them will attend upon the Baltick Trade; as he discovered by one of the Officers; that a few Hempships would be of considerable consequence to them I presume to exchange in France for Rigging and Sails – He says they are victualled for Six Months but have not any great quantity of Water, but that, they said they could get readily, on the Irish Coast. They ordered all their Prizes for Nantz, and would call there themselves or at L'orient just to get the Men they sent in the Prizes on board again I shall draw to the Post Mistress for the Charge of this Express and I beg Sir you'l excuse my incorrectness as I am sollicitous to loose no time in transmitting this very disagreeable account being called out of Bed. I am in all duty to their Lordships Sir [&c.]

Sam<sup>l</sup> Martin

P:S: Capt Hutchinson informs me too that 13 Sail of Stout Vessels are fitting under the American Flag to cruize against our Trade and would be ready in a short time.

The orders from Dr Franklyn was to sink, burn and destroy all he met.

1. PRO, State Papers 42/50, 222-23.

2. Martin's list is not as complete as John Botterell's, and has not been carried here. See next two entries.

JOHN BOTTERELL, CUSTOMS OFFICIAL, TO PHILIP STEPHENS<sup>1</sup>

Sir/

Whitehaven June 26th 1777

I have been inform'd by the Masters of several Vessels just arriv'd in the Brig *Crawford*, that they have been taken by three American Privateers, Viz.

The *Reprisal* a Ship of Eighteen Six pounders Lambert Weecks Master – The *Lexington* a Brig of Sixteen four pounders Edward [Henry] Johnson Commandr – A Cutter of ten four pounders Nickolson Mastr. They came from Nantz and proceeded in consort to the Westward of Ireland and Enter'd the Channel at the North between the Mull of Cantire and Ireland and have swep the Channel as low down as Bardsey Isle near Cardigan on the Welch Coast, they kep their prisoners till the 24th on board the *Crawford* Brig whom they dismiss'd after their promising to proceed to Whitehaven and no other port, the Masters Acquaint me the American privateers will endeavor to intercept the Linnen trade from Ireland A list of the Ships & Vessels taken and destroyd I have enclos'd which was deliver'd to me by several of the said Masters.<sup>2</sup> I am Sir [&c.]

Jn<sup>o</sup> Botterell

[Endorsed] R 28th June at ¾ past 8 P M

1st July Own rect & let know their Ldps have sent 2 Ships & a Sloop in quest of those Privateers.

1. PRO, Admiralty 1/1497.

2. See following entry for enclosure.

LIST OF VESSELS TAKEN BY THE CONTINENTAL SHIP *Reprisal* AND CONSORTS <sup>1</sup>

Masters Names	When Taken	Ships Names	Where belongs	Where Came from	Where Bound	What Laden	Sunk	Sent to France
Nail Taylor	1777	Sloop <i>Merrin</i>	Greenock	From Greenock	Suna	Ballast	Sunk	
Wm Breathard	19 June	Brig <i>Expedition</i>	Whitehaven	Dublin	Norway	Ballast	Sunk	
George Hutchison	20th	Sloop <i>Jason</i>	Whitehaven	Whitehaven	Petersburgh	Do		France
Wm How	Do	Brig <i>Jenny &amp; Peggy</i>	Erwin			Ballast	Sunk	
Edwd Brown	Do	Sloop <i>Edwd &amp; Ann</i>	Queens Ferry	Cunsbud	Liverpool	Wheat		France
John Yoward	21st	Ship <i>John &amp; Thomas</i>	Whitehaven	Norway	Dublin	Deals		France
Rebb McGommery	Do							
Wm Drummond	Do	Brig <i>Jenny &amp; Sally</i>	Glasgow	Glasgow	Norway	Ballast	Sunk	
Jams Clark	22d	Do <i>Graystock</i>	Workington	Workington	Dublin	Coals	Sunk	
Thomas Ledger	Do	Do <i>Richard</i>	Whitehaven	Whitehaven	Dublin	Coals	Sunk	
Caleb Grave	Do	<i>Forrester</i>	Mary Port	Mary Port	Dublin	Coals	Sunk	
John Wardly	23d	Ship <i>Grace</i>	Liverpool	Jamaica	Liverpool	Rum Sugar & Tobacco		to France
Thos Allridge	Do	Brig <i>Peggy</i>	Killybiggs	Cork	Liverpool	Butter Hides & Calf skins		France
Alexr Alexander	Do	Do <i>Crawford</i>	Greenock	Greenock	St Ubes	Ballast		

A Copy

Given to the Masters of the Vessels taken with their people, who Arriv'd  
here this Morn 26th June 1777 Whitehaven

Jn<sup>o</sup> Botterell

1. PRO, Admiralty 1/1497.

JOHN BOTTERELL TO PHILIP STEPHENS<sup>1</sup>

Sir/

Whitehaven June 26th 1777

Since my Express of this days date to you I have Order'd the *Fly Cutter* belonging to the Excise of this Port to proceed immediately to the first Port in Ireland sending an Acct of the three American Privateers being in this Channel and the Number of Captures they have made in Order to Caution the trade in general and more particular the Convoy to the Linnen trade, I have been oblig'd to hire Eight Men to Navigate her at two Guineas pr head with a proper supply of provisions, the Men belonging to her being imploy'd on Service at this port and could not be spared which I hope their Lordships will approve on.

The Merchants and people are exceedingly alarm'd at this place on Acct of these Privateers, they have desir'd me to represent the Ship *Dunmore* a Frigate belonging to this port of twenty Guns, ten Nine pounders and ten Six pounders but Peirc'd for two and twenty upon the Main Deck, A Ship very fit for the Service, they will use their Utmost endeavours to get her Mann'd at this place, provided her destination may be in this Channel and her Men not turn'd over to any other Ship against their inclination she is already engag'd for the transport Service and is under Orders to proceed to Deptford, but they would rather wish to have her imploy'd on the Service in this Channel if their Lordships think proper to appoint her, she has all her stores on board and two Months provisions for One hundred and fifty Men at an Anchor in the Road every thing ready for Sea, ready to receive any Officers their Lordships may please to appoint they mean to let her continue in the Road till I am honor'd with their Lordships answer.<sup>2</sup>

Inclos'd is the Weekly return I am Sir [&c.]

Jn<sup>o</sup> Botterell

P S The Privateers send all their Prizes Mann'd with Foreigners

1. PRO, Admiralty 1/1497.

2. Botterell wrote to Stephens again on June 29 that the *Dunmore* sailed "last night after post, in order to proceed to Deptford where she is to be measur'd and taken into the service as a transport," PRO, Admiralty 1/1497.

*London Chronicle*, TUESDAY, JUNE 24, TO THURSDAY, JUNE 26, 1777

London, Thursday, June 26.

Advices are received from New Providence, that a hurricane had happened at the Bahama Islands, which had driven on shore two American privateers, a great number of Bermudian vessels, and had also done great damage in the Gulph of Florida, where a Spanish man of war foundered, and all on board perished.

The *Peter and John*, M'Carty, from Oporto to London, is taken by the *Freedom* privateer.

The *Dispatch* sloop of war has taken and sent into Corke, the *Friendship*, Dixie, from South Carolina for Bourdeaux, with Indigo, rice &c.

The *Noble*, Addis, from Cork to New York, is taken, and carried into Guadaloupe.



The *Three Sisters*, Spiers, from St. Ubes to Corke, and the *Lord North*, Martin, bound to Corke, are both taken by the *Freedom* privateer.

AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES<sup>1</sup>

To his Excellency the Count de Vergennes Minister for Foreign Affairs  
We the underwritten Commissioners from the Congress of the United States of N. America, beg leave to represent to your Excellency, that Captain Burnel[1], Commander of an armed Vessel commissioned by the said States, did lately take Refuge in the Port of Cherburgh with his Vessel and one of his Prizes, putting himself under the Protection of the King.

That an armed Vessel belonging to the King of England, which in pursuit of the said Burnel had cruised some Days before the Entrance of the said Port, did at length come in Disguise, and cast Anchor within half Musket-shot of the King's Forts, pretending to be a Smugler chased in by an English Cutter.

That Captain Burnel, deceived by these Pretences, and conceiving himself always safe under the Command of the King's Forts, did imprudently go on board the said pretended Smugler, when immediately the Deck was filled with armed Men before concealed, many of them with their Officers in the Uniform of the British Marine who attempted to seize him: That he broke loose from them and leapt into the Sea, and swimming would have got into the French Pilot Boat which brought him on board, the People of which were preparing to receive him; when the English Captain ordered his Men to point their Guns into the said Pilot Boat, and threatened a full Discharge upon the said Boat, if they offered to assist or take in the said Burnel, which oblig'd them to desist, while the English retaking him, got him again on board, put him immediately in Irons in the Hold, and hoisting Sail carried him off, together with Mr [William] Morris, one of his Officers who accompanied him, and who is the Son of a Gentleman in America.

For the Truth of these Facts we refer your Excellency to the Procès verbal taken before the Admiralty at Cherburgh.

As we conceive this Action to be in Violation of the Law of Nations, & of the King's Protection, under which the Captain certainly was when in the Water, and when the French Boat was by an English armed Force prevented from receiving him, we rely on his Majesty's Magnanimity, and on the Justice and Honour of this noble Nation, that the said Capt. Burnell will be reclaimed by the King, and restored to his Vessel, together with his Officer Mr Morris: which we do accordingly most earnestly request; being fully persuaded, that the same will make a grateful and deep Impression on the Minds of the Americans, and augment the great Esteem and Respect, they already have for his Majesty, and their growing Affection for the French Nation.

We have the Honour to be, with great Regard [&c.]

B Franklin      Silas Deane

[Endorsed] 26 Juin 1777

1. AMAE, Correspondance Politique, Etats Unis, vol. 2, 213-14, LC Photocopy. A copy is in the Benjamin Franklin Collection, YUL.

27 June

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT JOHN BAZELY, R.N.<sup>1</sup>

By &amp;c

Whereas we think fit that you shall command His Majestys Cutter the *Alert*, which is coming round, from Dover to Deptford, to be fitted out for immediate Service; You are hereby required & directed, so soon as she arrives at the last mentioned Place, to repair on board her and take upon you the charge & command of her accordingly, her Officers & Company being hereby strictly required & directed to obey your Orders, And you are as strictly to observe & execute the general Printed Instructions, and such orders & directions as you shall at any time receive from Us, or any other your superior Officer for His Majestys Service.

And Whereas we have ordered the said Cutter to be fitted & Stored for Channel Service Mann'd with Sixty Men & Victualled for Three Months with all Species of Provisions except Beer of which she is to have as much as she can conveniently stow; You are hereby required and directed to use the utmost dispatch in getting her ready for the above Service accordingly; And then falling down to Galleons Reach take in her Guns & Gunner's Stores at that Place, and proceed to the Nore for further Order. Given &c  
27 June 1777

To Lieut John Bazely hereby appointed  
to command His Majs Cutter *Alert*  
at Deptford

Sandwich  
Lisburne  
H Palliser

By &amp;c P S

1. PRO, Admiralty 2/103, 73-74.

"EXTRACT OF A LETTER DATED MILL PRISON, PLYMOUTH THE 27TH  
JUNE 1777 FROM MR WM COUDRY KEEPER AND AGENT THERE  
TO THE COMMISSRS FOR SICK & HURT  
SEAMEN &C." <sup>1</sup>

Beg to acquaint you, on the 24th Inst I received two Prisoners one of which is John Burnell late Commander of the *Montgomery* Privatier, at the same time received an Order from the Justice, to keep him confined by himself, which I have done in one of the small Prisons in the upper Yard, being the only place not occupied: the same evening I waited on the Justice to know his reason for his being confined alone, that I might acquaint you therewith, the Answer was there was some discoveries he had made was thought might be of Service to Government, and that I should keep him by himself as long as I could, which submit to your directions: I have learnt from him since he has been in Prison, that he was in Paris, and that Mr Franklin to[ld] him they should give the English a blow where they least expected it, and that he had learnt from a Prisoner on board the *Blenheim*, that they had boug[ht] a French Frigate, and that she is fitting in some Port in the Mediterranean, and if she fell in with a Man of War, was to be a French Man; but if with a Merchant to be an American Continental Ves-

sel, and the American Captain's name is [Thomas] Bell and the ship to carry 26 or 28 Guns. . . .

1. PRO, State Papers 42/50, 234-35.

CAPTAIN SAMUEL NICHOLSON TO JONATHAN WILLIAMS, JR.<sup>1</sup>

Dear Sir

St. Malo June 27 1777

This will inform you of Capt Wick[e]s & myself being chased in here this day by a 74 Gun ship who we fell in with yesterday morning off[f] Ushant, Johnston was in company the first of the Chase, but altred his course & Left us where he will get in I know not, but I imagine he will endeavour to beat down the Channel & get into Nantes or Bordeaux, we had been through the Irish Channel & between the Islands of Scillely & the Lands End of England, & Stretching over to Ushant fell in with this Ship; Capt Wicks only escaped by throwing all his guns overboard and sawing three of his beams in two, he had I suppose a Thousand shot fired at him, but very fortunately none struck him; in our Rout we took 18 prizes, 8 of which we sent forward for any port they could make in France or Spain, 7 we Sunk & 1 we gave the prisoners & two Smugglers we gave them their Vessells again.

My Little vessell is torn all to peices, if She goes out again from here she must have new Mast Bowsprit &c, however I hope they will never think of fitting her out again, as she will be only a pick pocket to them, as she is by no means fitt for the business, I have Suffer'd a great Deal in her this Cruize, have been constantly under water as we have had bad weather. We are Received by Governor and all the Officers of this port with open arms and every Service offer'd us.

Amongst our Prizes sent forward is a Jamaica Ship a Norwayman & a Wheat Vessell very valuable. If you can be of any Service to me in getting a nother Vessell I hope you will use your Interest. Pray write & Let me know if you have any news from America. I am Dr Sir [&c.]

Sam Nicholson

1. Silas Deane Papers, ConnHS.

"EXTRACT OF A LETTER FROM AN OFFICER BELONGING TO HIS MAJESTY'S  
SHIP THE *Levant*, DATED GIBRALTAR, JUNE 27." <sup>1</sup>

This day we returned from a three weeks cruize, particulars as follows: After four days sail from the Streight's mouth we fell in with a 14 gun privateer, called the *Vigilant*, having with her a brig from Lisbon, named the *Mayflower*, bound to Bristol, which she had taken the day before. We gave chace, and in two hours came along side, and engaged her 10 minutes only, when she struck, after having one man killed and three wounded; the weather being moderate, and our Captain finding the brig making off, ordered the Lieutenant on board the privateer, with some men, to cut all the lanyards of her shrouds and stays, to prevent her carrying sail while we pursued the brig, which we came up with in about an hour, and took her

without any opposition. Having taken her hands, and replaced them with 18 of ours, we again made sail for our former prize, which we came up with in about two hours. Our men soon repaired her damage, and without any loss of time put her in a sailing posture. Our Captain, in searching her papers, found the master's name to be Richard Witear, that she was fitted out at Dunkirk, which place he left 12 days before, and said he had been chased by a two-deck ship, which he supposed to be the *Worcester*, but got clear under cover of the night.

Our Captain ordered the officer to make the best of his way for Gibraltar with the *Mayflower* under his convoy, we continued cruising to the N.W. for two days, without meeting any thing till the third day at noon we saw a deep laden ship, which we gave chase to, and before dark came up with and fired a shot at her, which so intimidated the crew, that they struck. She proved to be about 200 tons, called the *Pitt*, Edward Sheers, Master, fitted out at Cherburgh, and bound to Boston, having on board two brass mortars, 150 swivels, bar iron, some shot, musquets, &c. the whole supposed to be worth about 3000 l. sterling.

We sailed for Gibraltar, which place we made in five days, and had the satisfaction to find our two prizes both safe arrived the day before.

The *Raven* came in five days before with a valuable prize, called the *Vengeance*, of 10 Carriage guns, and six swivels, and laden with rice, tobacco, indigo, &c. which prize she met about forty leagues to the westward of St. Eustatia.

1. *London Chronicle*, July 29 to July 31, 1777.

## 28 June

LORDS COMMISSIONERS, ADMIRALTY, TO LORD WEYMOUTH<sup>1</sup>

My Lord

Admty Office 28th June 1777

Having this moment received by Express a Letter from Mr [Samuel] Martin dated at Whitehaven the 26th instant, giving an account that the Rebel Privatiers *Reprisal* of 18 Guns, *Lexington* of 16 Guns, and *Dolphin* of 10 Guns (which, according to other information we have received, sailed lately from France) came round the West of Ireland, and upon the 19th instant took off the Mull of Cantire the several Vessels therein mentioned, some of which they sunk and of the others had sent some to America, and some to France; and that they were themselves returning to France to get a fresh Supply of People; We send your Lordship herewith a Copy of Mr Martin's said Letter for His Majesty's information, and beg leave to observe that if the American Privatiers continue to fit out in the Ports of France, and to carry their Prizes thither, it will not be in the power of this Board to give that protection to the Trade of His Majesty's Subjects which they will stand in need of, while so large a number of His Majesty's Ships are employed in North America We are My Lord [&c.]

Sandwich Lisburne H Palliser

1. PRO, State Papers 42/50, 220-21.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN CARTER ALLEN, R.N.<sup>1</sup>

By &c

Whereas we have received advice that the three Rebel Privatiers (described on the other side hereof) which lately sailed from France, came round the West of Ireland & between the 19th & 23d Instant, took Fifteen sail of Merchant Ships off the Mull of Cantire, some of which they had sunk, & sent others to America & to the French Ports of Nantes or Port L'Oriont, and that it was supposed they would themselves proceed off those Ports, in order to take their Men again on board; You are hereby required & directed to take the *Ceres* Sloop under your command, if she is in Plymouth Sound (whose Captain will be directed to follow your Orders), and proceed together, or, if she is not there, proceed without her, up St George's Channel (taking her, however, with you in case you meet her at Sea), and use your utmost endeavours to take, or destroy, any of the Rebel Privatiers or Ships belonging to the Rebellious Colonies which you may meet with.

You are to send to Dublin for any intelligence you can procure of the Rebel Privatiers abovementioned or any others that may infest those parts, & proceed in quest of them; or, if you receive no intelligence of them there, proceed as far as the Mull of Cantire, making the like enquiries for information at Campbeltown and proceeding, as before directed, in pursuit of, & using your best endeavours to take or destroy, any Privatiers you may hear of in that Neighbourhood; But, not receiveing any Well grounded information of their being any Privatiers in those parts, you are to return round the West Coast of Ireland to Plymo Sound & wait for further Order; sending to our Secretary, for our information, an Account of your arrival & proceedings. Given &c 28th June 1777.

Capt Allen – *Albion* – Plymo

p Express at 10 pm.

By &c PS

Sandwich

Lisburne

H Palliser

*Reprizal*, a Ship with a Figure head and

bright sides, ..... 18 Guns

*Lexington*, a Brig, ..... 16 Guns

*Dolphin*, a Folkstone Cutter, ..... 10 Guns

1. PRO, Admiralty 2/103, 80–81. Similar order was issued the same day to Captain Matthew Moore, H.M.S. *Exeter* at Spithead, PRO, Admiralty 2/103, 81–82.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH<sup>1</sup>

My Lord

[Admiralty Office] 28th June 1777.

My Lords Commissrs of the Admty having received Intelligence that the Luggar which lately took one of the Harwich Packet Boats is now fitting out at Dunkirk, & hath taken two more Guns on board, & that a large Cutter is also fitting out there by the same Person, with a view, as there is reason to believe, to commit farther depredations upon the Trade of His Majesty's Subjects, that it is expected they will be ready to sail in a very few days, when they are to proceed to Havre de Grace, or Nantz, where they are to compleat their Guns & Stores, that they are to be Navigated to those Places by French-

men, that their Commanders & Crews are to go thither by Land, And that the Latter are composed of about one hundred Subjects of Great Britain, amongst whom are seven Men who assisted in running away with the *Speedwell* Tender; I am commanded by their Lordships to acquaint you therewith, and to signify their direction to you to make the same known to the Commanders of any of His Majesty's Ships or Vessels under orders to cruize in the Channel, or to the Westward, which may be at, or come to Plymouth, to the end that they may look out for, and endeavour to intercept the said Pirates. I am &ca

P:S: <sup>2</sup>

1. PRO, Admiralty 2/555, 154-55.

2. Same order was sent to Admiral Sir Thomas Pye, Portsmouth, and the Senior Officer at the Downes.

# JOURNAL OF DR. JONATHAN HASKINS<sup>1</sup>

[Mill Prison, Plymouth, 1777]

22 [June] Sunday All in good health; but Badly Clothed & much worse fed we are Allowed By Govermt As follows Viz Each Man to have In a Week 7 lb of Brown Course Bread, 7 Quarts of the Smallest of Beer, 4½ lb. of the meanest of Beef, 1 lb. of Greans, 6 Ounces of Cheese & ½ a Jill of Salt. & some times the Pot Liquor at [after] the fat was taken off[f] –

23d of June Clear & Pleast wr We've had a Contribution box hanging upon the Gate for this ten Days past; But as the Soldiers Receive the Principle part or [of] the Money, for Letting People Come (in at the Outer gate) to see the Americans Horns, we have for this reason taken Down Our Box. all we've Collected Amounts to 17s. to d[ate] which is One penny pr Man –

24th Tuesday Capt John Burnell & Mr [William] Morris his Lieut was this [day] Comtted here; they Belonged to a Small Privateer Named the *Montgomery* they were lying in a French Port Call'd Sherbone [Cherbourg] An English Cutter Lying off sd port heard of this Capt Burnell Who was an English-man & had a family Living in England whome he had left for some Family affair the Capt of the Cutter sends a man on Shore & Invited Capt Burnel on Board to Drink some White Ale, he Not knowing him to be an Enemy was Simple Enough to go but when he Step'd On board he was a Prisoner & Brot away Immediately without a Shift to his back, & his Lieut the same the Capt is put into an Apartment by him Self. –

25th J. Wednesday this Day recd ½ pint of Salt for 4 Men pr week as Usual

26th rainy weather Arthur Bennet recover'd from an Eruptive Fever but was Judged to be the Small Pox; Samll Lambert this Day sent to a Hospital fixed in the Other Yard for us, with the S. pox. –

27. More sent to the Hospital Sick

28th Saturday Black Will Employ'd As a Nurse for Our Sick at the Hospl

1. MeHS.

V. DU LONGPREY CONEY ET FILS TO BENJAMIN FRANKLIN<sup>1</sup>

[Extract]

Sir:

at Cherbourg 28 June 1777.

We find ourselves honored with Your agreeable Letter of the 23d instant. There arrived in This City Mr Budd of Guernsey who by Virtue of a power of attorney for the owners of the Vessel and Cargo taken prize by the American Privateer, demanded the restitution thereof from the Members of the Admiralty, to which no Reply whatever was made. The Proceedings of Mr. Budd induced us to make an estimation of the Vessel and the Cargo. According to the Findings It appears to Consist of Two Thousand Bricks, 121 casks & 17 barrels of Geneva Water, 73 cakes of Resin, 2 Lots of Iron, 25 Copper Fuses, 3 Dozen Calf skins and 4 small baskets of Merchandise. We consider that the total Amount for the Cargo and the Vessel, if Sold at public Auction, would be from 30 to 32 Thousand livres....

1. Franklin Papers, vol. 2, 17, HSP.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentlemen,

St Mallo June 28th 1777 –

This will inform you of my Safe Arrival at this Port Yesterday in Company with Captain Samuel Nicholson of the Sloop *Dolphin*, We parted from Capt Johnston on the day before Yesterday a little to the East of Ushant – Now for the History of our late Cruize. We Sail'd in Company with Captains Johnston & Nicholson from St Nazair May 28th 1777, the 30th fell in with The *Fudrion* [*Foudroyant*] about 40 leagues to the West of Bell Isle who Chased us, fired Several Guns at the *Lexington*, but we got clear of her very Soon, and persued our Course to the No West in order to proceed round into the North Sea, in our way hither we brought too, Several French, Portugeas & Dutch Vessels all of which we let go, as Soon as we found who they were nothing more happen'd till we Arrived of[f] the No end of Ireland June 19th when we took two Brigs & two Sloops one of Each we Sunk, the other a Small Smugling Cutter we let go, and the other a Brig from Newry, sent into Port in Ballast, 20th took the Sloop *Jassan* [*Jason*] from White Haven, bound to Petersburg in Ballast sent her in 21st took Scotch Sloop from Prusia bound to Liverpool loaded with Wheat, took a Small Scotch Smugler and Sunk her 22d took the *John & Thomas* from Norway bound to Dublin loaded with Deals, the Brig *Jenny & Sally* from Glasgo bound to Norway in ballast. Sent them forward 22d took a Brig from Dublin bound to Irwin, Sunk her, took three large Brigs loaded with Coals from Whitehaven bound to Dublin Sunk them in Sight of that Port, after taking all the People out of them, took the Brig *Crawford* from Glasgo bound to St Ubes in Ballast – 23d took the Ship *Grace*, from Jamaica bound to Liverpool Loaded with Sugar, Rum, Cotton & Tobacco & the Brig *Peggy* from Cork bound to Liverpool loaded with Butter & hides, sent them forward, 24th At 8 P M, Gave the Brig *Crawford* to the Prisoners & sent them forward to Whitehaven, We Stood Down the Irish Channel. 25th took the Sloop *John & Peter* from Haverdegrass bound to Dungarvin in Ballast,

gave them their Vessel & let them go; this day we passed between Scilley and the Lands End 26th At 4 P M took a Snow from Gibraltar bound to London loaded with Cork,<sup>2</sup> sent her forward. at 8 A M, Saw a large Ship of War off Ushant, Stood for her at 10 A M discovered her to be a large Ship of War standing for us,<sup>3</sup> Bore away and made Sail from her, She Chased us till 9 P M, and Continued fireing at us from 4 till 8 at Night, she was Almost within Musquet Shott, & We escaped by heaving our Guns overboard and lightning the Ship, they pay very little regard to the Laws of Newtrality, as they Chased me and fired, as long as they dare stand in, for fear of runing aShore.

As I shall be under the Necessity of getting the Ship refitted here I hope you will furnish me with a Credit for what Money I want here, as soon as Possible, we Can get Supply'd here with Guns and every thing Necessary on tolerable easey Terms, I am in hopes you'll soon hear of Captain Johnstons Arrival as I saw him Clear of the Ship that Chas'd us. I think you had best Sell the Cutter and purchase some other Vessel for Capt Nicholson, as She is only a pickpocket and will want a heavy repair, if fitted out again for another Cruize, I shall look out and see if there is any Vessell in this port fitt for a Cruizer, If I should find one, will let you know, As I had not the pleasure of knowing Captain Johnston before I could not give him a Caracter Sufficient to his Merrit & Now beg leave to recommend him as a Very brave Active Officer & worthy your Honours utmost Attention. I little tho[ught] of Reaching St Mallo, as the ship fired near a H[undred] Shott at us, all of which reached & passed us -

The Prizes is Sent into L'Orient, Nantz, Bilboa or St Sabastian's, or the first port they Can reach. from Gentlemen [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 1, 86, APS.

2. *Friendship*.

3. H.M.S. *Burford*.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS  
IN FRANCE<sup>1</sup>

Gentn/

St Mallo June 28th 1777 -

This will inform You of Capt Wickes & Self being Safe Arrived at this Port. Capt Johnson I beleave is Still out - On Thursday the 26th Inst off Ushant we fell in with an English 74 Gun Ship who gave us Chace wch Obliged us to bare away & run up this Channell he was to windward of us & the wind at S.W. Soon after the chace began Capt Wickes made the Signall for Johnson & mySelf to make the best of our way off on wch I hauled my wind to the Northwest, till the Man of War Pass'd me wch he did with out takeg any Notice of me Soon after I tack'd & Stood in close with the land, when I made another Sail bareg down on me I did not make Sail from her till I made her out to be an Armed Snow, on wch I made all the Sail I coud & run for this Port, I think in abt 4 Hours I run him out of Sight. next morning I fortunately fell in with Capt Wickes off this Place & we both came in here together, where we are very kindly re-



ceived by every Person of Consequence in the Place, – on our leavg Nants we run down on the Coast of Spain but Saw nothg there, from thence we made the best of our way for the Irish Channell, but the winds blowg constantly from the Northwd, were Obliged us to go round Cape Clear & in to the Northwest of the Island, between it, and Scotland where we made 7 Prizes, from thence made Sail thro' Channell & run down between Scillee & the Lands end of England, & was Stretchg over & made Ushant, when we fell in with this 74 Gun Ship, we had Just before taken A Snow Under the Lizard, bound for Falmouth, from Giberalter, loaded with Cork, we sent 8 Prizes forward for the first Port they cou'd make in France or Spain, 7 we Sunk 1 we gave the Prisoners & 2 Smuggelers we gave their Vessells again, 3 Briggs loaded with Coals we Sunk in Sight of Dublin harbour –

Gentn my little Vessell is tore all to Pieces with this Cruize, & if You think Proper to fitt her again will want A New Mast & bowspritt, New topmast, & A Cable & anchor with many other things wch will cost You A Deal of Money & after all is by no Means fitt for the business, for She must carry So much Provisions for her Men that it P[uts her] deep in the water wch Obliges her to carry S[uch a] Press of Sail that her Mast can not be Seen [as] Sufficent to Stand; I carried away my Mast 4 feet from the head & Sprung it in another Place 6 feet below the rigging; so that when ever we are in chase or chased, we are allways in Danger of being taken, Gentn I shall say no More about the Vessell because I bought her for You, but remember She was bought for A Packett, wch She is very fitt for Now, or any thing else where You have need, for no more than 20 Men, wch is barely enough to Sail her – She is tight & Strong, Capt Wickes & Capt Johnson will tell You how She has behaved during this Cruze, if another Vessell that has only 1 Mast more can be Procured for me, I shall be happy, however I shall follow Your Orders in every Particular; therefore You will be kind enough to give me Your Orders whether to fitt her again or not, I have abt 30 Good Men & Officers on b'd Now & in case it shou'd meet Your approbation dont doubt but a Vessell Might be got here & fitted at Very little expence more than what the Cutter woud sell for, as a great Part of our Stores &c would do in Another Small Vessell that [size] Gentn [&c.]

Sam Nicholson

1. Franklin Papers, vol. 6, pt. 1, 84, APS.

#### VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

No 35

at Versailles 28th June 1777.

... The protests, that we make against the force which English warships exercise against our merchant ships, are manifestly founded on the law of nations, on customs of the sea, and on the text of the Treaties; Lord Suffolk, unless he wishes to deceive himself, Should not Suspect our intentions; they are fully justified, both by the very nature of our requests and by the Scrupulous care with which we undertake to redress all the grievances brought before us by the British Ministry. Moreover, Sir, I exhausted this

subject in my earlier letters, and I have nothing to add, either to the principles I set forth or to the thoughts which accompanied them: and we are left only with the desire to see the English Ministers agree with their fairness and adopt them as a rule of conduct: If they reject them, and persist in wanting to search all our ships indiscriminately, as well as those of Spain, they will force us to consider other means to shelter our commerce from such an inquisition.

Regarding the King of England's reserve towards the inclinations of the other powers, it naturally did make us very suspicious of that Prince's intentions; but our Suspicions have decreased considerably since we were informed of the conduct of the merchants in our islands: we Know that they are fitting out privateers with commissions from the Congress with really indecent public knowledge, and as the Court of London must Suppose that such fitting out cannot be done at all without the permission, or at least the connivance of the government, It No Doubt suspects us, by our favoring them, of views contrary to the assurances we give them daily of our peaceful inclinations. But I have already informed you, Sir, that measures have been taken to curb the truly reprehensible license of our merchants, and to prevent the accusations for which we gave no cause whatever; thus the English Ministers, whom you were authorized to inform, probably were not long deceived, and consequently have regarded us with feelings other than those suggested by His Britannic Majesty's speech . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 318-20, LC Photocopy.

## 29 June (Sunday)

CAPTAIN GEORGE BOWYER, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

*Burford Plymouth Sound 29th June 1777*

You will Please to acquaint My Lords Commissioners of the Admiralty of the return of His Majestys Ship under my Command into Plymouth Sound and lay before them the Inclosed Journal of my Proceedings, in Execution of their Lordships orders of the 23rd May; And also Inform them that having chased several Vessels within sight of Bell Isle, I fell in with a French Frigate of 32 Guns, who appeared evidently to be cruizing off that Place.

And upon my return on Thursday the 26th June Ushant being in sight and bearing SW distance 6 Leagues I saw four sail to the NE their Manoeuvres soon convinced me, three of them were Rebel Privateers, who taking us probably for an India Man intended to attack us. Upon discovery of their Mistake, they Separated, a Ship of 18 Guns edged towards the Coast of France; a large Brig of 16 Guns hauled to the Southward; and a large Cutter kept to the Northward; The other, a Large Snow which they had taken, threw herself readily in our way, a willing Sacrifice to draw our attention from the others. I continued in Chase of the Ship from 9 In the Morning 'till 9 at Night, and came up with her fast, but not having the good Fortune to carry any thing away, by several Shot which struck her, and being close into the French Shore, not far distant from the Rocks to the

Eastward of Les Sept Isles, no Pilot on Board; Night coming on, and the appearance of squally weather, The safety of His Majestys Ship obliged me to relinquish the certain prospect of taking her; had the distance been but a few Leagues further. We plainly saw her throw her Guns over-Board, and many other things to lighten her, and I apprehend she is gone into St Maloes to refit, as I saw nothing of her, when I appeared off the next day. I send a Description of the Ship and Brigg for their Lordships information. I am Sir [&c.]

George Bowyer

[Enclosure]

A Ship Privateer mounting Eighteen Carriage Guns, The aftermost Gun as far forward as the after part of the Main Chains, Her Stern Painted Black & Yellow, the Mouldings upon the Quarters Painted White, a Black side No Quarter Gallerys a Figure Head, Three Top Gallant Yards and three long Mast Heads, for Royals, Main Top Gallant Sail and Fore Studding Sail looks blacker than the other Sails, Her English Colours a Deep Red –

A Brigg Privateer mounting Sixteen Guns two Top Gallant Yards and Royals, Her Royals much Whiter than the Top Gallant Sails, a Square Tuck is Painted Yellow, and a low round Stern Painted Lead Colour, Black Sides & Yellow Mouldings <sup>2</sup> –

[Endorsed] 2 July Send Copy to Lord Weymo[uth] for H M informtn

1. PRO, Admiralty 1/1497.

2. Continental Navy ships *Reprisal* and *Lexington*.

#### JOURNAL OF H.M.S. *Prince of Wales*, CAPTAIN SAMUEL BARRINGTON <sup>1</sup>

June 1777

Cape Finisterre S07Et 40 Leagues

Sunday 29

½ past 4 AM bore away, saw a Sail to the Eastward, gave Chace, at 7 fir'd several Shot at the chace, carried away the Main top gallant yard and split the Sail, at ½ past 9 brought to the Chace, an American Ship the *Lord Camden*,<sup>2</sup> from Nantz bound to Philadelphia, laden with Salt and dry goods, sent the 4th Lieutenant, 2 Petty Officers and 22 Seamen, and took possession of her, shifted the Prisoners and sent her to England. Cape Finisterre S10°Et 58 Leagues –

1. PRO, Admiralty 51/727.

2. George Geddes, master, PRO, High Court of Admiralty 32/391/15.

30 June

“EXTRACT OF A LETTER FROM GLASGOW, JUNE 30,”<sup>1</sup>

By a letter which came to hand last night from Port Glasgow, I have received the following particulars: That some of the people who came home with Captain [William] Drummond, of the *Jeanie and Sally*, of Greenock, who was taken by the *Lexington*, *Reprisal*, and *Dolphin* privateers, say, they heard the privateers men declare they intended visiting Clyde very soon, and

could tell distinctly what troops and ships were there, and how many were expected in the next West India fleet. This news has very much alarmed the west coast. Our Provost has ordered 300 stand of arms to be sent from Dunbarton, to be put into the hands of the people of Greenock, for fear of any descent being attempted by the crews of these privateers.

1. *London Chronicle*, July 5 to July 8, 1777.

*The General Advertiser. Liverpool, FRIDAY, JULY 4, 1777*

Whitehaven, Monday, July [*sic* June] 30.

Two or three hours has given a free circulation to a great number of falsities; one is, that the *Lexington* was off St. Bees Head, distant only two leagues on Saturday afternoon; that they attempted going into Douglas, Isle of Mann, that night: and on Saturday night they determined to run into Dublin, and cut out the *Esther* cutter and the *Wasp* sloop of war; with several other idle and improbable stories, which on the authority of several captains, who were so unfortunate as to fall into their hands, we can safely contradict: and on whose veracity we are bold to assure the public that these privateers never came to the eastward of the Isle of Mann.

On the same authority we can also add, that Wickes, declared his intention of not going out of his course for any prizes, (he was then endeavouring to run down the channel) but such as fell in his track, he must be obliged to take, if he could, in obedience to the orders of the Congress, which was, "*to sink, burn, and destroy the ships or vessels of the enemy.*" – As a proof of this, we are told, that vessels were frequently seen, and passed without molestation.

The people in general speak in the warmest terms of the humane treatment they met with from the commander of the *Reprisal* and *Lexington*, both of whom endeavoured to make the situation of their prisoners as easy as their unhappy circumstances would admit.

Two letters from seamen in the privateers, to their friends in Ireland, were brought here by the *Crawford*, but contain nothing material.

We are credibly informed that Johnson, (the commander of the *Lexington*) is the same person who was last year taken in the *Yankee* privateer, and carried into London. – He is also grandson to the late Sir John Stuart, who made a vow that he could never sleep in his shirt till *Jemmy* got upon the throne, in consequence of which, – *he died naked.*

JAMES SOLLIOTT TO THE LORD MAYOR OF DUBLIN <sup>1</sup>

My Lord

Chester 30th June 1777 –

Before this reaches your Lordships hands, you will have heard of Three American Privateers <sup>2</sup> being in the Irish Chanell where they have taken fourteen Vessels from the 19th to the 23d Inst, this Account is confirmed by a Captain of one of the Vessels (that was taken about 10 leagues to the West of Holyhead on the 22d Inst) belonging to Liverpool where he is Since Arrived after being landed at Whitehaven with Severell other Captains &

Seamen taken by the Said Privateers, the last Accounts we have of them is that they were left off Tuscar on the 23d Inst & were then pursuing their course thro' the Channell, but it is much feared that their reall Destination is to intercept the Linen Ships from Dublin for our Fair & it is much to be feared that they are not yet left our Chanell, it would be therefore imprudent for the Linen Ships to leave Dublin without a proper Convoy, to bring them Safe across the Chanell, There are two of our Traders the *Active* Capn Simmons & *Alexander* Captain Williams now ready to Sail with very Valueable Cargoes for Dublin, but we intend detaining them in Port 'till we hear of our Coast being clear of the Privateers, if a Convoy can be procured for the Linen Ships coming from Dublin to Chester, Your Lordship will do Essential Service to the Trade of the City of Dublin, by geting orders for the Convoy that comes from Dublin to take our Vessels (now detained here) under their protection on their return to Dublin, our Vessells being ready for Sea on the Shortest Notice, would be able to Joyn the Man of War in Beaumaris Bay or any other place that may be thought most proper for the Man of War to come on this Coast with Safety, I know it will give your Lordship pleasure to promote & protect the Trade & Commerce of the City of Dublin, at this time So immediatly under your good Management & protection, I remain on every Occasion with the Greatest Respect Your Lordships [&c.]

Jam<sup>s</sup> Solliott

1. PRO, State Papers 63/457, 204.

2. Continental Navy ships *Reprisal*, *Lexington* and *Dolphin*.

# JOURNAL OF DR. JONATHAN HASKINS<sup>1</sup>

[Mill Prison, Plymouth, 1777]

29th [June] Sunday raw Cold weathr

30th fair wr 12 Lamp Posts Erected round Our walls In Order to Illuminate the Jail Least some shoud Indeavour to Elope by night – the 13th Regt to Guard us, a Lieuts Guard Consisting of 36 Soldiers, 12 of which are upon Centry Steady –

1. MeHS.

## WILLIAM CARMICHAEL TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentlemen

Dunkerque June 30th 1777.

I arrivd here this morning with a determination to comply with your orders & not to suffer Captn Cunningham to sail but as a merchant vessel returning with merchantable property to his own country. I found the parties concernd Disposd, of themselves, to comply with this disposition, heartily sick of having ever attempted other projects & resolvd for the future to seek other scenes of action, where they might more effectually serve themselves & Country. From doing this they are prevented by an order from Court, which disables them from sailing unless they give security not only that they shall not make prizes in the present voyage, tho' they should do it

in consequence of being attackd by the Enemy, but such is the tenor of the order (as I am informd) that the security will be liable to be calld upon in case even after the arrival of their paltry little vessel in America any other Person should purchase it for a privateer. Strangers unknown, & as it seems in the Eyes of the inhabitants here, unprotected, can never hope to find security against such remote consequences. So that unless Administration grants these unfortunate sufferers the same privilege that is taken every day by our Enemies in this port, they must give up the property imbarkd in the adventure & return, each one execrating french timidity, partiality & politics, to his own Country, or seek happier fortune in the shore opposite to this. To sell their vessel will be impossible, as no one will venture to buy a vessel so circumstanc'd, & their goods that make up the Cargo will inevitably be disposd of to vast loss. I beg you to represent this in a proper place & manner. The Manifest, spoken of, would have been sent up in a few days, had not this unexpected order arrivd, & you would have heard no more on a subject that has given you, Gentlemen, so much uneasiness & has so much exposd us in the eyes of the world. Our Countrymen that escape from Captivity in England fly to this place as an asylum. Could they be encouragd here we should soon have not only many of them, but many English sailors who fly from the Press or desert the service, & from hence we could send them to other ports less offensive to England. I shall do myself the honor to write you more fully next post. I am Gentlemen [&c.]

W<sup>m</sup> Carmichael

1. Silas Deane Papers, ConnHS.

JONATHAN WILLIAMS, JR., TO A PRIZE MASTER AT ST. MALO <sup>1</sup>

Sir

Nantes June 30. 1777

Hearing that one or more prise Ships are sent into St Malo supposed to be taken by some Arm'd Vessels in the service of the United States and Conceiving that by the Authority vested in me by the honble the Commissioners at Paris it is my Duty (in the Absence of Mr [Thomas] Morris) to take every step necessary for the public Good and the assistance of all concern'd I do in their behalf and with the advise of the Friends to the Cause here request that you will apply to the House of De Segray Beugeard fils & Co who will deliver you this for what ever Assistance you have Occasion for and take their advice and direction as to your future proceedings it will no doubt be prudent to Land your cargo in some safe place as soon as possible before the news of your Arrival is much known, but of this these Gentn will be able to Judge according to circumstances which at this distance may not be known to me – If you are not in the Service of the Congress but on private account I do not pretend to direct you but as I conceive the house that I have mention'd to be the principal one in the place I can't but recommend you to Consign your self to them

I beg to be immediatly inform'd of the particulars of the Capture and in particular wether you have heard of the *Reprisal* Capt Weeks the *Lexington* Capt Johnston the *Dolphin* Capt Nicholson and where they at present

are. in short I wish you to inform me of every p[a]rticular relative to our Concerns either public or private I am Yrs

J W

To the Prize Master of any Ship  
that may have been sent into St Malo  
by an american Ship of War<sup>2</sup> }

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. The rumored prize or prizes at St. Malo were actually the *Reprisal* and *Dolphin* chased in by H.M.S. *Burford*.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

[Extract]

Nantes June 30 1777

Honble Gentlemen

10 oClock in the Evening

My last by the Post informed you of the return of the *Mercury* and the summary of the News she brought, I now send you a number of papers which did not come into my hands 'till today being brought by one of the Ship's Officers. The Captain tells me that about the 10th or 12th of May Capt manly with a Frigate of 36 Guns Capt McNeil with another of 28, and another Frigate of 36, with 30 sail of Privateers sailed from Boston and had orders to cruise together; 2 fine Frigates lay at Portsmouth, one ready to sail, the other waiting for want of Guns &c a 74 is on the Stocks in that place –

Inclosed is a Copy of two Letters I have written to St Malo, in consequence of hearing that a large prize said to be laden with Sugar Cotton & Indigo being sent into that port. The Authority I have assumed is by the express desire of Mr [John] Ross, who exclusive of the right I derive from you (no person of better authority being here) puts into my hands the management of all prizes that comes in here or any other port on the public acct, in the absence of Mr [Thomas] Morris, & at his return to act jointly with him; on the arrival of Mr [William] Lee with superior powers, I shall resign to him. All this is unsolicited and without a request on my part, but I shall do the best I can for the public Good, concluding that with this Intention you will not be displeased with the part I act.

I also enclose a Letter from Capt Johnson who is chased into Morlaix, but I as yet have heard nothing of either Wickes or Nicholson, the Barge-men from Painbeuf report the arrival of three prizes at that place, & I am in momentary Expectation of hearing the particulars; that there are three considerable ones appears to me certain, from many different Bargemen who have come to Town, but the prize masters have not yet come up. I shall take these upon myself and do all I think necessary for the preservation of the property, according as circumstances may direct, 'till I have your particular orders, and if I sell them, shall do it to the best advantage. The Bargemen report, that, the 3 Cruizers have taken and destroyed in all 28. this number seems to me too much, but the people persist that the prize master says so, I shall however know by the time the post goes out, when shall be particular I take the earliest occasion to give you all the news as far as I know myself. . . .

1. Richard Bache Collection, Franklin Papers, APS.

EXPENDITURE OF PROVISIONS, CONTINENTAL NAVY BRIG *Lexington* <sup>1</sup>

		Beef	Pork	Bread	Flour	Butter	Chees	Raisons	Suet	Peas	Brandy serv'd out to ye wardroom	Brandy	Extra brandy given	Molls	Soap	Brandy serv'd to steeve	
1777		lb		lb				lb	lb	Pint	Galls & Pints	Pints	Galls & Pints	Galls		Galls & Pints	
June	1st Sunday	70	....	203	70	2	....	12	5	..	....	30	....	....	..	....	1st Broached
	2 Monday	70	....	..	..	1½	....	..	..	..	....	30	....	....	..	....	2 do 1 Barrell of Brandy
	3 Tuesday	....	52¼	....	..	..	....	..	..	35	½:0	32	....	....	..	....	1 Barrell of Pork
	4 Wednesday	....	....	..	..	9	9	..	..	35	½:0	32	1.6	....	..	....	
	5 Thursday	70	....	257	..	2½	....	..	..	..	....	32	....	....	..	....	5 do 1 Barrell of Beef
	6 Friday	....	52¼	....	..	2	....	..	..	30	½:0	32	....	....	..	....	6 do 1 Barrell of Flour
	7 Saturday	70	....	..	..	1½	....	..	..	..	½:0	32	....	1	..	....	7 do 1 Barrell of Brandy
	8 Sunday	70	....	..	70	2	....	13	3	..	1:0	32	....	....	..	....	8 do 1 Barrell of Beef
	9 Monday	70	....	165	..	..	....	..	..	..	½:0	32	....	2	..	....	9 do 1 Tierce of Bread
	10 Tuesday	....	51	....	..	2½	....	..	..	38	½:0	32	....	....	..	....	10 do 1 Barrell of Pork. 1 bbl Peas
	11 Wednesday	....	....	..	..	9	9	..	..	38	½:0	32	....	....	..	....	
	12 Thursday	70	....	..	..	2½	....	..	..	..	½:0	32	....	....	..	....	12 do 1 Barrell of Beef
	13 Friday	....	54	....	..	..	....	..	..	38	½:0	32	....	....	..	....	13 do 1 Barrell of Brandy, 1 Tierce Bread
	14 Saturday	70	....	..	..	2½	....	..	..	..	½:0	33	....	....	..	....	14 do 1 Barrell of Beef
	15 Sunday	81½	....	..	70	0	....	13	..	..	..	33	....	....	..	....	
	16 Monday	....	54	90	..	2½	....	..	..	..	½:0	33	....	....	..	....	
	17 Tuesday	81½	....	..	..	1	....	..	..	..	..	33	0.3	....	..	....	17 do 1 Barrell of Beef
	18 Wednesday	....	....	..	..	11	9	..	..	38	½:0	33	0.4	3	..	....	
	19 Thursday	85½	....	384	..	..	2	..	..	..	..	34½	....	....	..	....	19 do 1 Tierce of Bread, 3 bbl Bread, 1 bbl Brandy
	20 Friday	....	57	....	..	..	....	..	..	40	½:0	36	1.4	....	..	....	20 do 1 Barrell of Pork
	21 Saturday	93¾	....	30	..	2	2	..	..	..	0:1	37	....	....	..	....	
	22 Sunday	93¾	....	77	....	..	1	17	3	..	½:0	37½	....	....	..	....	
	23 Monday	....	66¾	....	..	..	....	..	..	48	..	44	....	....	..	....	23 do 1 Barrell of Pork
	24 Tuesday	70	....	..	..	1½	....	..	..	..	..	28½	....	2	..	....	24 do 1 Barrell of Beef, 1 bbl Brandy
	25 Wednesday	....	....	..	..	8	8	..	..	33	....	29½	....	....	..	....	
	26 Thursday	70	....	350	..	..	....	..	..	..	..	29½	....	....	..	....	
	27 Friday	....	....	..	..	14¾	14¾	..	..	..	..	29½	3.6	....	..	4	21 [sic] Corn Beef for the People 77 lb
	28 Saturday	Fresh 64	....	..	..	..	....	..	..	..	..	29½	....	....	..	....	
	29 Sunday	61	....	soft 74	..	1	....	..	..	..	..	29	....	....	..	....	
	30 Monday	....	62	....	..	..	....	..	..	33	....	29	....	....	..	....	

1. PRO, High Court of Admiralty 30/733, *Lexington*, No. 8, 5.

JUNE 1777

449



CAPTAIN PIERRE LANDAIS TO SILAS DEANE<sup>1</sup>

[Extract]

Sir

Marseilles, 30th June 1777

I have the honor to inform you that having 44 Barrels of oil, 19 Slabs of marble, 5000 Packages of figs, 25 thousand of Soap and 2000 olives to put in oil, on board,<sup>2</sup> I had gone to take the vessel out of the Harbor and to go and anchor in a roadstead a league from here, where I was planning in two days to take the remainder on board, but at the moment when we were casting off M. Poellon came and told me that I could not sail, I know that he has orders, even, not to give any permit for the loading of *l'Heureux* until he has received new orders to do so: so I am here with my arms folded until you can remove the obstacles that are keeping us here and have given orders to have them give us orders to leave, if you think best. . . .

1. Silas Deane Papers, ConnHS.

2. Actually the cargo was guns, powder, cannon, shot, and other munitions.

## 1 July

"EXTRACT OF A LETTER FROM YORK, JULY 1." <sup>1</sup>

In consequence of the intelligence of the number of ships taken lately by three American privateers on our coasts, as mentioned in the *Cumberland Packet* [inserted in our last],<sup>2</sup> a general meeting of the Merchants of Whitehaven has been held, when a petition was drawn up and sent off to the Lords of the Admiralty, requesting a vessel of force to be stationed in the channel in order to protect the trade of that and the neighbouring ports from the future depredations of the Americans.

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

2. Words are bracketed in newspaper.

P. AEMILIUS IRVING, LIEUTENANT GOVERNOR OF GUERNSEY, TO  
VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH <sup>1</sup>

My Lord,

Guernsey July 1st 1777 –

I think it my Duty to transmit to your Lordship the following Intelligence.

About half an hour ago a Vessel arrived here from St Malo, the Master is with me and sais he left here [there] two Privatiers one of 16. Guns & a Cutter, they give it out there that they have taken 16. Prizes and sunk four Colliers, after taking out their Men – further says that they were chased by one of our Men of War was obliged to throw their Guns over board, & that he saw them chusing other Guns to take on board – there was a Brigg in Company with them, but they did not know what was become of her <sup>2</sup> – the American Privatiers infest these Islands to the great hurt of the Merchants. I have the honor to be &c.

P. AE. Irving

1. PRO, State Papers 42/51, 22. In forwarding a copy of the letter to Sir Stanier Porten for Lord Weymouth's information, Philip Stephens pointed out that the information from the Lieutenant Governor of Guernsey "furnisheth a fresh Instance of the Rebel Privatiers being permitted to be refitted and armed in the French Ports," PRO, State Papers 42/51, 20.

2. The Continental Navy vessels, not privateers, described were *Reprisal* and *Dolphin* at St. Malo, and *Lexington* at Morlaix.

BEAUMARCHAIS TO VERGENNES <sup>1</sup>

[Extract]

Monsieur le comte

Paris the 1st July 1777 afternoon

I have received this instant the good news that *l'Amphitrite*, after a tedious passage of 85 Days, has arrived at Portsmouth 17 leagues to the north of Boston. The whole Crew was pushed to the brink of their strength and courage. They are now well. It is Capt. Heraud, commanding *l'Mercure*, and arrived from Boston in 23 Days who posted this good news on the 28th June on his arrival at Nantes.

*Le Marquis de la Chalottais* entered Charleston accompanied by 3 other French vessels on the 4th of May.

I learn also by letters from Cape Francais of the 18th May that the cargo of *l'Amelia* has luckily arrived at that port, and has already been sent out again, distributed amongst several American and Bermudian vessels, bought on my account at St Domingue. The officers who were at the Cape, Have also left on the schooner *la Catherine*, sent off without artillery, but merely with a cargo of one Hundred Casks of tafia for the Port of Dunkerque, which protects these officers from all danger on their passage to Boston. . . .

I Am very sorry to receive confirmation of the troublesome announcement that the Marquis de Bouillé made at Martinique on arriving there. It seems certain that France has conceded to England, the right of stopping and seizing any French vessel, coming from the Islands, which Will be loaded with produce for the mainland – what distress can have induced us to make such an agreement? <sup>2</sup>

And the French ship-owners add this reflection. As the English often come to trade clandestinely in our colonies, and carry away produce; if our French vessels fall in with any with sugar, coffee or cotton, recognized as coming from our Islands, they may then, by way of reprisal, since the French Government delivers them to their enemies, seize them and consider them as lawful prizes, although taken on the high seas. . . .

You see, by these details, that If we do not act well, we at least act quickly. But I much fear that there will soon be some shots fired, between the Merchant vessels of the French and English nations, who are at peace with each other; since one claims to be authorized to ruin the Commerce of the other, and this one is not at all in a humor to accede to the kindnesses of the French administration, towards the honest English at the expense of all its commerce.

1. AMAE, Correspondance Politique, Angleterre, vol. 523, 345–46, LC Photocopy.

2. Sartine issued a circular letter to assure the merchants that no such agreement had been made.

See Paul Wentworth to Lord Suffolk, July 17.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

Honble Gentlemen

Nants July 1. 1777

Mr Montaudouin set off[f] this Morning with my Letters relative to the Captures made by Capts Weeks Johnson & Nicholson Since which the prize master who has come in here has arrived to town <sup>2</sup> there is but one prize arrived at painbeof & her Cargo is not known her papers being destroyed

she has Cork & hides between Decks but we are yet unacquainted with what is in her Lower hold – I hear a Cruzer is arrived at St Malo if so think it must be Weeks Nicholson has not yet appeared but he Escaped from the Ship that pursued Capt Johnson & Weeks the Commander not thinking him worth waiting for when there was so much better game a head the prize Master also tells me that they have made and Dstroy'd 28 prizes 14 they Sunk in St Georges Channel,<sup>3</sup> another they gave the prisoners and sent her away with about 90 of them about 38 of their prisoners have entered into our Service. . .

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Henry Lawrence, Continental Navy brig *Lexington*, was prize master of the captured snow *Friendship*, Clark, *Lambert Wickes*, 275.

3. Prizes taken were less than reported by the prize master. See Williams to Robert Morris, July 3.

## 2 July

### “EXTRACT OF A LETTER FROM AIR [AYR], JULY 2.”<sup>1</sup>

As to publick news you will hardly believe me when I tell you, but I assure you it is an absolute fact, that, within these ten days, two American privateers have taken no less than nine merchants ships in our bay, and that too within view of the people on shore, who not only heard the report, but even sometimes saw the fire of their cannon.

1. *London Packet*, or, *New Lloyd's Evening Post*, July 14 to July 16, 1777.

### “AN EXTRACT OF A LETTER FROM WEYMOUTH, TO A GENTLEMAN IN SALISBURY, DATED JULY 2, SAYS”<sup>1</sup>

Capt. R. and myself are just returned from our Tour to the Coast of France. – In our Passage to Guernsey we fell in with a Rebel Privateer of 12 Guns and 10 Swivels. We were in Mr. Tucker's Yacht of this place with four Men only. As soon as the Enemy came within Gun-shot, she poured in a Broadside on us; one of the Shot struck a Bowl of Punch out of Capt. R.'s Hand, went through the Flap of my Coat, and was nearly carrying away the Bowsprit, singeing the parts around. We gave her a Discharge of our Swivels, on which she sheered off. We hope soon to see a sufficient Number of armed Sloops appointed to scour the Channel of these infamous Fellows.

1. *Public Advertiser*, London, July 16, 1777.

### LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

No 109

Separate

My Lord,

Paris 2 July 1777.

I am sorry to inform Your Lordship, that the *Mercury* a French Ship just arrived from Boston has brought certain Advice of the safe Arrival of

the *Amphitrite*: She reached Portsmouth in New England the 30th of April. It is said that these two Ships the *Amphitrite* and *Mercury*, had on board no less than thirty thousand Stand of Arms four hundred Tun of Gun Powder, five thousand Tents, and sixty four Pieces of Field Artillery. The Arrival of these great Succours, greater I believe than ever were furnished by a Nation pretending to be at Peace, has raised the Spirits of the Rebels and of their numerous Well-wishers here.

I am secretly informed that Carmichael set out on Sunday last for Dunkirk: There can I think be no Doubt that the Object of his Journey is to quicken the Expedition of the Succours the Rebels are drawing from thence, and which are shipping on board those Vessels Beaumarchais' Secretary has hired.

One Thompson an American Captain who had cruized very successfully before he was taken and who has lately made his Escape, out of I know not what Prison in England is arrived here. He had no Money when he arrived, but was immediately supplied by Franklin with a pretty large Sum, and is going to Nantz, to purchase a French Vessel and cruize as he says in the Channel, where as he gives out, he hopes to take ample Revenge for the harsh Treatment he pretends to have received in Prison.

I am with the greatest Truth and Respect My Lord [&c.]

Stormont

P S One French arrived here with Thompson and as I understand they both escaped out of Portsmouth Jail.<sup>2</sup>

1. PRO, State Papers 78/303, 76.

2. Captain James Thompson of the Massachusetts privateer brigantine *Rising States*, and Marine Captain Henry Fritze, escaped from Forton Prison.

#### JOURNAL OF H.M.S. *Valiant*, CAPTAIN JOHN LEVESON GOWER <sup>1</sup>

July 1777

Wednes 2d

Cape Ortigal S20W 15 Leas  
at 8 a Sl to the Swd set Miz Top Sl & Gave Chace read  
the articles of War & Punished 2 Men for Fighting –  
First Part Fresh Breazes & Clear W: Latter Light Breazes  
& Hazy W. ½ past 4 PM Fired a Shot and brought too  
the Ship 3 *Friends* Robt Cook Master from So. Carolina  
to Nantz <sup>2</sup> Took Possession of her

1. PRO, Admiralty 51/1022.

2. She carried a cargo of rice, indigo and tobacco, *London Chronicle*, July 22 to July 24, 1777.

### 3 July

#### INTELLIGENCE SUMMARY OF FRENCH ASSISTANCE TO AMERICAN NAVAL VESSELS AND PRIVATEERS <sup>1</sup>

Abstract of Advices lately received respecting Privaters  
Admiralty Office which have gitted out or refitted, in the Ports of France;  
3d July 1777. or which have arrived at, or sailed from, some of those  
ports.

<u>Dates of the Advices</u>	<u>From whom reced</u>	<u>Nature of the Advices</u>
5 May 1777	Sr Stanr Porten	<p>That one Cunningham had sailed from Dunkirk in an Irish Wherry of 100 Tons mounting 8 Carriage Guns besides swivels &amp; having on board about 50 men –</p> <p>NB. By various accounts received afterwards it appeared that the above Pirate had taken one of the Harwich packet Boats, and an English Brig &amp; carried them into Dunkirk</p>
7 Do	– Do	<p>That an American Privatier which had taken the <i>Swallow</i> (another packet Boat) had refitted at L'Orient and afterwards put to sea again &amp; taken several other prizes</p>
Do	– Mr Todd of the post office	<p>That Capt Nichols of the <i>Eagle</i> packet Boat had spoken on the 19th Ult, with a Swedish ship from Brest to Malaga, &amp; learnt by her that there were then fitting out at Brest 4 American Privtrs</p>
15th May 1777.	Sr S. Porten	<p>That an English Cutter of 140 Tons, to carry 20 pieces of Cannon besides Swivels, had been purchased &amp; was fitting out at Dunkirk by the same person who purchased &amp; fitted out the Irish Wherry</p>
19 Do	Lord Weymouth	<p>That a privatier of 10 Guns had arrived, the beginning of the month, at Bourdeaux, from Philadelphia, And that the <i>Lexington</i> privatier had sailed from Bourdeaux about the same time to join the <i>Reprizal</i> &amp; other privatiers at Nantz.</p>

23d Do		Sir S. Porten	{ That 3 privatiers (one of 28 Guns, the others of 10 guns each) were at Bourdeaux the beginning of May preparing to sail on a Cruize; That the <i>Reprizal</i> had sailed from L'Orient on a Cruize; And that 6 privatiers (from 16 to 26 guns) were fitting out at Nantz.
Do	–	Mr Robinson of the Treasury	{ That an English Cutter, of 150 Tons, built at Cawsand near Plymouth, had been purchased, and was fitting out as a privater, in the Ports of France – And that two other small privatiers supposed to have been fitted out in the same manner, had been seen in the Channel
24th May 1777		Lord Amherst	{ That several privatiers were in the ports of Nantz L'Orient & Bourdeaux.
25 Do	–	Lord Weymouth	{ That two French Ships (one of 400 Tons & 18 Guns the other of 340 Tons & 12 or 14 guns) were fitting Out at Marseilles or Toulon (but believed to be at the former) destined, as supposed, to No America – the largest to have 12 brass mortars put onboard her – Each to have 2 Captains, one a Frenchman, the other with a Commission from the Congress.
7 June	–	Lord Amherst	{ That a small privater called the <i>Montgomery</i> mounting 2 Carriage, and 6 Swivel Guns, & manned with 23 men was at Brehaut –

NB.

She afterwards took a Brig & carried her into Cherburgh – & since that her Commander has been seized & brought to England.

<u>Dates of the Advices</u>	<u>From whom reced</u>	<u>Nature of the Advices</u>
13 Do -	Sr Thos Pye	That a small Schooner Privr of 50 or 60 Tons arrived at Brehaut on the Coast of Britanny from Maryland; had cleaned & refitted there & had recruited French men to supply the places of those put onboard the several prizes she had taken.
16th June 1777. -	Sr Stanr Porten	That a large Cutter privatier of 130 Tons was fitting out at Dunkirk, to be commanded by Cunningham, the pirate beforementioned; and to be navigated to Havre by French men; to which place he & his Crew were to go by Land. NB. The above intelligence is confirmed by various other accounts, with this addition that Cunningham had declared his intention of seizing others of the pacquet Boats - And that the Wherry which he before commanded is to be employed under him.
18th Do -	Do	That Weeks, Johnson & Nicholson, who command 3 American privatiers (vizt the <i>Reprizal</i> , <i>Lexington</i> & <i>Dolphin</i> ) sailed from St Nazier on the 27th Ult.
20th Do -	Lord North	That some Commanders of American Privatiers in France had formed & bound themselves by oath to execute, a design of surprizing, & carrying off from the Nore His Majesty's ship <i>Conquestador</i>
21st June 1777 -	Mr Knox	That a Large ship of 400 Tons belonging to Dunkirk, employed last War as a privatier & since that in the West India Trade, was fitting out again at that Port as a Privatier.

26 Do           –     Mr Martin  
                          of Whitehaven

{ That the *Reprizal*, *Lexington*, & *Dolphin* privatiers before mentioned had, on the 23d Inst off the Mull of Cantire, taken 15 Vessels; some of which they had sunk, & sent others to the Ports of France & America; that they were preparing to return to France to recruit their men; and that great part of their Crews were Frenchmen.

NB.

This intelligence hath been confirmed by various other Accounts – And yesterday advice was received that Capt Bowyer of the *Burford* had fallen in with them near Ushant & had chased the *Reprizal* close into the Coast of France near Les Sept Isles, after having seen her throw her guns & many other things overboard – he supposes she is gone into St Maloes to refit –

1 July           –     Mr Todd

{ That a privatier of 36 Guns is fitting out at Dunkirk – probably the ship abovementioned by Mr Knox.

1 July 1777     –     Mr Robinson

{ That the *Freedom* privatier, of 12 Guns, which lately sailed from Nantz to Boston with Prussian and French Officers, having Continental Commissions & with a Crew of French men and French Papers to cover her, had taken several prizes since left the above port.

1. PRO, State Papers 78/303, 99–101.

# INTELLIGENCE REGARDING MARTINIQUE RECEIVED FROM ARTHUR PIGGOTT <sup>1</sup>

(Copy)

I was at Martinique from the 21st of April to the 6th of May, I had heard before I went there much of the protection given by the French at that Island to the American Privateers; and was astonished to find that there had been no exaggeration in the Reports.



Neither myself nor any part of my Family was permitted to land untill an Officer called a Visitor was found to Conduct us to the Lieutenant du Roi, who commanded in the Town and to whom We were to give an Account of our Errand. I imagined at first that this was an ordinary Regulation of a despotick Government, but was repeatedly informed that it had been a new Order of a few days preceding and that it had its rise from what follows.

A large french Ship with Military Stores had arrived at Martinique from Nantz or Bourdeaux I believe from the former Place. She was said to be cleared out for Martinique and St Domingo and the better to cover the Fraud some very small part of the Cargo was landed at Martinique. The Ship was in fact destined for Philadelphia and if the Adventure were a private one of Merchants, it was at least recommended to the care of Comte D'Argout the Governor of Martinique, because without any Reserve or Caution he assisted Mr Bingham in taking measures for the future safety of the Ship and Cargo. There came from France on board of the Ship a Mr Davis who appeared in the habit of an Officer and went by the Name of Col Davis. Accidentally I had formerly seen this Man who was born in Boston. He now brought Letters from Dr Franklyn to Mr Bingham and by the latter was largely supplied with Money and other Necessaries. Davis was to proceed to America, a Pilot was provided for the Ship by the French Governor and Mr Bingham and as the most undeniable proof of the place of her destination, an order was given by Mr Bingham upon the Congress to the Pilot for his Wages, whilst this Ship was at Martinique Ensign — of the 48th Regt happened to be there and being in a Public House at dinner where the Ship and American Colonel happened to be the Subjects of Conversation, he had incautiously declared that they would be taken, adding that he had given Information of her. Whether he had or had not given information the Ship was taken immediately upon going out and carried into Dominica<sup>2</sup> Comte D'Argout I am told committed himself so far as to send a Sloop of War to claim her as French Property, but she was refused to his Application and was proceeded against at Dominica. There she was claimed by the directions of Mr Bingham, who according to my information corresponded with Mr Glanville a Barrister at Law at Dominica upon that Subject. I apprehend that Mr Glanville acted as Counsel for the Claimant and that he was employed so to do by Mr Bingham. Govr Shirley has no doubt given Information of all the circumstances attending the Capture and Condemnation of this Ship.

The Declaration of Ensign — and (whether it was consequential or not) the subsequent Capture of this Ship occasioned the vigilance of the French Government over the Actions of the English. a few days before my Arrival all the English Men in St Pierre had been summoned before the Lieutenant du Roi and questioned concerning their business. Several of them were ordered off in a few hours under pain of imprisonment, particularly a Mr Hallowell a young Man from Grenada, who was suspected of giving information to Lord Macartney.

A Sloop belonging to a Merchant in Grenada with 54 Slaves on board

the property of Planters in Tobago was taken and carried into Martinique. The Owner of the Sloop went to Claim the Vessel and a Mr Stewart a Planter of Tobago to claim the Negroes. They both had Letters from Lord Macartney to Comte D'Argout but instead of receiving any Sort of Satisfaction, they were scarcely treated with Civility. Tho their Property was lying in the Bay Comte D'Argout told them he knew nothing of the matter and was surprized at their Applications. The inefficacy of these has discouraged any further attempts of the like Nature. Lately a Schooner with 30 Hogsheads of Sugar and 20 Puncheons of Rum and several Marine Negroes and an unladen Sloop with 5 or 6 Negroes both at Anchor in a Bay were cut out of Tobago. The Proprietor of the former went to Martinique not to claim but to purchase his own Property and there actually contracted with Mr Bingham for the Schooner and Negroes (the Cargo was otherways disposed of) for a considerable Sum of money tho' not the full Value of them.

There is a Bay called Corbet about a Mile or half a League to the Southward of St Pierre's (the Capital) appropriated to the reception of the Americans and their Prizes. The Americans call it Philadelphia Bay. There the Prizes are openly Sold. Five or Six were taken whilst I was there. the Names of such of these as I could collect I have sent to Lloyds. I had such repeated Cautions of the risk of writing that I did not commit any information that I obtained or observation that I made to writing. The motions of the English were narrowly watched and all Letters which they sent from the Island were examined. The Capture of the *Hawke* Capt. Mill from Africa with 454 Slaves and a large quantity of Ivory and Gold Dust was attended with some Circumstances that may deserve Notice. A Govr Mill who had Commanded a Fort upon the Coast and was coming home had all his property embarked on board of this Ship. After the Vessel was carried in Govr Mill with the assistance of two English Merchants of Antigua who happened to be at Martinique contracted for the Ransom of the Ship and Cargo at the price of 22,000 pounds Currency. The Arrangement was made, the Money and Bills provided and the Agreement was about to be executed when a Guarda Costa appeared in Corbet and signified his Orders that the Ship should not stir from thence. At the same time Comte D'Argout sent to purchase 11 of the Slaves the Marquis de Bouille 9 and the Captain of a Sloop of War 6 which the Captors durst not refuse to them. These Steps effectually frustrated the Agreement for the ransom and signified very plainly to the Captors that the Inhabitants of Martinique were alone to have the Benefit of the prizes brought in there and this valuable Cargo worth not much less than 30000 pounds Sterling was then retailed to the French for less than 12000 –

The Americans are much caressed among the Inhabitants who are equally jealous of those English whom they call Royalists. The American Flag is not only suffered in their Harbours, but is erected triumphantly in every Street in the Town. Whilst I was there an American Ship mounting 26 Guns called the *Oliver Cromwell* commanded by Capt. [Harmon] Courter which was generally supposed to be a Frigate, tho she was private

Property belonging to Philadelphia upon going out of the Bay saluted a Sloop of War then lying there who instantly returned the Salute. This happened about the 1st of May. Mr Bingham a Native of Philadelphia has for some time been there, the professed and publick Agent of the Congress and resides publickly at No 252 Rue du Petit Versailles, from whence he deals out Commissions against the English to all such as apply for them. He had access whenever he pleased to Comte D'Argout & was upon the best terms with him. He trades very largely not only upon his own Account as a Merchant but in the purchase of all the Arms, Ammunition and Cloathing which he can get as Agent for the Congress.

The Number of Privateers fitted and fitting out is scarcely credible. Every prize Vessel proper to be converted into a Privateer is fitted out as one, for which Trade the Americans find every thing at St Pierres. There are however more Privateers the property of French Merchants than of Americans. They are manned chiefly with French and Italians. The real Master and Officers are French. They generally have a nominal Captain sometimes a nominal Captain and second Captain (this last is the french Appellation for that Officer whom the English call a Mate) who are Americans and to whom the Commissions (for they all have Commissions from Mr Bingham) are given. A Monsr Sargenton, a Monsr Pregent, Messrs Berne et Enfanton all Merchants in St Pierre and many others are largely concerned in these and notoriously so under the Sanction of the French Governor Comte D'Argout.

The Marquis de Bouille arrived about the 1st of May to take the Command from Monsr D'Argout who succeeds Comte D'Ennery lately dead in the Government of St Domingo. Some of the better sort of Planters and Merchants who mindful of the Events of last War had been alarmed at the Encouragement given to the Americans and had remonstrated with Comte D'Argout upon the probable Consequences of it conceived great hopes of a Change of Measures upon the Arrival of the new Governor. When I sailed Mr Bingham had been three Days at Fort Royal where the Commander in Cheif resides with both Governors & was not returned to St Pierres. I did hear that the new Governor had expressed his Surprize at the open manner in which Mr D'Argout had protected the Americans and encouraged the Hostilities of the French. How true this was I know not. I took the extraordinary length of Mr Bingham's visit as no very favorable prognostick.

Our Men of War have taken several French Ships out of Martinique with American Produce on board. This the French have complained loudly of, as an open and violent infraction of the Law of Nations. Not at all informed of our Act of Parliament under which these Captures are made, they ascribe them entirely to the conduct observed by the French Governors and deem them Reprisals on our part for receiving in their Ports the American Prizes. I saw three Ships go out for Bourdeaux and Marseilles with Tobacco on board under Convoy of a Frigate of 36 Guns.

N.B. I cannot at this moment recollect the Name of the Ensign mentioned and for whose Name a Blank is left nor have I at hand a List of the Army in which I could readily find it.

[Endorsed] (Copy) Remarks received from Mr Arthur Piggott In Mr Knox's to Sr S P[orten] 3 July 1777

1. PRO, State Papers 78/303, 109-13.
2. *La Seine*. See Volume 8.

ANDREW FRAZER TO LORD WEYMOUTH <sup>1</sup>

Copy.

My Lord,

Dunkirk 3d July 1777.

I have the honour to inform Your Lordship that the Cutter, the *Greyhound*,<sup>2</sup> has this day taken her Guns on board, amounting to 14. four Pounders, as also a large proportion of Shot & Grape Shot. The Guns were not mounted but put directly into the hold with their Carriages, & this Embarkation was made without any particular precautions or secrecy whatever. I have likewise the honour to acquaint Your Lordship that the Sails of the Cutter have been bent this Evening, and that she seems now quite ready to put to Sea.

The Court of France has, I understand, required of Mr Hodge to find security that no Depredations shall be committed by his Vessel on the high Seas, but that Mr Hodge has answered, he cannot find any security, and has applied to have this Restriction taken off. Should that continue to be insisted upon, it is still to be apprehended the Cutter will seize an opportunity of putting to Sea in the Night.

Mr Hodge, not finding a sufficient number of hands to equip both his Vessels, has given up thoughts of arming the Lugger, & has announced that she is to be sold. I have the honour to be &ca

Andrew Frazer

1. PRO, Admiralty 1/4134.
2. Renamed *Revenge*, Captain Gustavus Conyngham.

JONATHAN WILLIAMS, JR., TO ROBERT MORRIS <sup>1</sup>

[Extract]

Nantes July 3. 1777

. . . Capt Wicks in the *Reprisal* Capt Johnson in the *Lexington* & Capt Nicholson in the *Dolphin* cutter have been on a months Cruize up St Georges Channel & Round Ireland they have made Eighteen prizes Seven of which they Sunk one they gave to the Prisoners two Smugglers they Returned to their Captains & Eight they Sent to the first port they could make in either France or Spain of these Last one is Arrived here & one I hear is at Dunkirk the other Six we have not yet heard of on their return the three Cruizers fell in with a 74 gun Ship but have all had the good Fortune to escape Capt Johnson got into Morlaix Wicks & Nicholson into St Malo Wicks was very hard press'd & saved himself only by throwing all his guns overboard & Sawing three of his Beams in two - Capt Nicholson's Vessel may not yet be known to you he came hither address'd to me & is on Congress Acct. . . .

1. Jonathan Williams Letter Book, January-August, 1777, YUL.

4 July

LORD WEYMOUTH TO LORD STORMONT <sup>1</sup>

(No 43)

My Lord

St James's 4th July 1777

The Letters from Your Excellency to No 107 have been received and laid before The King.

The proper representations made by Your Excy to the french Ministers with respect to the Cutter fitting out at Dunkirk; the Artillery and military Stores collecting for the use of the Rebels, and the several causes of Complaint given by their Governors in the West Indies, meet with His Majesty's approbation

The inclosed copy of a Letter from Whitehaven will shew Your Excy that fresh Proofs have been lately given of the Protection held out to the Rebels in the french Ports where the three Privateers, the *Reprisal*, the *Lexington*, and the *Dolphin* have been supplied with every thing that was necessary to them for their Cruise, the last of them wholly fitted out at Nantes, and it appears that after their Cruise they returned to some of the Ports of France.<sup>2</sup>

This Account by His Majesty's Command has been taken into consideration by His confidential Servants, and their Opinion thereon submitted to His Majesty.

In consequence thereof I am commanded by His Majesty to signify to Your Excellency It is His Pleasure that You acquaint the french Ministers, that however desirous His Majesty may be to maintain the present Peace, He cannot from His Respect to His own Honour, and His Regard to the Interest of His trading subjects submit to such strong and public instances of support and protection shewn to the Rebels by a Nation that at the same time professes in the strongest terms its Desire to maintain the present Harmony subsisting between the two Crowns. The shelter given to the armed Vessels of the Rebels, the facility they have of disposing of their Prizes by the connivance of Government, and the conveniencies allowed them to refit are such irrefragable proofs of support, that scarcely more could be done if there was an avowed Alliance betwixt France and them, and that We were in a state of War with that kingdom.

"The Avidity of Gain will tempt Merchants in all Countries to do very irregular things, and that Avidity may not be easily controlled,"<sup>3</sup> but the private views of the Traders of France are not concerned in these transactions otherwise than by buying below their value what is supposed to be sold clandestinely in the case of the Prizes carried into the french Ports. Such a circumstance cannot weigh with a great State, whose Views must be directed by greater considerations. The Views of the Rebels are evident. they know that the Honour of this Country, and the proper Feelings of the People in general will not submit to such open violation of solemn Treaties and established Laws acknowledged by all Nations. The necessary consequence must be a War, which is the object they have in view, and they are

not delicate in the choice of means that may bring about an end so much desired by them.

These Reflections, My Lord, Your Excellency will communicate to the french Ministers, expressing at the same time that an explanation is desired, not a menace intended; but on full consideration of the present circumstances they must be satisfied Peace, however earnestly wished, cannot be maintained, unless an effectual stop is put to our just causes of complaint.

Lord Macartney & Governor Shirley have transmitted many depositions on oath, to ascertain the complaints, the particular subjects of which have been sent to Your Excy, but I do not trouble You with them as you need no proofs to be convinced that the french Governors are acting the most unjustifiable Conduct in the West Indies, where there is too much reason to suspect they are concerned in the piracies. I am &c

Weymouth

1. PRO, State Papers 78/303, 93-95.

2. See News from Whitehaven, June 26 and June 30, and Lords Commissioners, Admiralty, to Weymouth, June 28.

3. Quotation is from a statement by de Maurepas as given by Stormont to Weymouth in his letter of June 25, 1777, PRO, State Papers 78/303.

*London Chronicle*, THURSDAY, JULY 3, TO SATURDAY, JULY 5, 1777

London. Friday, July 4.

Letters from Dunkirk mention, that an affray happened last week between some of Captain Cunningham's American crew and the English sailors belonging to a Deal cutter, in which two men were desperately wounded. The next day the English and Americans, having armed themselves with cutlasses, prepared for a general engagement, without the walls of the town; but several of the rioters being secured by the military, a termination was put to this contest.

CAPTAIN JOHN JERVIS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir,

*Foudroyant*, at Spithead 4th July 1777 –

I desire you will acquaint my Lords Commissioners of the Admty, that I arriv'd here this day in His Majestys Ship, under my Command, having seen only one American Vessel, during the Cruize, a Schooner Privateer of eight Guns, which we chac'd under the Isle of Oleron, and I have since heard she went into Bourdeaux and has remained there ever since. My Letter of the 8th of June would inform their Lordships that we saw on the 4th a French Squadron off Belle Isle, consisting of three line of Battle Ships, three Frigates and a Schooner – on the 23d at day break we fell in with another Squadron of three Ships of the line and a Corvette, and as soon as I made them to be French, we haul'd on a different Tack, they immediately chac'd by Signal, and as I did not hold it consistent with the dignity of His Majesty's Colours to crowd Sail from them, the *Robuste* Commanded by Monr la Motte Piquet, Comodore of this Squadron came within hail at seven o'Clock, when reciprocal Compliments pass'd, and refreshments were convey'd by

each others Boats. Monr La Motte Piquet express'd a desire to sail in Company with the *Foudroyant*, for a few days, which I wav'd, nevertheless during that whole day, and part of the Night, he stuck close to us, tacking and altering his Course as we did; the Squadron was compos'd of the *Robuste*, *Reflechi*, *Protee*, and *Curieuse*. From the Officer who came on board to make Monr La Motte's Compliments, I learn'd that all their Seamen were detain'd at home, except those employ'd Coastwise, and this Intelligence corresponded with accounts I had before receiv'd from Coasting Vessels, and Pilot Boats. Inclos'd is the State and Condition, and a Journal of the Proceedings of His Majesty's Ship *Foudroyant*. I am Sir [&c.]

J Jervis

[Endorsed] 5 July Own rect Send Copy to Lord Weymo for His Majesty's informn observing to his Lordp that the Lre contains a fresh instance of the American privtrs eluding the vigilance of our Cruizers by taking refuge in the Ports of France.

1. PRO, Admiralty 1/1987.

#### JOURNAL OF DR. JONATHAN HASKINS <sup>1</sup>

[Mill Prison, Plymouth, 1777]

4th [July] this [day] recd Intelligence that Mr Phinehas Smith Our Sailing Master & Jona Knowlton Carpenter to the *Doltin* [*Dalton*] made an Elopement from the Royal Hospital – A fleet of 40 Sail of Merchtn Put into the Sound in Consequence of a Head wind, (Bound to America) this Day 12 Months the United States of America Declar'd Independent which they've Supported one year. God send they Ever May –

1. MeHS.

#### SILAS DEANE TO JONATHAN WILLIAMS, JR. <sup>1</sup>

Dear Sir.

Paris. July 4th 1777 –

Yours of the 30th Ulto and 1st Inst are before us. Mr Morris were he present has not the least right to any direction of Capt Weekes or his prizes, & less so to Johnson or Nicholson, they are continental property, & are immediately under our direction, by the Express orders of Congress, and under no other persons.

Inclosed you have a letter to Capt Weekes and to Capts Johnson & Nicholson on this subject. Mr Lee's arrival would make no odds in this business, as it is distinct from anything containd in either of their appointments, and your appointment from us is the only one that at present can be of any force, we therefore direct you not to give way to any pretensions of any one, but consulting with Mr [John] Ross and Capt Weekes proceed to dispose of the prizes, & to settle their affairs in the best & most expeditious manner possible. Mr Deane has wrote to Capt Weekes to address to the House you mention.

(signd) Silas Deane.

True Copy from the Extract in the hand writing of Mr Jona Williams  
H: Ford secy

[Enclosure]

Sir.

Paris July 4th 1777 –

We have appointed Mr Williams to take the direction of such affairs at Nantes as are more particularly within our department, & accordingly advise you to address yourself to him for any assistance you stand in want of in the disposition of your prizes or your other concerns; you will give directions to Capts Johnson and Nicholson which renders it unnecessary for us to write each one separately. We are yours &c.

(signd) B. Franklin  
Silas Deane.

Lambert Weekes Esq.

True Copy from A letter in the hand writing of Mr Jona Williams  
H: Ford secy

1. Papers CC (Letters from Arthur Lee, 1776–80), 83, II, 108–09, NA.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen,

St Mallo July 4th 1777 –

I wrote you the 28th June advising of my Safe arrival at this Port also informing of the Success of our late Cruize & have now the Pleasure to Acquaint you of the Safe Arrival of Captain Johnston in the Brig *Lexington* at Morlax, I have wrote him & desired if he is not well Situated there to get a good Pilot & Come up here – I should be very Glad if you would let me know where you would chuse him to proceed to, As I may give him orders Accordingly, Also Please let me know If I may begin and Purchase Guns and Arm the *Reprisal* as fast as possible I think you had best Sell the *Dolphin* or employ her as a Packet as She is by no Means fitt for a Cruizer, and only hinders us in Cruizing as She is not Able to Sail with us, I should be very glad to hear from you as soon as possible, I think there is little Prospect of doing any thing more on this Coast & am in hopes you will order Capt Johnston and me to Proceed for America together, As soon as I Can get Ready and fitt for Sea If you think proper, any thing more advantageous Can be done for the United States by Cruizing in Europe I shall submit to your Determination with Pleasure, the Commissary & Commedant of this Port are well disposed to render us every Service in their Power & we have been very well received and treated by all the Merchants and principal people of this Place, We Can get all the Guns and every thing Necessary here for Compleating Arming & fitting the Ship *Reprisal* on as Reasonable terms as in any Port of France & am in hopes soon to Receive your Instructions on this head, Please make my Compliments to Messrs Carmichael & Capt Hynson if at Parris, from Gentlemen [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 96, APS.



5 July

LORD WEYMOUTH TO LORDS COMMISSIONERS, ADMIRALTY <sup>1</sup>

[Extract]

My Lords,

St James's 5th July 1777.

I have The King's Command to transmit to Your Lordships the inclosed copy of a Letter I have received from the Lord Lieutenant of Ireland, in which are expressed the Alarms given to the Merchants of that Kingdom from the late appearance of Rebel Privateers, and their apprehensions that some attempt may be made on the Shipping in the Port of Dublin, or other Places of Ireland, especially as the Linen Ships were ready to sail and cannot proceed on their Voyage until there is in the Channel some Ship of sufficient force to protect them.<sup>2</sup> I am therefore to signify to Your Lordships His Majesty's Pleasure that You should take such Measures as You may judge necessary for the security of the Shipping and Trade of Ireland. . . .

1. PRO, State Papers 42/50, 248-49.

2. *Public Advertiser*, London, July 16, 1777, carried an "Extract of a Letter from a Gentleman in Dublin, dated July 5.":

Dublin has been thrown into the utmost Consternation by the Appearance of the American Privateers on this Coast. A Stop is put to all Trade. Not one of the Linen Ships, that were loaded for Chester Fair, are suffered to depart, upon which Account the Fair must be postponed, if any Fair be held. The Lord Lieutenant has thought it expedient, lest the Americans should make any Attempt upon the Shipping in this Harbour, to order Cannon from the Arsenal, to form two Batteries to defend the Entrance of it. No Insurance can be procured, and Linen has already fallen a Penny a Yard. They are unloading the Linen Ships with the utmost Diligence, for Fear of an Attempt to burn them, and all the Vessels are drawn as near as possible to the Bridge.

ANDREW FRAZER TO LORD WEYMOUTH <sup>1</sup>Copy.

My Lord,

Dunkirk. 5 July 1777.

I beg leave to inform Your Lordship that it is now confidently said that the *Greyhound* Cutter<sup>2</sup> will be navigated from hence to l'Orient, Nantes, or some other Port at the other end of the Channel by a french Master & Crew, & that Cunningham & his People will go by land to join their Vessel. There are reasons to suppose that the Cutter will put into Havre de Grace, as I find some of the People have been making enquiries as to the best way of going thither.

She is now quite ready, and, if the weather permits, will, I imagine, sail on monday next, or tuesday at furthest & if the wind continues westerly, she may easily be intercepted by Vessels sent to look out for her, particularly if sent from Spithead to cruize between Havre de Grace & Boulogne.

Here follows her principal Marks.

A Cutter of about 150 Tons, clinker built, tarred Sides and black bottom, one yellow moulding all along the Gunnel, has nine ports of a side, and a Row-port between each; Stanchions on the Top of the Gunnel all round, supposed to be for supporting a Network. Stern with a round Tafferaill painted black & yellow mouldings - At the main boom is a driver boom,

also at the bow-sprit-end is an Iron for a flying-Jib-boom occasionally – A very lofty Top-mast with a Royal Mast, the top Mast irons in the fore part of the Mast – There is likewise a small mizen Mast which ships in the quarter occasionally. This Cutter has 14. four Pounders on board, but not at present mounted, neither are any Swivels mounted. I have the honor to be &ca

Andrew Frazer

1. PRO, Admiralty 1/4134.

2. Renamed *Revenge*.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

Nantes July 5 1777

I omitted mentioning in my last that I had Drawn on you in favor of Messrs Montadouin for 1500 Livers at 8 days date which please to honor – Capt Hynson & myself will go to painbeof tomorrow to Examine the *Duc De Chartres*.<sup>2</sup> I mentioned to you that her price was 68,000 Livers but that is the price offered for her the Owners Ask 70,000 for her this is a great deal of money but I really think it will be better to purchase than to freight even if one could be had I do not hear of any Ship that would answer our purpose to be procured on freight & I find that the people here Expects at least as much Extraordinary freight as would insure the Ship and the Extraordinary Gratifications to the Capt & people in addition to which our pressing occasion would prehaps augment the price & the Merchts prehaps make great profit – If we purchase you will have a Ship that is capable of carrying all your Stores at once & the 30 Cases of Arms which I shall give from the Magazine with 100 Saddles and 2 or 300 pr of Holsters that will be ready in time She will be able to run from a Superior force or fight an Equal one & when She Arrives in America you will have the means of bringing home a freight of 7 or 800 hhds of Tobacco at a trifflin Expence if She makes this Voyage Safely she will more than clear herself the Profit a french Mercht would make will be saved & if you are to give them as much Extrad freight as the insurance amts to it appears to me the Same thing as if you Risque the property yourself.

In considering the above circumstances and yr Orders I shall (if upon Examination the Ship answers the Character I have of her) make the purchase immediatly & proceed with all possible Dispatch – The next thing to consider is the way she is to be Dispatched Capt Hynson ask for only half the number of guns but twice the weight by which he thinks he can fight a greater force should there be occasion if you choose she should go with out a french Capt & we should not conclude to fit out a privateer we can have a number of American Sailors here; if you choose She should go as a frenchman (which would be best on this Coast at least tho' I imagine make but Little difference on the other) I will so manage the matter as to keep her destanation unknown & when She is ready if we had twice the Number of Spies that we have we should not be affected by them

In consequence of Mr [Thomas] Morris's Return I have relinquished all pretentions to the affair of prizes &c I have received Letters from Wicks

& Nicholson who seem'd to be very much Satisfyed with the house I named to them it appears to me to be of consequence to have concerns with the first houses in the ports of France in preference to any others as in case of need we can have advances and it is always easy to have good connections as indifferent ones this is the only reason which induced me to name them which I hope will meet with your approbation

Capt Nicholson Seems very unhappy with his Little Vessell <sup>3</sup> which he thinks will never answer your purpose – I am affraid of proposing any new way of disposing of your Funds as you have already so many but I think if you mean to give Nicholson another Ship I could build one here in about 3 months capable of carrying 14 guns to Sail equal to any thing the Hull of which would cost 20,000 Livers Lanch'd in the water & we may Suppose as much more for her mast yards Rigger &c – I have the honor to be

J W

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. On July 8 Williams reported to the American Commissioners that he and Hynson had been on board the *Duc de Chartres* and found her "every thing we could wish or Expect She is a fine new Strong Ship & Calculated for a fine Sailor", Jonathan Williams Letter Book, January–August, 1777, YUL.

3. Continental Navy cutter *Dolphin*.

## 7 July

LORD FREDERICK CAMPBELL TO LORD SANDWICH <sup>1</sup>

Coombank, July 7th 1777.

My Lord – I have been honoured with your Lordship's letter of yesterday from Hampton Court, for which I feel myself much obliged. Your Lordship's time is of too much consequence to be taken up in corresponding with me, but I must beg leave once more humbly to represent to your consideration the grounds upon which I have, in the name of the merchants, formerly applied and did lately apply to have a ship of force stationed somewhere in the River Clyde, because I am afraid I have not been sufficiently understood.

In the first place, it was wished that a frigate might have been so stationed because she would at all times have been ready to cruise between the Mulls of Cantire and Galloway, and by that means have given protection to Ayr, Irvine, Rothesay, Greenock, and Port Glasgow, as well as to the north of Ireland.

In the next place, this protection was wished for the more because, the trade of this part of the world having been almost entirely carried on with America only, the merchants had reason to believe this coast would be the first object of the resentment of their privateers – the more so as the Americans knew well that the inhabitants upon these coasts were without forts or arms to protect them, and that their warehouses were full of tobacco, become of late very valuable and all they had to make up for the losses sustained by the American rebellion. Through me, your Lordship knows these fears were represented at the end of last year. They might then appear hastily and improperly taken up, that is not the case now.

Lastly, it was thought that a ship so stationed might have obtained as many good sailors here as perhaps at any other station about Great Britain, probably more.

The inhabitants upon these coasts are mostly sailors, one half of them idle from the stop put to the American trade, the remainder employed in the herring fishery, most of whom might have been obtained to man his Majesty's fleet – the herring busses being now numerous, their rendezvous fixed to this coast, and their return to Greenock and Port Glasgow certain to entitle them to the bounty. In the meantime the merchants of Glasgow and Greenock have and do now, by a large and effectual bounty, give all the assistance in their power towards manning his Majesty's fleet, from which they must chiefly look for protection.

Your Lordship is pleased to say that a ship of 32 guns is ordered to remain stationed on the north-west part of this island, and that a ship of 64 guns and a sloop of 18 are ordered to cruise up St George's Channel and to the north of Ireland to clear those seas of privateers. This may perhaps for a short time be effectual; but from the manner which privateers have come out of and returned to French ports, I must again humbly submit to your Lordship's better judgment whether the peculiar circumstances of the west coast of Scotland does not call for the permanent protection of a ship of force at a fixed station somewhere in the River Clyde, from whence she may cruise as occasion requires. I am [&c.],

Fred<sup>k</sup> Campbell

P.S. – Till within these very few years, I never remember the Clyde without a man of war or a frigate merely to regulate the cutters and to assist in preventing the business of smuggling.

1. G.R. Barnes and J.H. Owen, eds., *The Private Papers of John, Earl of Sandwich, First Lord of the Admiralty, 1771–1782* (London, 1932), I, 227–29. Hereafter cited as Barnes and Owen, eds., *Sandwich Papers*. Lord Campbell was a member of Parliament and Lord Register of Scotland.

#### DEPOSITION OF JOHN WARDLEY, MASTER OF THE SHIP *Grace* <sup>1</sup>

On the seventh day of July in the year of our Lord One thousand seven hundred and seventy seven personally came and appeared before me James Clegg Notary public dwelling at Liverpool in the County of Lancaster and also a Master Extraordinary of the high Court of Chancery John Wardley late Master of the Ship *Grace* belonging to Messieurs Brown Jones and Royds of Liverpool Merchants being a person well known and worthy of good Credit and being Sworn on the holy Evangelists of Almighty God to speak the Truth the whole Truth and nothing but the Truth doth depose and say That on the fourth day of April he as Master of the Ship *Grace* laden with Sugar and other Goods left the Island of Jamaica under Convoy of his Majestys Ship *Maidstone* commanded by Captain Allan Gardner and Continued with the Convoy from that time until Saturday morning the twelfth of the said Month of April this Deponent losing the Convoy between Friday the Eleventh and Saturday the twelfth of April last Saith that he Continued his Course for the port of Liverpool until Monday the twenty

# To the MERCHANTS and TRADERS of the CITY of DUBLIN.

Mansion-House, 1st July, 1777.

**T**HE Lord Mayor this Morning received an Expreſs from William Croſbie, Eſq; Mayor of Liverpool, incloſing the underneath Depoſitions in a Letter, of which the following is a Copy: which his Lordſhip has directed to be publiſhed for the Information of the Merchants and Traders: And the Lord Mayor requels, that the ſeveral Perſons intereſted, will meet him at the Tholſel-Chamber, To-morrow Morning, at Eleven o'Clock, to take into Conſideration the moſt adviſable Meaſures to be purſued, for the Safety of the Linea Ships, and other Veſſels.

Me LORD,

**T**HE incloſed Depoſitions being this Day taken before me, I thought it proper to ſend them to you by Expreſs, as the Merchants may be apprized of the Danger their Shipping and Cargoes are in if they ſhould put to Sea, and that they may conſult within themſelves for the Security of their Property: And, if you ſhould agree with me in Opinion, I think it would be prudent you ſent an Expreſs to the Commanding Officers of His Majeſty's Ships at Cork and Kinſale, that they may take ſuch Steps as they may think prudent, for the Preſervation of the Channel Service, and, if poſſible, the Reduction of theſe Privateers. I have the Honour to be,

My Lord,

To the Right Honourable the Lord  
Mayor of DUBLIN,

Your Lordſhip's moſt Obedient,  
and moſt Humble Servant,

WILLIAM CROSBIE,  
Mayor of Liverpool.

## A Copy of the Depoſitions mentioned in the foregoing Letter.

BOROUGH of Liverpool,  
in the County of Lancaſter.

**O**N this Twenty-eighth Day of June, one Thouſand ſeven Hundred and Seventy-ſeven, Ann Barrett, Spinſter, voluntarily and perſonally appeared before William Croſbie, Eſq; Mayor of the ſaid Town, and one of his Majeſty's Juſtices of Peace in, and for the ſaid Borough, and being ſworn on God's Holy Goſpels to ſpeak the Truth, depoſeth, and ſaith as follows, that is to ſay: **T**HE ſaid Ann Barrett depoſeth, that about four o'Clock in the Morning of Saturday laſt, the Twenty-ſiſt Day of this Inſtant June, ſhe ſet ſail as a Paſſenger in the Brig Peggy, Thomas Attridge, Maſter, from Cork in Ireland, bound for Liverpool; which Veſſel had a Cargo of Butter and Hides, and other Merchandizes: And that they proceeded on the ſaid Voyage till Monday Morning, about half paſt four o'Clock, when they were about ten Leagues diſtant from Holyhead, and they were there boarded by four Men in a Boat, from an American Privateer, which was very near to them, and in Company with two other American Privateers; and that one of the ſaid four Men called himſelf the Prize-maſter, and told the Captain, Crew, and Paſſengers of the ſaid Brig Peggy, that they muſt all go on board one of the ſaid Privateers which he named, but does not now recollect which of the three it was: And the ſaith that the Names of the ſaid Privateers (as the ſaid Prize-maſter informed this Deponent, and thoſe on board the ſaid Brig,) were the Dolphin, the Reprisal, and the Lexington, and that each of them appeared to carry ſeveral Guns, but knows not how many. And ſhe ſaith, that Captain Johnſon, of the Lexington Privateer, came ſoon afterwards on Board them, and ſearched for, and took with him, all the Papers belonging to the ſaid Brig; and ſhe believes the ſaid Privateers were a Ship, a Brig, and a ſloop, and that they told the Crew of the ſaid Brig Peggy, that they had before taken thirteen or fourteen Engliſh Veſſels, and that they had ſunk fix, and one more which had been taken by them, was alſo ſunk in their Sight. And the ſaith, that in about an Hour afterwards, the ſaid Privateers alſo took near the ſame Place, the Ship Grace, John Wardley, Commander, bound from Jamaica to Liverpool, laden with Sugar, Rum, and Tobacco: And the ſaid Prize-maſter ſay'd, that he would ſend the ſaid Ship Grace, and the ſaid Brig Peggy into France: ſaith that the ſaid Prize-maſter informed them that he came from Balumore in Virginia: And there were three or four other Veſſels at a ſmall Diſtance from them, which the ſaid Prize-maſter ſay'd he had taken as Prizes, and were Engliſh Veſſels: And that they permitted all the Crews of the ſaid Ship Grace, and the ſaid Brig Peggy, to take all their Apparel, but none of the Cargoes, and the ſaid ſeveral Crews were put on board a Brig called the Crawford, with which they ſailed into Whitehaven, and that they were there deſired to ſell the ſaid Brig, and divide the Produce amongſt them.

ANN BARRETT,

Sworn before WILLIAM CROSBIE,  
Mayor of Liverpool.

**The Depoſition of JOHN WARDLEY, of Liverpool, Mariner, late Maſter of the Ship Grace, belonging to the ſaid Port, taken on his Oath, this 28th Day of June, 1777.**

BOROUGH of Liverpool,  
in the County of Lancaſter.

**T**HAT He was Commander of the Ship Grace, in her late homeward bound Paſſage from Jamaica; that on Monday Morning laſt, he was taken and boarded by three American Privateers, about nine Leagues diſtant from Holyhead, viz. the Reprisal, Commodore Wicks, of eighteen Guns, and one Hundred and thirty Men, with eight Cohorns in her Tops, and a Number of Swivels, her Carriage Guns all fix Pounders, double fortified. The Lexington, Johnſon, of fifteen Guns, and one Hundred and ten Men, with four Cohorns in her Tops, and a great Number of Swivels, her Carriage the ſame weight of Metal as the Reprisal's, and the Dolphin, Nicholſon, of ten Guns, and fifty four Men, with a Number of Swivels, and ſmall Arms; and he ſaith that the ſaid Privateers had before taken thirteen Engliſh Veſſels, as Prizes, as the Prize-maſter and Commanders of the ſaid Privateers informed him, beſides this Deponent's ſaid Ship, which was loaded with a Cargo of Rum and Sugars, ſome of which Prizes they had ſunk, and others they had ſent into France; — And he ſaith that the ſaid Privateer, the Reprisal, on which he was put on board, had amongſt the Crew a great Number of Frenchmen, and he hath great Reaſon to believe that the above Account given him was true; and he ſaith that he and all his Crew, and alſo the Crew of the Brig Peggy, from Corke to Liverpool, which they had taken a little before, were put on board a Brig called the Crawford, in which they ſailed into Whitehaven, and there landed.

JOHN WARDLEY.

Sworn at Liverpool, in the County of Lancaſter,  
this 28th Day of June, 1777.

WILLIAM CROSBIE, Mayor of Liverpool.

*Broadſide Carrying Depoſitions Relative to Captures Made by  
Continental Navy Ships Reprisal, Lexington and Dolphin*

third day of June last when between eight and nine o'Clock in the Morning of that day This Deponents Vessell the *Grace* being then South West and by West about nine or Ten leagues distant from Holyhead on the Coast of Wales and about twelve hours sail from the port of Liverpool This Deponent was attacked by three armed Vessells the one a Ship of Eighteen Guns with eight Cohorns in her Tops and Swivels on her Quarters and forecastle called the *Reprisal* commanded by Lambert Wickes, another of the said Vessells was a Brigantine called the *Lexington* commanded by Henry Johnson carrying Sixteen Carriage Guns, and the other a Sloop called the *Dolphin* commanded by ——— Nicholson carrying Ten Carriage Guns Saith that upon falling in with these Vessells the Ship *Reprisal* fired a Shot and ordered this Deponent to hawl down his Colours and back his Main Top sail And upon this Deponents inquiring the Cause of such orders the *Reprisals* boat was immediately manned and came on board this Deponents Vessell when the second Lieutenant one Brooks told this Deponent that this Deponents Ship was a prize to the *Reprisal* and the other Vessells which were fitted out and Sailed under Commissions from the American Congress Saith that from the first of their Appearance the *Reprisal* wore an English Sea Pendant which continued Flying during the time this Deponent was on board her and no other Colours whatsoever Saith that this Deponent was on board the *Reprisal* and between her and his own Vessell for near twelve Hours during which time Lambert Wickes who appeared as Commodore declared to this Deponent that they came out from Nantz and that they intended to go back again to Nantz to which place they intended to carry all their prizes Saith that the Crew of the *Reprisal* appeared to be composed partly of Irishmen partly of Scotchmen and about one third part Frenchmen But that the Captain and Officers from their appearance and Language seemed to be Subjects to Great Britain Saith that the *Reprisal* and her Consorts having made prizes of thirteen other Vessells (as this Deponent best Remembers) four or five of which they Sunk put this Deponent and the Masters of twelve of the said Vessells and part of the Crews on board one of their Prizes with orders to proceed directly to Whitehaven without touching at any other port And this Deponent saith that he with the other Masters and part of the Crews left the *Reprisal* and her Consorts and prizes off Tuskar about nine o'Clock in the Evening of the same twenty third day of June last and proceeded immediately for Whitehaven where they arrived on Thursday the Twenty Sixth day of June last Saith that during the time he was on board the *Reprisal* he heard the said ——— Nicholson declare that If the wind had Sprung up he intended to have gone into the Bay at Dublin and to have Cut the Yacht out from thence —

John Wardley

James Clegg Not: Pub. Liverpool and also a

Master Extraordinary of the High Court of Chancery

[Endorsed] In Sir Wm Meridiths 8 July 1777 copy sent to Ld Stormont in No 46 [18 July 1777]

LORD MAYOR OF DUBLIN TO RICHARD HERON <sup>1</sup>

Sir

I request you will be so kind to inform me whether his Excellency my Lord Lieutenant has had any account from the Lords of the Admiralty or whether the Merchants may expect a convoy for the protection of the Vessels – the want of which is very justly complain'd of by them & especially by the Linen Traders, as the Chester fair is now over & they have lost the opportunity of their Market, an hardship at present to them, but which in a short time will be severely felt by both Kingdoms.

There are several Vessels richly laden now in our Harbour outward bound for London Liverpool Parkgate & other Ports – none of which can with any safety stir for want of the long expected Convoy, and as their owners are in much anxiety I am requested in their behalf to make enquiry from his Excellency thro' you whether the Lords of the Admiralty have the safety of Ireland in contempln & on what hopes for protection the Merchts may futurely depend – I have the honour to be with much respect [&c.]

Mayoralty House [Dublin]

Henry Bevan

7th July 1777 –

1. PRO, State Papers 63/457, 200. Heron was secretary to the Lord Lieutenant of Ireland.

"EXTRACT OF A LETTER FROM PORTSMOUTH, JULY 7." <sup>1</sup>

Arrived the *Prince George* Tender, with the *Grace West* Indiaman, which was taken the other Day by an American Privateer <sup>2</sup> in St. George's Channel, and ordered to France; but the Commander and most of the Seamen put on board her by the Privateer being English, heretofore taken by the Americans, and forced into their Service, instead of obeying the Orders they had received from their Captains, steered their Course for England, and were met with in Torbay at an Anchor by the *Prince George* Tender.

1. *Public Advertiser*, London, July 9, 1777.

2. Continental Navy brig *Reprisal*.

CAPTAIN CHARLES MIDDLETON, R.N., TO LORD SANDWICH <sup>1</sup>

[Extract]

My Lord

*Prince George*, Spithead, 7th July 1777.

Sir Thomas Pye having examined the prize master of the Liverpool ship <sup>2</sup> brought in here by the *Prince George's* tender, <sup>3</sup> I conclude the Admiralty acquainted with that conversation and therefore do not trouble them with the circumstances of the seizure. It may be useful, however, for your Lordship to know that on the 23rd of June, when this ship was taken, there were in the St George's Channel the *Reprisal*, a ship of sixteen guns 138 men, the *Lexington* brig of 16, and a cutter of ten: they are consorts, and sailed together from Lorient the 3rd instant [June]. When this ship was sent away, they had taken one vessel loaded with wheat, one with deals, and an empty ship, and three coal vessels. the three first went to France, the

others were sunk. Their present cruise is between Milford and Dublin, and their motives to intercept the linen trade.

The enclosed copy of the prize master's orders will explain to your Lordship their mode of selling prizes in France; and from the best information I can get, the crew of the ship are chiefly English, Irish, and Scots, those of the brig and cutter French. The men who navigate the Liverpool ship are (except two) Europeans, and have been either detained from prizes or forced from indentures to serve the Congress. They seem heartily tired of their present way of life, and some who had attempted to desert from Lorient were dragged back by French soldiers and flogged on board the privateer. Their intention of bringing their prize into England instead of France seems to have been general; and from that consideration, I shall hope to continue them in the *Prince George* as part of her complement.

The *Reprisal* is the ship that engaged the *Shark* off Martinique and took the Lisbon packet: she sails well but not equal to the brig. The cutter is a heavy sailer, but the whole came out clean and must on that account have every advantage in summer cruising. . . .

1. Barnes and Owen, eds., *Sandwich Papers*, I, 229–31.

2. *Grace*, John Wardley, master.

3. *Neptune*. See Captain Middleton to Admiral Sir Thomas Pye, July 22.

#### JOURNAL OF H.M.S. *Valiant*, CAPTAIN JOHN LEVESON GOWER <sup>1</sup>

July 1777

Cape Ortigal S17°W 37 Ls

Monday 7th

at 5 AM a Saile to the NE Tkd Ship and Gave Chace  
O[u]t Reefs sent up F[ore] & Miz[zen] Top Gallt Yds & set  
the Sailes at 9 set Steerg Sailes at Noon Continued The  
Chace Cape Ortigal S8°W 28 Leas –  
First Part Mod & Clear Latt fresh Gales & hazey at 2  
PM Fired a Shot at the Chace ½ past 3 Brought too a  
Brig (the *Blair*) from Charles Town So Carolina to Nantz  
Chas Periam Mastr took Possession of the Prize ½ past  
5 a Saile to the SE Gave Chace Opened a Cask mark'd  
154 Pcs Turned out 174 Do ½ past 7 fired a Shot and  
brought too The Chace a French Snow from Bourdeaux  
to Martineco

1. PRO, Admiralty 51/1022.

8 July

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH <sup>1</sup>

My Lord

[Admiralty Office] 8th July 1777 –

My Lords Commrs of the Admty have just now received by Express a Letter from Mr Adams dated at Milford the 6th Instant, acquainting them that a Vessel was chased into that Port the proceeding day by two American Privatiers, one of which had 32 & the other 18 Guns besides Swivels; I am commanded by their Lordships to send you a Copy of Mr Adams's said Letter for your farther Information, & to signify their direction to you to



order the Captain of the *Exeter* to proceed to Sea, without a moments Loss of time and cruize diligently between Milford Haven, the old Head of Kinsale, and the Scilly Islands, in quest of the Privatiers abovementioned, and use his best endeavours to take or destroy them, as also any other Privatiers or Vessels belonging to the Rebellious Colonies which he may fall in with, your Lordship will direct him to cruize one Month upon the Station abovementioned, calling alternately in Milford Haven, & at Cork, for any Intelligence he may be able to gain of the Rebel Cruizers, or for any Orders that may be lodged at those places for him, and not finding any directions to the contrary you will instruct him to return to Spithead at the expiration of the time beforementioned giving their Lordships an account of his arrival and proceedings & waiting their Orders for his further Proceedings.

If the Captain of the *Exeter* shou'd gain any well grounded Intelligence of any Rebel Cruizers being in the Neighbourhood, tho' not strictly within the limits, of the station abovementioned, your Lordship will signify to him that he is at Liberty to go in pursuit of such Rebel Cruizers, taking care to return to his Station when such pursuit is over –

I have only to add that it is their Lordships further direction You furnish any other Ships ordered to cruize to the Westward, which may be in your reach, with Mr Adams's Intelligence, & that you direct Capt Moore to do the like to any of His Majesty's Cruizers he may meet with. I have the honor to be &ca

P: S:

By Express on the 9h at  $\frac{3}{4}$  past One in the Morning

1. PRO, Admiralty 2/555, 200-01.

#### CAPTAIN LAMBERT WICKES TO CAPTAIN JOSEPH HYNSON <sup>1</sup>

Dear Hynson

St Malo july 8th 1777

I Recd your favr this Day of the 6th Instant & Take this oportunity to Answer the Same As I Make No Doubt you Are Informed of the particulars of Our Late Cruize I Shal only Giv you the Out lines And refer you to Mr Williams for further particulars We passed round to the N.Wt of Ireland & Entered the St Georges Chanel to the NWt Ward then passed thro Do Chanel & through between Silley & the Lands End In Which Time We Captured 18 Sail vessails three We Gave the prisoners 7 We Sunk & 8 We maned & Sent forward for Some port in france or Spain as We Were returning from our Cruize We fell in With A Brittish 74 Gun Ship Who Immediately Gave uss Chace and Continued the Chace for 12 Hours Shee Was Near 4 Hours in Musket Shott of uss & Kep A Constant fire on Us All the [time] but As We Kept our Stern Right to her She Did not hit Us We Should Certainly Bin taken If We had not hove our Guns overbord & Lightned the Ship by Which means We made our Escape Nicholson had A very hard Engagement With a Scoch Brigg mounted With 12 Wooden Guns of 6 lb but obliged him to Strike to the *Dolphin* in About  $\frac{1}{2}$  an hour If I had bin taken I Should have taken the Liberty to Made Use of

your Name & Should be Glad to Know on What Terms you Are at present with your Oald Friend George & Whether you Could be of Any Service In Case Any Such Axcident Should hapen hear After I Am very Glad to hear you Are About Geting A Ship to Return To America & hope youl Inform me What time You Exspect to Sail As I Shall Write by you from your [&c.]  
Lamb<sup>t</sup> Wickes

1. Auckland Papers, III, 41-42, BL.

## 9 July

"EXTRACT OF A LETTER FROM AKERSUND, IN NORWAY, JULY 9." <sup>1</sup>

An Anglo-American ship of force sent her boat on shore here yesterday for refreshments, which she received and paid for. She was a ship of force, about 26 or 28 guns, seemed full of men, and had a vessel in company, thought to be a prize.

1. *Daily Advertiser*, London, August 8, 1777.

"EXTRACT OF A LETTER FROM DUBLIN, JULY 9." <sup>1</sup>

Our trade with Waterford, Corke, Belfast, and Derry, is entirely at a stand, in consequence of the swarms of American privateers, which infest our coast. Sixteen sailors from on board a Boston brig, landed yesterday near Skerries, and staid in that part of the county several hours; they behaved with great civility to the cuntrypeople, whom they upon all occasions excite to rebellion. The appearance of the rebels, in a manner at our doors, has given spirits to the Whiteboys and other disaffected persons; and, in truth, not only commerce, but all legal authority, seems annihilated.

1. *Gazetteer and New Daily Advertiser*, London, July 21, 1777.

CAPTAIN ANTHONY PARREY, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir,

*Alderney* off Lowestoff 9th July 1777.

You will be pleased to acquaint my Lords Commissioners of the Admiralty, That in Cruizing with His Majestys Sloop under my Command, off the *Texell* the 7th Inst, I fell in with & took the *Commerce*, a fine new American Ship of 300 Tons Burthen, Samuel Williams Master, with Fourteen Men on board, from Charlestown South Carolina, bound to Amsterdam Laden with Rice & Indigo.

Lieutenant Governor Bull & family are passengers in her.

I inclose you three Letters for their Lordships inspection which are all I could collect from the Master of the *Commerce*.

I judged it Necessary to Convoy the Prize this far in her way to the Port of London. I have sent Lieutenant Disney, a petty Officer & fourteen Men in her, which I hope their Lordships will approve of.

I shall be glad to know their Lordships direction respecting the Prisoners on board here - There are three of them that were taken by the

Americans; which were taken out of the Goal & forced on board this Ship.  
I am with great Respect Sir [&c.]

An<sup>t</sup> Parrey

[Endorsed] R 10th – 9 pm

1. PRO, Admiralty 1/2303.

PROTEST OF JOSEPH HUTCHINSON, MASTER OF THE SLOOP *Jason* <sup>1</sup>

On Tuesday the Eighth day of July One thousand seven hundred and Seventy seven Before me Peter John Heywood a Master Extraordinary in the High Court of Chancery and also Notary and Tabellion public dwelling in Whitehaven in the County of Cumberland by Royal Authority duly admitted and Sworn and in the presence of the Witness hereinafter named personally appeared Captain Joseph Hutchinson late Commander of the Sloop *Jason* of and belonging to the Port of Whitehaven in the County of Cumberland Burthen Eighty Tons or thereabouts (the Property of Samuel Martin of Whitehaven aforesaid Esquire) who declared that being with his said Vessel at the said Port of Whitehaven He sailed from thence the eighteenth day of June last in Ballast Bound for Saint Petersburg in the Empire of Russia That on Friday the Twentieth day of June following about half past Two oClock in the morning the Mull of Cantyre bearing East about four Leagues this Appearer was brought to boarded and taken by the Brigantine *Lexington* Henry Johnson Commander a Privateer from the Port of Boston in North America belonging to the Assembly styling themselves the Congress of America carrying Sixteen Guns and Eighty Men or thereabouts in Company with two other Privateers one called the *Reprizal* Lambert Wicks Commander or Commodore Carrying Eighteen Six pounders besides Swivels and One Hundred and Twenty Men or thereabouts and another Privateer Sloop belonging to the said Congress called the *Dolphin* Nicholson Commander and carrying Ten Guns and fifty men or thereabouts. That the said Captain Johnson after He had Seized the said Sloop and made Prisoners of this Appearer and the Rest of the said Crew being in Number – Six Men and Boys (including this Appearer) Carried this Appearer on board the said Vessel called the *Reprizal* that the People put on board the said Sloop *Jason* by the orders of the said Lambert Wicks in order to Carry her to France were all French Men and by the said Orders No American or English Subject was permitted to Go in or to Navigate the said Vessel That when this Appearer was first taken on board the *Reprizal* there were Sixty French Men or thereabouts then on board her who were chiefly sent off in the Prizes hereinafter mentioned with an Intention as He was there informed and verily believes to be true that they might Escape from being retaken by any of His Majesty's Ships of War or Ships carrying Letters of Marque. That the said Privateers had taken as this Appearer was informed by several of the Men on board the said Brigantine *Lexington* on the same day and also on the Twenty first Twenty second and Twenty third days of June following fourteen other Vessels belonging to his Majesty's

Subjects Seven of which (including the said Sloop *Jason*) were sent to the Port of Nantz in the Kingdom of France and the Rest of the said Vessels were sunk by the Orders of the said Lambert Wicks That on the said Twenty third day of June about Nine oClock at Night, This Appearer together with One Hundred and Six other Prisoners were by the orders of the said Lambert Wicks sent on board a Brigantine belonging to the Port of Greenock in Scotland called the *Crawford* whereof one Alexander Alexander had been Master and was taken by the said *Lexington* Privateer abovementioned on the Twenty first day of June last and arrived in the Port of Whitehaven aforesaid on the Twenty sixth day of June following at half an Hour after two oClock in the Morning.

And therefore the said Appearer in behalf of himself and the said Samuel Martin did declare and protest and I the said Notary at his request do hereby Solemnly Protest against the said Privateer called the *Lexington* the said Henry Johnson and also against the said Lambert Wicks for taking Seizing and carrying away the said Sloop and also against every French Seaman or Mariner then on Board the said Privateers and every of them & also against every Court or Courts of Admiralty or pretended Court of Admiralty that shall or may pronounce adjudge or Declare the said Sloop with her materials and Appurtenances or any part thereof to be forfeited confiscated sold or disposed of and for all Losses Costs Charges Damages and Expences whatsoever that have been or shall or may hereafter Accrue Happen or Arise from or in Consequence of the Seizure or Capture of the said Sloop in manner aforesaid or to the Owner Mariners and freighters of the said Ship and of aught else that can or may be protested for that the same was occasioned as above mentioned and did not happen by or through any Neglect or Default of this Appearer or his said Ships Crew who performed their Duty during the said Voyage nor by any Defect or Insufficiency of the said Ship. Of All Which Act being required of me the said Notary I have Granted these presents to Serve and Avail as occasion shall be and Require. Thus done and protested at Whitehaven aforesaid in the presence of John Finch a Witness hereunto required.

Joseph Hutchinson      Witness Jn<sup>o</sup> Finch

Laurence Cannon Mate and Jonathan Mundywell Mariner on board the said Sloop severally make Oath that the Contents of the foregoing Protest made and Signed by the said Joseph Hutchinson are in every particular true and nothing but the Truth.

Laurence Cannon   Jonathan Mundywell

Sworn the Ninth day of July 1777 Before Pet: Jno Heywood a Master Extrary in the High Court of Chancery

The above is a true Copy of the Original Protest on Record in my Office which after careful Examination I Attest Witness my Hand & Seal of Office this 9th day of July One thousand seven hundred and Seventy seven.

Pt<sup>r</sup> Jn<sup>o</sup> Heywood   Noty public

## LORD STORMONT TO LORD WEYMOUTH

Most Secret

No 111.

My Lord

Paris July 9th 1777

I sit down to give Your Lordship an account of the Manner in which I have endeavoured to execute, the very important orders transmitted to me in Your Letter No 43., which I received on Monday Night. The next Morning after having carefully perused Your Lordships Dispatches, and their several Inclosures, I went as usual to Versailles. I determined to avail myself of the Hint you were so good as to give me, and begin with speaking to M de Maurepas. I contrived to let Him Know, that I wished to see Him in Private, and when I went to Him, was immediately carried into his Closet.

I began our Conversation by saying, that He no doubt remembered, a sort of personal Engagement we had taken, some Months ago, when after Mutual Professions of our desire to preserve a good understanding between the two Nations, we agreed that if any Incident dangerous to the Public Tranquillity should arise, we would first talk upon the Subject like private Gentlemen, and endeavour to find a Remedy. He answered that He remembered it perfectly. I am now come Sir to fulfill my Part of the Engagement, and before I go to M de Vergennes, to whom I shall of course Speak Officially, I am come to You as Lord Stormont come to tell You Sir, that things are *dans un grand Etat de Crise*. The Evil is of the first Magnitude, and you alone can apply the Remedy, and prevent the Consequences, which, if that Remedy is not applied, must necessarily ensue. I will not trouble you with a Minute Repetition of the Complaints I have made from Time to Time, I will only recapitulate them very Shortly. I then My Lord mentioned Succinctly the behaviour of Monsr D'Argout, (He put me in Mind that there was Another Governor appointed). The Ships that were going from Marseilles Laden with Artillery and Ammunition, (He said they were stopt, and would not go) those preparing at Dunkirk, Bordeaux, and Nantes, and then came My Lord to the principal Point, the Assistance and Protection given to the American privateers: I dwelt upon this, stated it in the Strongest Light, and told Him expressly that armed Ships, that were suffered to take refuge in the Ports of France whenever they pleased, were refitted there, were supplied with Arms and Ammunition, had many French Sailors on board, and went from France with a professed design to cruize upon our Coast, were to all Intents and Purposes, cruizing against us, so that it was great Moderation indeed in the Captain who chased the *Reprizal*, to stop his pursuit as He had done, when He came near the Coast of France. I added that that Ship had taken refuge in the Port of St Maloes, and the other two were probably gone into Some other Port of France, where they would refit and sail from thence on some other Cruize and Send their Prizes, as I imagined but did not know they had sent many of the Ships, they had lately taken to be disposed of in France. what use Sir could the Rebels make of their own Ports that they do not make of Yours, if this Sir is your friendship to us, if this is Peace, I beg you to tell me what can deserve a

contrary Name. He seemed Struck, and answered in Short broken sentences. I assure You I wish, and mean Peace – but what would you have us do – We cannot prevent our People supplying the Americans in the Course of Trade; the thirst of Gain and the Partiality of this Country to them, makes that impossible. It is not our Business to decide on the Legality of Prizes (I had told Him My Lord that in case the Ships lately taken had been sent to France, I expected they would be restored) We cannot do as Portugal has done, cannot forbid the Americans our Ports, and expose ourselves to a War with them. I answered it is pretty extraordinary Sir that there Should be such *menagement* for these Rebels and Pirates, and so little for a great Nation, with which solemn Treaties have bound you; in the ties of Friendship, and to which you make the most friendly Professions, all we desire is a conduct suitable to those Professions, and similar to that of every other friendly Power. The desire of Gain is a universal Passion, as prevalent in Flanders, as in France, Yet you see no such Things, as those we now complain of, happen in the Empress Queens Dominions; The Rebels do not send their Prizes into Her Ports, do not refit there. I have observed Sir with great Regret, that when I have made Representations to You, they have been attended to for the Moment, and fair Promises made, but some secret invisible Influence has always counteracted my Representations, and rendered your promises without effect. He dropped a Word or two here, that orders were given but were often eluded. I answered You will not seriously tell a Man who has spent so much of his Life in France, that any officer in this Country dares to disobey the Kings Commands. The supplying the Rebels with Cloth and other Necessaries, which I know Merchants will send wherever there is a great prospect of gain, is a very different Thing from furnishing them with Ammunition, Arms and even Artillery, which is repugnant to all Idea of friendship, and directly contrary to the Express Declaration you gave many Months ago.

The Admitting into Your Ports American trading Vessels, that bring You Tobacco and other Articles You want, tho' not a friendly act, is far short of what we particularly Complain of at this Time, viz the Harboursing their Privateers, supplying them with all they want, refitting some, and fitting out others, such as the *Dolphin*, which ship was actually equipped at Nantes, the allowing them to make this use of Your Ports, without which permission they could not possibly remain in these Seas. The furnishing them by secret connivance with Men, Arms, ammunition and thereby enabling them to cruize against us, and insult our Coast, is joining in the Hostilities. It is in fact sir a Part of the force of this Country that is directed against us, and whether under the flag of France, or not, is in my Opinion a Matter of indifference, a mere Formality; Be assured sir that Your whole Conduct with regard to the Rebels has made a Strong Impression in Europe *et excite un fremissement General*. I know what some of the greatest, and most respectable Persons in Europe think of it; with regard to us Sir, if you recollect all that Has passed since the first preparations for sending out the *Amphitrite*, (the Whole of which Transaction I know Sir

as well as those who were concerned in it, but hope I shall never be forced to publish all I know). If you recollect I say, all that has been done since that Period, You will be forced to admit, that the whole carries a strong Appearance of an uniform Plan of secret Assistance, and proves that we have acted with great Moderation, But you know Sir as well as I do, that all human things have bounds beyond which they cannot go. We are now come to the utmost Verge of those bounds, and must either return to Peace and Harmony, or Pass the Line, and proceed to an immediate Rupture. Your personal Situation Sir at this Moment is worthy of Envy, You can say to Yourself, with more Truth than any Man this Day in Europe, The Lot of Millions, the fate of Nations is in my Hands; I most ardently wish Sir, that you may make a Proper use of the great Power and Influence You have so justly acquired, and may employ them to the preservation of Peace, which You certainly may Preserve if you please. They amuse you with idle stories, who tell You that some of our Cabinet are for Peace, and others for War; All our Ministers equally desire Peace, but it must be a fair and real Peace, not a Nominal one, that is a Cloak for secret Hostilities, and insidious Designs. If your Conduct is not changed, If Your Succours to the Rebels Continue, if You protect and Harbour their Privateers, Every one of His Majestys Confidential Servants equally sees the necessity of War. The King and His Ministers whole Conduct shews, that we utterly disclaim that Rash dangerous Policy that to mad Views of Ambition Sacrifices the Blessings of Peace, or forfeits them for any trivial cause. We know, we confess that War is a grievous Evil, but we Know too *que ce n'est pas le dernier des Maux*.

I hope Sir that You sufficiently Esteem those who sincerely esteem You, to believe that whenever we are brought to the Necessity of chusing between the Calamities of War, and the least Diminution of our Honour, our Election is soon made. What the result of this Conversation will be I know not, that will depend upon You, I have done my part, have fulfilled the promise I made, have spoke to You as Lord Stormont, spoke with great Sincerity and frankness and with that eagerness with which it is impossible for me not to Speak, when I give a loose to my Sentiments upon such weighty Subjects as these.

To M de Vergennes I shall Speak as a Minister, execute my Orders Strictly, and mix Nothing of my own. He thanked me repeatedly for coming to Him first, and for the manner in which I had spoke to Him. He no doubt guessed the general purport of the Orders I alluded to, but made no Inquiry. He entered into no explanation of what they would do, I mean my Lord that His promises were not specific. He only Said in general Terms, that they must find a way to Satisfy us, and must see to hinder the American Privateers from Staying in their Ports. He desired me to be full and particular in my Conversation with M de Vergennes, and said, that after I had talked to Him Vergennes, they would concert together, and try to form some fixt regular Plan, that should give us satisfaction. we have our Grievances too added He. M de Vergennes has a long list to give You. I replied

that every just Ground of Complaint would certainly be Attended to, and that all I wished was, that their Conduct towards us, might be as friendly as ours to them had constantly been, and if they pleased would continue to be.

What passed in my Conversation with M de Vergennes, I reserve for a Separate Letter.<sup>2</sup>

I am with the greatest Truth, and Esteem My Lord [&c.]

Stormont

1. PRO, State Papers 78/303, 136-41.

2. Stormont to Weymouth, July 9, No. 112, PRO, State Papers 78/303, 142-49.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN <sup>1</sup>

[Extract]

Paris July 9th 1777 -

. . . Nicholson & Weeks have been Chased into St Marloes, and Johnson, the *Yankey* Capt in Marsea [Morlaix], after their haveing taken and distroy'd 28 Sails of Vessell, some of which they have sent to America, and one rich Jamaica Ship they have brought in With them - These three fellows have three of the fastest Sailing Vessells in the employ of the Colonies, and its impossiable to take them unless it Blows hard - hope I shall be able to give you their next destination. . .

1. Auckland Papers, III, 45, BL.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

St Mallo July 9th 1777 -

I received your favour of the 3d Instant and am much obliged for your Attention to the Contents of mine - As you have not been very particular in regard to the Sale of the *Dolphin*, it will not be in my power to execute that business without more particular instructions on that head - first I shall be glad to know wheather you would Sell her as she is Arm'd or weather we should reserve the Cannon Swivels Stores &c. Secondly, what price you would Accept of for her with every thing on board & what Abatement may be made by Selling her unarmed, there is a very good Frigate here that will Carry 24 Nine pounders and has the Character of a very fast Sailer, as the Owner is not here, I do not know wheather he would Sell her or not, but will inquire & inform you by Next post. I have been very kindly received here & am promised every assistance from the Commandant and Commissary of this Port. Monsr De Segray Beaugeard Fills & Co has Offered to Supply me with what Money I have occasion for, the Amount of which I shall give a bill as you direct. As we Can get Cannon here on tolerable good terms, I think we had best get fitted as soon as possible, I think if Brass 9 pounders could be got we had best get them, as they would not be so heavy as Iron 6 pounders, but the 9 pounders are too heavy for us, there is no Brass Guns to be got here, if any Can be procured Elsewhere & you are determined to Mount the *Reprisal* with Brass Guns, please inform me If not we can



get Iron 6 pounders here, and May be fitted and ready for Sea in a fortnight or three Weeks at furthest. Please to let me know where Capt Johnston is to be ordered or if I shall order him here to Join me, there is three large privateers fitted out of Gurnsey and Jersey wch is to be sent to Cruize off Nantz, to take all the American Vessels bound in & out of that Port. We have no Account of only three of our Prizes Arriving and these of the least Value, therefore Conclude the rest are Taken. from Gentlemen [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 108, APS.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentn

St Mallo July 9th 1777 –

I this Morning Recd Orders from Capt Wickes to furnish him with an Inventory of the Sloop *Dolphin*, I am now about to furnish him with one, wherein I shall Mention every thing belongg to her; I believe She will not fetch much more with her Cannon &c, therefore wou'd advise keepg them & Sendg them too Nants, as they are very Scarce & hard to be got there. here there is plenty, & the difference between buying, & Sellg is very great, & they are in great demand at Nants, in Case You Shou'd not have Use for them, in any of Your own Vessells. I have 10 three Pound[er]s, & 14 Compleat Swivells 8 of wch are new & other 6 as good as New; Capt Wickes will want the Swivells – my Doctr I understand has wrote You Complaing of my Treatment of him <sup>2</sup> I dont think Proper to trouble You with those Matters I shall only inform You that have only let him know that I am his Officer, he has made his Complaint to Capt Wickes, but Capt W——s knowg the treatment he has Recd from me, cou'd give him no satisfaction on that head, he wants his Discharge, & as I am not authorised to give it him, shall wait You[r] Orders, in Case You think worth while to give any in regard to that Gentn I am Gentn [&c.]

Sam Nicholson

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

2. Dr. Eliphalet Downer.

JONATHAN WILLIAMS, JR., TO THOMAS MORRIS <sup>1</sup>

Sir

Nantes July 9. 1777

I have this Day Received a Letter from the Honble the Commissioners at Paris informing me that the Captains Wicks Nicholson & Johnson are by the Express orders of the Congress under their Direction only & in consequence of that Authority they Direct me to take the charge of these Vessells & the prizes they have sent or may in future send into this or any other French port <sup>2</sup> this is on my part Equally unsolicited & unexpected but as I hold myself bound to Execute the Commissioners orders in the fullest Extent I take the Liberty of Notifying you Accordingly I am Yours

J W

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. See Deane to Williams, July 4.

HERMAN KATENCAMP TO LORD WEYMOUTH <sup>1</sup>

No 56.

My Lord.

Corunna 9th July 1777.

I humbly beg leave to acquaint Your Lordship that I have this Moment received an Express from Vigo with an Account that on the 4th Instant three Masters and ten Seamen belonging to the following Vessels which were taken by the *Warren* a Rebel Privateer mounting ten Guns and as many Swivels commanded by Nicolas Ogleby, were put on Shore in that Harbour.

1. The Brig *Argo*. Thomas Smith bound from Lymington to New York with a Cargoe of Salt, taken the 25th June.
2. The Brig *Princess of Masserano*. Thomas Wharton bound from Bergen in Norway to Venice with Stockfish, taken the 2d Instant.
3. The Brig *Elizabeth*. Wm Dowling bound from Cork to Oporto with dry Goods, taken the 4th Instant.

Nothing further deserving Your Lordship's notice has occur'd since my last. I have the Honor to be with the highest Veneration and Respect, My Lord [&c.]

H Katencamp

1. PRO, State Papers 94/204, 48. Katencamp was British Consul at Corunna.

"EXTRACT OF A LETTER FROM MR CONSUL HARDY TO H. E. LORD GRANTHAM, DATED CADIZ 9TH JULY 1777." <sup>1</sup>

Two Days ago a Bermudas built Sloop arrived here from Charles Town in So Carolina loaded with Rice, Indigo & Tobacco. She wears the Provincial Colours; her nominal Commander is a Frenchman, one Vellon, & the name of the Vessell is the *Mary*. Her Crew are all French except one or two. As I am morally certain that the Cargo she brings is the Property of His Majesty's rebellious Subjects, & that there is great reason to suspect if it is disposed of here, the Vessell is to be fitted out as a Privateer to cruize on this Coast, I immediately wrote to the Governor, requesting that she might not be admitted to Pratic. I send your Excy enclosed Copy of my Letter, to which I have this morning received only a verbal Answer by His Secretary, telling me, that having consulted with the Captain General, and that having no Orders from Court relative to these sort of Vessels, they could not avoid admitting this American, and permitting her Cargo to be sold. An English built Schooner is also come in under French Colours, as is given out, from Martinique, but as she has the same kind of Cargo on board as the other, I suspect she is from Carolina. This latter is bound to Marseilles.

1. PRO, State Papers 94/204, 67. Joseph Hardy was British Consul at Cadiz.

10 July

AFFIDAVIT OF ABRAM RUSSELL, MASTER OF THE SLOOP *James* <sup>1</sup>

Copy.

Abram Russell late Master of the Sloop *James* of Greenock declares that upon Tuesday the 8th Instant about two or three o'Clock in the after-

noon when off the Mull of Cantyre he fell in with a provincial Privateer called the *Muffin*<sup>2</sup> mounting Twenty Guns six Pounders commanded by Captain Dayes, and that when the Privateer came near him having Colours flying which were all white with the Figure of a Pine Tree thereon and the Motto "Appeal to Heaven" was ordered to bring too when his Vessel was taken possession of and he and the Crew ordered on board the Privateer, that after Plundering his Sloop and taking all the Rigging and Provisions from on board [she] was immediately sunk, and that after being detained on board 'til the next Day he and the rest of the Prisoners the number of which he does not particularly know, were ordered on board a Brigantine of the Burthen of about Eighty or Ninety Tons, belonging to Ellen Foot which was taken the Sunday before loaded with Salt from Liverpool bound to Ballyshannon in Ireland with directions to proceed to the said Port of Ballyshannon, as being a place so much out of the way that early intelligence might not be given of such a Privateer being on the Coast, that after being fairly out of her sight the People on board the Brigantine put on shore at Port Patrick himself and two Men and a Boy belonging to the said Sloop *James*, and then with a fair Wind steered straight for Whitehaven and that upon quitting of the Privateer she steered her Course South from the Light House of Belfast with all her Sails set intending to proceed immediately for Bordeaux in France and further declares that he was informed by the people on board of the privateer that they sailed from Boston about a Month ago in company with ten other Privateers all with an intention to be upon this Coast.

The following is a List of the Prizes taken by the said Privateer as he was informed while on board. Vizt A Ship from the South of England with Wine and Fruit on board bound for New York taken off the Banks of Newfoundland and sent to Boston. A Ship from Liverpool commanded by Capt Bell with Merchant Goods on board bound for New York was taken the 7th Instant off the Mull of Cantyre and sent to Bordeaux. The Sloop *James* of Greenock, and the Brigantine belonging to Ellen Foot particularly mentioned in this Affidavit. A Sloop from Sligo loaded with Linen Yarn bound to Liverpool sent to Bordeaux. A Sloop from Greenock loaded with Wool and Soap bound to the same Port in Lancashire was taken Yesterday Morning off Larne and sent to Bordeaux.<sup>3</sup>

Stranraer 10th July 1777.

Abram Russell

Before me one of the present

Magistrates of this Burgh.

John McDouall

1. PRO, Colonial Office 5/136, 48-49.

2. Massachusetts privateer ship *General Mifflin*, Captain William Day, mounting 26 guns and had a crew of 120, Mass.Arch., Revolutionary Rolls, V, 333.

3. These prizes were ship *Rebecca and Polly*, ship *Rebecca*, sloop *James*, brigantine *Mary and Betty*, sloop *Priscilla* and sloop *Molly* respectively. See News from Whitehaven, July 12.

#### LORD LIEUTENANT OF IRELAND TO LORD WEYMOUTH<sup>1</sup>

My Lord

Dublin Castle 10th July 1777. —

Having had the Honor of representing to Your Lordship, in several

Letters, the Situation the Merchants interested in the Trade of this and the neighbouring Ports were in, occasioned by the Appearance of three American Privateers, I should have forbore troubling Your Lordship further upon the Subject, and have waited the Arrival of such Force as the Lords of the Admiralty have judged necessary for their Relief: But another Privateer having appeared, I find Myself obliged, in Compliance with the earnest Representation of the Merchants here, to inform Your Lordship of it.

I, Yesterday, ordered one of the Revenue Cruizers to receive on Board Lieutenant [Lambert] Brabazon of the Navy, who had Directions from Me to look out in the Channel; He is returned, and acquaints Me that about half an Hour past two o'Clock this Morning, he discovered a Ship off the Hill of Howth, French built, mounting twenty Guns on one Deck,<sup>2</sup> which chased him for some Time, but finding she could not come up with him, bore away in Chase of other Ships, and took one in View of him.

The Merchants here in very urgent Terms, requested I would represent to your Lordship that the several Linen Ships which are ready laden in these Ports, are of very great Value, and cannot sail without the Protection of a Convoy; and this being the Time of Year when those Ships regularly sail, their Detainer will, if it should continue, have a fatal Effect upon the Commerce of this Country, as it will prevent the Returns the Merchants have usually received at this Time of Year, and that the Want of Protection in this Channel is very detrimental to the Trade in general.

Mr Brabazon represents this Privateer as a very bad Sailer; but very fully manned. I have the Honor to be, with great Truth & Respect, My Lord, [&c.]

Buckingham

P: S Mr [Richard] Heron has just now put into My Hands the inclosed Information which has been received by the Commissioners of the Revenue –

[Enclosure]

At 6 OClock in the Morning on the 10th of July 1777 Capt William Dea Commander of the Ship *General Muflin* mounting 20 Guns an American Privateer – Rock Abel at the same time Bearing W. B. S. Distance about 4 Leagues, Winds at NNW and a very Pleasant Breeze and Bound for the Port of Dublin first from Christian Sound in Norway and lastly from Portaferry, wind Bound at the above Date, said Ship fired a Gunn and brought me to all sail Standing afterwards brought me on Board of the Said Privateer and took my Bill of Lading and Ships register When Done gave me my Cloaths and Sent me and four of my People On board of the Brigg *Hope* Belonging to Mary Port, John Innman Master who at the same time was a Prize but afterwards Delivered Up To Said Master to carry me and my People ashore the Motto Appeal to heaven is wrote at the bottom of the Ensign. –

N: B: Portaferry is in the Bay of Strangford.

Hond Sirs

Skerries 10th July 1777 –

about two OClock this afternoon a brigg appeared in The offing. I went

out in the pinnacle & found her to be a Collier taken by an American privateer. above is a Copy of the Captains Journal, which I thought my duty to send to your Honrs by Express. I am your Honrs [&c.]

Fred Conyngham

1. PRO, State Papers 63/457, 194-96.

2. *General Mifflin*.

PHILIP STEPHENS TO THE COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

Gent

Admty Office 10 July 1777

Having laid before my Lords Commissrs of the Admty your Letter of the 30th past, informing them that Mr Bell is returned from visiting the Prison at Forton,<sup>2</sup> and hath reported, that with respect to the Buildings, in some of which the Prisoners are now confined, no security against Attempts to escape can be derived from any strength of those buildings, but that the prevention of their succeeding in any such Attempts, must entirely depend, as it did the last War when upwards of 2000 were sometimes confined at Forton, upon the proper disposition and Vigilance of the Guard; That upon examination, with a proper Surveyor, of those parts of the Buildings in which the Well of those Prisoners are at present confined, from the principal of which the late Escape was effected, it appears that some Alterations could be made without difficulty in point of Work, and with the consent of the Owner of the adjoin Land, which was obtained, so as to render the whole of what is employed for the Confinement of the Well more compact, to admit of the Centries properly communicating with each other, to go round the whole of it with ease, and to save, when so alter'd, one Centry of the present number, and that the necessary directions were given for carrying those Alterations into immediate execution; I am in return, commanded to acquaint you, that their Lordships Approve thereof.

Their Lordships also direct me to inform you that the Secretary at War is made acquainted that the Commanding Officer of the Guard informed Mr Bell, that he had no Orders for the Guards loading and firing in Case of necessity, and that it is submitted to him, whether it may not be proper to send Instructions to the Commanding Officer upon this Head, the Prisoners confined in the said Prison being committed either for Acts of High Treason or Piracy. I am Gent [&c.]

Ph<sup>d</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

2. See Stephens to the Commissioners for Sick and Hurt Seamen, June 25.

LORDS COMMISSIONERS, ADMIRALTY, TO COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

By the Commissioners for executing the Office of Lord High Admiral of Great Britain & Ireland &c.

Whereas you have represented to Us, by your Letter of the 25th of last Month, that the Keeper & Agent of Forton Prison had acquainted you that

two of the Prisoners, who had escaped, had been retaken & brought back to the said Prison,<sup>2</sup> and that, as the Persons who retook them had learnt the Route which two of the others had taken, he had encouraged a Pursuit of them, by promising a Reward for their recapture; And whereas you have desired to receive our directions respecting the paying such Rewards as we may judge proper for retaking any of the Rebel Prisoners who may escape, and have, at the same time, mention'd that, in the late & former War, a Reward of ten Shillings was paid for the Recapture of Prisoners of War, We have taken the matter into consideration and, being of opinion, that as the Offences for which the Rebel Prisoners have been ordered to be committed to Forton and Old Mill Prisons, are of a capital Nature, that a Reward of five Pounds should be paid for the recapture of each of those who have escaped, or may hereafter escape, from the said Prisons; You are, therefore, hereby required and directed to pay, to the Person or Persons entitled thereunto, a Reward of five Pounds for each of the said Prisoners who have escaped & have been already retaken, and also for each of them who may escape & be retaken hereafter; & to continue to do so, until you receive further Order. Given under our hands the 10th July 1777.

By command of their Lordships  
Ph<sup>p</sup> Stephens

Sandwich  
J Buller  
H Palliser

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.
2. See Journal of Timothy Connor, June 23.

*London Chronicle*, TUESDAY, JULY 8, TO THURSDAY, JULY 10, 1777

London. Thursday, July 10.

At the last Board of Admiralty several letters of marque were granted, which ships are now fitting out in the river, they are to carry goods to different ports in the West Indies, and afterwards to sail on a cruize against the American ships and privateers.

A letter from Havre de Grace brings advice, that Cunningham, with his new privateer, was sailed from thence; he mounts 16 carriage guns, 12 swivels, and 130 men.<sup>1</sup>

1. Armament of the Continental Navy cutter *Revenge* was actually 14 carriage guns, 22 swivels and a crew of 106, Robert W. Neeser, ed., *Letters and Papers Relating to the Cruises of Gustavus Conyngham; a Captain of the Continental Navy 1777-1779* (New York, 1915), 113.

"A LIST OF STORES ON BOARD OF THE *Dolphin* PRIVATEER"<sup>1</sup>

[St. Malo, July 10, 1777]<sup>2</sup>

2 Mainsails  
2 Foresails  
2 Mizans  
3 Gibs  
1 Mizan Staysail  
1 Topsail

12 Pistols  
12 Belley Catooth Boxes  
31 Sheets of Tinn  
1 Iron Camboos  
1 Copper Kettle of 16 Gallons  
1 Dto of 4 Dto

3 Anchors and Sheet Cables for  
     the Same of 7 inch Rope  
 1 New fore tie 4:1/2 inch Rope  
 1 New Gib Tack and Hasser  
     4: inch  
 50 Fathom of 2 inch New Rope  
 20 Dto of 3:1/2 inch Dto  
 12 Dto of 4 inch Dto  
 15 Dto of 3 inch Dto  
 10 Dto of 3 inch Dto  
 36 Fathom of half worn 2 inch  
     Rope  
 10 Dto of 3 inch Dto  
 25 Dto of 2 inch Dto  
     6 Dto of 3 inch Dto  
 1 New Main Tie 5 inch Rope  
 8 Fathom of New 3 1/2 inch Rope  
 1 Gib Hook  
 3 Boarding Graplings and Grap-  
     ling Ropes  
 1 American Ensigne  
 1 French Dto  
 1 English Dto  
 3 Hadleys Quadrins  
 2 Davises Dto  
 1 Spy Glass  
 1 half Hour Glass  
 2 half Minute Dto  
 2 Quarter Minute Dto  
 3 Brass Compases  
 1 Dipsey Lead and 60 Fathom of  
     Line for Dto  
 4 New Log Reels  
 12 Bushels of Coals  
 12 Sweeps 2 Oars and Spare Spars  
 1 Pair of Grains  
 1 Iron Frying pan  
 3 Spare Pump Spears and Boxes  
 8 Double Fortified 2 Pounders  
     Iron  
 9 Swivels Iron  
 2 Brass Musquetoons  
 2 Iron Dto  
 26 Musquets with Byonets  
 30 Catooth Boxes  
 18 Cutlases  
 8 Catrich Boxes for the Cannon

1 Tinn Ketlee of 3 Dto  
 1 Copper Tea Kettle and the  
     Utensiles for Dto  
 2 Pair of Fire Bellows  
 36 Bowls and Tronshers  
 28 Watter Barrels  
 2: Nine gallon Caggs  
 2 Bung Boarers  
 1 Half Dozen of Knifes and Forks  
 1 Grind Stone  
 2 Axes  
 1 Adze  
 2 Hammers  
 3 Cacking Irons  
 7 Chillies  
 2 Jack Plains and one Smoothing  
     Plain  
 4 Augors of Difrent Sizes  
 1 Pair of Compases  
 1 Crow Barr  
 2 Hand Saws  
 2 Carpenter Rules and Sevel  
     Gimblets  
 6 Rope Spunges  
 1 Pair of Canhooks  
 22 Blocks of Difrent Sizes  
 1 Half Dozen of Hooks and  
     Thimbles  
 8 Scrappers  
 100 Lb of Gunners Chunk  
 12 Rounds of Grape Shot made  
     up for the Cannon  
 14 Rounds of Swivel Grape made  
     Up  
 6 Rounds of Double Headed  
     Shot for the Cannon  
 23 Rounds of Round Shot for  
     Cannon  
 20 Pair of Hand Cuffs and Locks  
     1 Long Iron Bolt and Irons on  
         the Same  
 3 Spare Boat Hooks  
 16 Pound of Bohea Tea  
 60 Pound of Brown Suggar  
     1 Loaf of Lump Suggar  
 2:1/2 Barrels of Irish Beef  
 1/2 A Barrel of Pork

7 Priming Wires	200 Weight of Bread
6 Gun Bits	1:1½ Barrels of Flour
3 Sheep Skins	½ A Cask of Butter
12 Boarding Pikes	120 Weight of Chees
3 Copper Ladels and Worms	Beds Hammoks and Sevrel Other
100 Lb of Musquet Bols	things
12 Powder Horns	

1. Franklin Papers, vol. 61, 85, APS.

2. Date approximated. See Captain Nicholson to American Commissioners, July 9, in which he writes that he is about to provide Captain Wickes with an inventory of the *Dolphin*.

JONATHAN WILLIAMS, JR., TO DE SEGRAY BEAUGEARD FILS & CO., ST. MALO <sup>1</sup>

[Extract]

Gentn

Nantes July 10 1777. –

I have the Pleasure to inform you that by Letters I received yesterday from Paris the Honourable Commissioners have approved of the Choice I made of your house to transact their Bussiness at St Malo & in consequence of their Instructions I have to request that you will pay no Attention to any orders but what come either immediatly from them or through me –

They inform me that they wish to sell the Cutter <sup>2</sup> provided a tolerable price can be obtaind if no sale should offer she is to be sent hither to my Address I beg to know how much she will fetch and whether she can be soon Sold. . .

Please to furnish Capt Wicks & Nicholson with what Ever they may want keeping Distinct Accts for Each Vessel. . .

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Continental Navy cutter *Dolphin*.

11 July

PHILIP STEPHENS TO THE PROVOST OF GLASGOW AND THE MAYORS OF  
LIVERPOOL AND WHITEHAVEN <sup>1</sup>

Sr

[Admiralty Office] 11th July, 1777 –

My Lords Commrs of the Admty having stationed His Majts Ships the *Albion*, *Exeter*, *Arethusa* & *Ceres*, to cruize between the Coasts of Great Britain & Ireland, in quest of the American Privatiers, and for the protection of the Trade in those Parts, I am commanded by their Lordships to acquaint you therewith for the Information of the Merchants of Glasgow, & that the Commanders of those Ships have directions to inquire for Intelligence at the following Places, vizt

*Albion*

&

*Ceres* Sloop

*Exeter*

*Arethusa*

} at Dublin & at Cambletown

–

–

at Milford Haven & Cork alternately

at Whitehaven in her way up Channel & afterwards  
at Campbeltown & Carrickfurgus



Their Lordships have likewise stationed other Cruizers between Scilly the Coast of Ireland & Milford Haven for the like purposes. I am &c  
P.S.

1. PRO, Admiralty 2/737, 123.

JONATHAN WILLIAMS, JR., TO HENRY LAWRENCE, PRIZE MASTER <sup>1</sup>

Sir

Nantes July 11. 1777

I am appointed by the Honble The Commissioners of the United States at Paris to take the Direction of such affairs at Nantes as are more perticularly within their Department & have accordingly Receiv'd their Orders to dispose of the prizes made by the *Reprisal* the *Lexington* & the *Dolphin* – I do therefore in consequence of the above Authority Desire that no part of your Cargo be deliverd to any person, except such as produce, an Order from me for that purpose – If any part is already deliverd, I request to have an Acct of it, & to be inform'd where it is deposited, I have a Store ready to receive your Goods & Whenever you are ready to discharge I shall send a Lighter alongside – I am Sir &c &c

To

J W

Capt Lawrence of the  
Prize Snow *Nancy* <sup>2</sup> Painbeuf

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. *Friendship*.

12 July

#### NEWS FROM WHITEHAVEN <sup>1</sup>

Whitehaven, July 12.

Thursday afternoon the *Mary and Betty*, Thomburn, arrived at Mary Port, having been taken by an American privateer on Monday last, and given to the crews of several vessels to proceed to Ballyshannon. Capt. Thomburn, after parting with the privateer, put two of the crews ashore near Port Patrick, and yesterday afternoon landed Captains Bell, Bouskell, &c. at Workington.

The following are the particulars of this disagreeable and alarming intelligence.

The *Mifflin* privateer, commanded by W. Day, mounting 20 six pounders, and 94 men,<sup>2</sup> fitted out at Boston, in Massachusetts Bay, having a commission from the Congress of that province, took the *Rebecca and Polly*, laden with wine and fruit, on the 24th of June, in lat. 45. 10. long. 25. west, and sent her to Boston. The *Rebecca and Polly* sailed from Cork on the 22d ult. for New York, along with fifteen other vessels, under convoy of the *British King*, Captain Purves.

The *Mifflin* also took

July 6. Ship *Rebecca*, of Workington, Joseph Bell, master, from Liverpool

to Limerick, with rock salt, taken 2 miles N.W. of Insterhull – sent to France.

July 7. Brig *Priscilla*, Richard Cassedy master, from Sligo to Liverpool, with linen yarn, taken off Insterhull – sent to France.

Same day. Brig *Mary and Betty*, of Mary Port, W. Thornburn master, from Liverpool to Ballyshannon, with rock salt, taken 5 leagues W.S.W. from Lochendall – given to the Captain to proceed with the prisoners to Ballyshannon.

July 8. Sloop *James*, Abraham Russell master, from Glasgow to Oporto, ballast – sunk.

July 9. Sloop *Molly*, of Millthorp, J. Bouskell master, from Greenock to Lancaster, with wool, soap, and skins, taken off the Mull of Galloway – sent to France.

The *Mary and Betty* left the *Mifflin* on Wednesday last, about noon, off the Mull of Galloway. – Captain Thornburn stood over to Port Patrick, and the privateer stood down the south channel.

The *Mifflin* (formerly the *Isaac*, belonging to Liverpool, Capt. Ashburn of this town, in the West India trade, was taken by the sloop *Warren*, John Phillips commander, and carried into Salem, laden with sugar, rum, &c.) is frigate built, and near 400 tons burthen.

Capt. Day appears to be upwards of sixty years of age, is rather lame, and was commander of a privateer last war. His crew consists of English, Scotch, Irish, and Americans, having few or no foreigners on board.

The *Mifflin* had 94 men when she left Boston, but having put 6 men on board the *Rebecca and Polly*, 8 on board the *Rebecca*, 5 on board the *Priscilla*, and 4 on board the sloop *Molly*, in order to carry them to France, her crew must have diminished, as we are informed, by some of the prisoners, that Captain Day had not inlisted any since he left America. When she bore down upon the *Rebecca*, Capt. Bell, she shewed English colours, but when within gun shot hoisted a flag, with a white field, having a pine tree in the middle, with the words Appeal to Heaven underneath it.

Several of the prisoners whilst they were on board the privateer, learned, that thirteen other privateers sailed from Boston in company with the *Mifflin*, and that they agreed to share equally all such prizes as the fleet should take during the space of twenty-six days; and that they expected a brig and two schooners to follow them thro the channel, which they had parted with in a gale of wind.

The mate of the *Rebecca and Polly* went prize-master's mate of the *Molly*, to France, and his Captain remains on board the *Mifflin*.

Several of the prisoners speak but indifferently of the honour of Capt. Day. Captain Bell of the *Rebecca*, had one gold and two silver watches in his chest, which, together with his papers, were taken from him by the Captain.

Capt. Bell, of the *Nancy*, who arrived here yesterday, says he saw the *Mifflin*, on Thursday, with a vessel in company supposed to be a prize, in the channel betwixt the Calf of Man and the Irish shore.

A master of a vessel which arrived here this morning, reports, that he saw on Thursday two vessels in the channel, which appeared to be King's ships, and that he heard 7 or 8 guns go off – so that it is more than probable the vessels sent by the Lords of the Admiralty, have met the *Mifflin*.

1. *The General Advertiser. Liverpool*, July 18, 1777.

2. Massachusetts privateer ship *General Mifflin*.

“EXTRACT OF A LETTER FROM DUBLIN, JULY 12.”<sup>1</sup>

On Sunday morning last [July 6] a boat, with several Ladies and Gentlemen, sailed from Tramore, in the county of Waterford, on a party of pleasure, and about four leagues to the South East, fell in with a vessel, schooner rigged, which fired a gun to bring the boat along-side. The company immediately complied, and were ordered on board the privateer; they were conducted to the cabin, when they were told by an Officer, that they were prisoners to Capt. Jeremiah Heydon, of the *Oliver Cromwell* privateer, of Marblehead; after some conversation, in which the Captain and Officers made themselves merry, they were entertained with cold ham, and some excellent Madeira, and then dismissed. The privateer took leave with three cheers, and stood to the South West towards the Bristol Channel.

1. *Lloyd's Evening Post and British Chronicle*, London, July 18 to July 21, 1777.

NEWS FROM DUBLIN<sup>1</sup>

Ireland.

Dublin, July 12.

So apprehensive are the Captains of the Irish vessels, trading from France to this kingdom, of falling into the hands of the Provincials, that not one of them will take charge of letters as heretofore, and they are under the necessity of sailing with French colours, as their only hope of escaping from the swarm of American privateers which hover about the coasts of that kingdom.

1. *Williamson's Liverpool Advertiser*, July 25, 1777.

*London Chronicle*, TUESDAY, JULY 15, TO THURSDAY, JULY 17, 1777

Chester, July 12. An express is gone through Chester from the Lord Lieutenant of Ireland to the ministry, with advice of an American privateer, of 36 guns, having taken three merchant ships in the bay of Dublin.<sup>1</sup>

1. *General Mifflin*.

“EXTRACT OF A LETTER FROM LIMERICK, BY YESTERDAY'S MAIL  
FROM IRELAND, DATED JULY 12.”<sup>1</sup>

Last night a fish-boat arrived here, the master of which declares, that in the morning, about nine o'clock, he was brought to by three American privateers, one of 22 guns, another of 16, and the other of 12 and some swivels; that he was ordered on board the largest, where he was about two hours, during which time [he] was asked many questions concerning the

strength of many places in Ireland, what men of war they had to protect that kingdom, and how many land forces they had, and also the strength of the fortifications of several of the most capital ports in Ireland. He also says, the answers he gave to every question that was asked, were taken down in writing. He says, the crew on board the privateer in which he was, were chiefly French. After having gone through a long examination, they gave him a bottle of brandy and some biscuit, and then suffered him to depart. This affair has thrown the people here into great confusion. An account of it is sent by express to the Lord Lieutenant at Dublin.

1. *Gazetteer and New Daily Advertiser*, London, July 23, 1777.

#### LORD SANDWICH TO LORD WEYMOUTH <sup>1</sup>

My Lord,

Admiralty Office 12th July 1777.

We have received your Lordship's two Letters of the 5th Instant, each transmitting a Copy of a Letter from the Lord Lieutenant of Ireland; in one of which are expressed the Alarms given to the Merchants of that Kingdom from the late appearance of Rebel Privatiers, and their apprehensions for the safety of their Linnen Ships; and in the other a Representation from Sir John Erwin of the defenceless state of the Fort and Harbour of Cork, and proposition for a Ship or Frigate of War to be constantly stationed near the Fort of the Cove, or between that and Spike Island, for the safety of the Shipping at that place. In return we are to acquaint your Lordship, for His Majesty's information, that upon the first notice we received of the appearance of the Privatiers abovementioned off the Mull of Cantire, we immediately sent orders for His Majesty's Ship the *Albion* of 74 Guns, and the *Ceres* Sloop of 18 Guns, to proceed without a moments' loss of time from Plymouth up St George's Channel, as well for the protection of the Trade of His Majesty's Subjects, as to scour the Channel of any of the Rebel Privatiers that may infest it, calling at Dublin and Campbel Town for Advices, and returning round the West of Ireland to Plymouth for farther Orders. Since which, we have sent the *Exeter* of 64 Guns to cruize between Milford Haven, the Old Head of Kinsale, and the Scilly Islands; and have destined the *Arethusa* of 32 Guns to proceed up the Irish Channel and cruize between the Mull of Galway, Belford Lough, and Mull of Cantire; the former calling alternately at Milford Haven and Cork, and the latter at Carrickfergus and Campbel Town, for Information, or any further Orders it may be necessary to send to them. These two last mentioned Ships will guard the Southern and Northern Entrances into St Georges Channel; and it is intended to employ two Sloops and two Cutters constantly in attending upon the Linnen Ships; which, it is hoped, will quiet the Alarms of the Merchants, and effectually secure their Trade.

With respect to Sir John Irwin's proposition, we must beg leave to observe that the stationing of Ships in Ports for the protection of the Trade belonging to those Ports (besides the impracticability of finding Ships for that purpose from the numerous applications we have received of the same nature) would be locking them up from the performance of other more

essential Service, as the numerous Privatiers that now infest our Coasts cannot be restrained, nor the Trade of His Majesty's Subjects properly attended to, but by keeping our Cruizers as much at Sea as possible, in order to intercept the one, and give due protection to the other; which, indeed, from the great number of our Ships now employed in North America, and from the unexpected Equipment of Rebel Cruizers in the French Ports, is a very difficult task for us to execute, and it is to be apprehended that our difficulties will rather increase than diminish, as we have already set forth in our Letter to your Lordship of the 28th Ultimo, if such Equipments are continued in the Ports of France. We have only to add upon this Subject that we conceive it to be the less necessary to station a Ship at the Cove, as, besides the *Exeter* which, as has been mentioned above, is frequently to call there, the *Boyne* of 70 Guns, which is stationed between Ushant and Cape Clear, is also ordered to call at Cork once in every Ten days or a Fortnight. We are, My Lord [&c.]

Sandwich J Buller H Palliser

1. PRO, State Papers 63/457, 187-89.

PHILIP STEPHENS TO THE COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

Gent

Admty Office 12 July 1777

Having communicated to my Lords Commissrs of the Admty your Letter of the 8th Instant, informing them that two of the Prisoners confined in the Mill Prison at Plymouth, having been seized with the Small Pox, application has been made to the Surgeon by some of the others to be inoculated, and proposing, for the Reasons therein given, that permission be given for such Prisoners who may be desirous of it, to be inoculated; I am commanded to acquaint you, that if there is any part of the Prison in which they can be kept separate from the rest, with out danger of infecting those who are not desirous of being inoculated, their Lordships have no Objection to the causing such of them to be inoculated as are desirous of it. I am Gent [&c.]

Ph<sup>p</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

JOURNAL OF DR. JONATHAN HASKINS <sup>1</sup>

[Mill Prison, Plymouth, 1777]

12th [July] this Morning Between the Hours of 3. & 4. Doctr [Samuel] Smith, Mr Little, James Dean, Wm Smith from the Hospital Mr George from the B.[lack] hole & Hy Lunt fr. the Itchy Ward All Eloped thro the Vaultt of the Hospital - at 6 A.M. Benja Sheckle Died -

1. MeHS.

"EXTRACT OF A LETTER FROM BILBOA, JULY 12." <sup>1</sup>

A few days ago was brought in here the *Princess Massareno*, Capt. Wharton, from North Bergen to Venice, who had been taken by the

*Warren* Provincial privateer, of 14 guns, and a number of swivels, and full of men, who put a prize-master on board.

1. *Gazetteer and New Daily Advertiser*, London, August 1, 1777.

### 13 July (Sunday)

"EXTRACT OF A LETTER FROM GREENOCK, JULY 13." <sup>1</sup>

An express came here yesterday, informing that several vessels, particularly two belonging to this place, have been taken by provincial privateers, so stationed in the mouth of the river, that nothing can pass them. Such as attempt to run, they sink them. The master and crew of one of the vessels that was taken the other day have come to town; they were allowed to come on shore, but their cargoes and vessels were, as they understand, sent to France, with some other prizes, under convoy of two of the privateers; but a privateer of 20 guns, well armed, and about 100 men on board, still remains in the river, not far from Greenock, where she is expected every night. The Council met yesterday, and have resolved to fit out three vessels, one of 16, one of 14, and one of 12 guns; for which purpose a subscription paper was set a-going about twelve o'clock; and about two o'clock when it came to be subscribed by Collector P——, with whom I was then in company, I observed no less than 2900 l. sterling subscribed for. A committee is appointed for superintending the equipment; a commodore and captains are already named; and though this be Sacrament Sunday, the drums are beating for seamen to serve for one month only, by which time it is expected that Government will send armed vessels to clear the coast. About 100 sailors are already enlisted; 600 stands of small arms are come down from Dunbarton, and plenty of stores and ammunition. The vessels are already victualled, and they expect to have 150 able-bodied sailors, besides the military from Glasgow, ready to go on board, and sail this evening or to morrow morning.

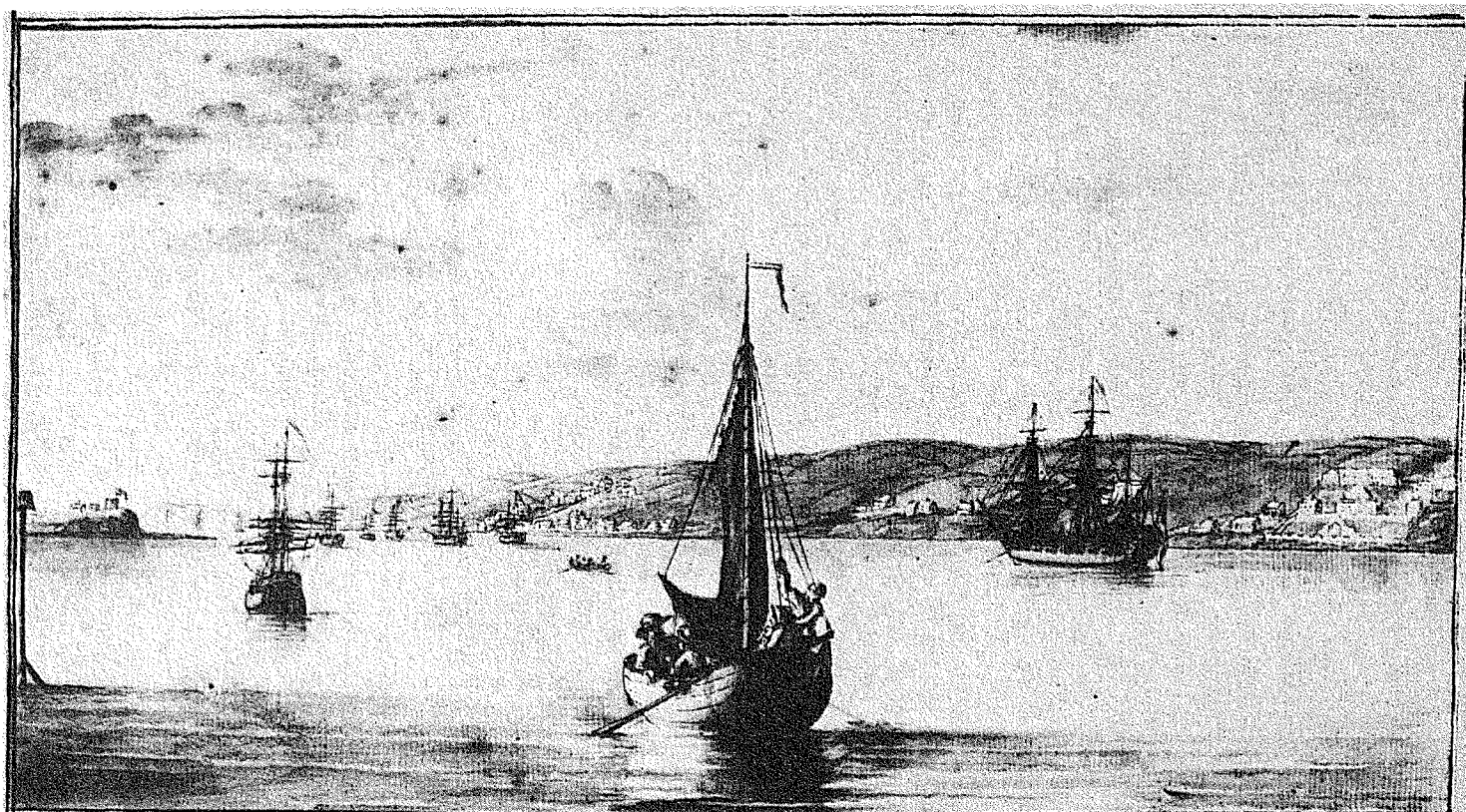
1. *The General Advertiser*. *Liverpool*, July 25, 1777.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

St Malo July 13th 1777 –

I received your favour of the 4th Instant ordering me to Send our Prizes to the Address of Mr Williams at Nants & give orders to our Prize Masters Accordingly this order will be Chearfully comply'd with by me – I should be very glad to know my future distination & whether I am to go out as Soon as fitted for Sea, as I am told the Minesters has ordered me out of Port I shall get my guns on board & Proceed to Sea as Soon as Possible unless ordered to the Contrary. three of our People has Run away and Carried off a French Pilot Boat which they Say I must pay for, Please give me your Advice on this head. I have wrote Captain Johnston desiring him to Address his Prizes as you direct & have also Communicated Said orders to Captain Nicholson As the *Dolphin* is at present disabled in her Mast, I dont think it prudent to Send Capt Nicholson and his officers to Nants in



*A View of the Harbour of CORK, from the Spit-end to CORK.*

*Nicholas Lewis Dean 1772*

her as she is very dirty & Cannot Escape if Chased It Will be Attended with very little expence to send her Round as French Property & may be done by Capt Nicholson's own French hands now on board, only Shipping a French Captain & Clearing her out as French Property for which a bill of Sale may be given to Messrs DeSegray & Co Please inform us how you would have this Matter Conducted & depend on our Compliance from Gent [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 116, APS.

## 14 July

### PHILIP STEPHENS TO SIR STANIER PORTEN <sup>1</sup>

Sir

Admty Office 14 July 1777.

I have received and read to my Lords Commissrs of the Admiralty your Letter of this date enclosing by Lord Weymouth's direction a Copy of a Letter his Lordship had received from the Lord Lieutenant of Ireland, with an Inclosure relative to another Privatier which had appear'd in the Irish Channel; <sup>2</sup> And in return I am commanded to acquaint you for Lord Weymouth's information, that their Lordships having yesterday received advice of the Privatier aforementioned, they immediately sent orders by Express to the Captains of His Majesty's Ships the *Fowey* of 24 Guns at Portsmouth, and the *Burford* of 70 Guns at Plymouth, to proceed without a moments loss of time in quest of her, or any other Privatiers that may now infest the Irish Channel, the latter being required to go as far as the Mull of Cantire and to use their best endeavours to take or destroy any of them they may happen to fall in with; protecting at the same time the Trade of His Majesty's Subjects in the said Channel, calling at Corke or Dublin, or any other place they may think convenient for Intelligence, and governing themselves accordingly.

I am likewise to acquaint you for Lord Weymouth's information, that the Captain of the *Burford* is ordered after cruising three Weeks on the aforementioned Service, to return round the West Coast of Ireland unless by the Intelligence he receives he finds the Rebel Privatiers still infest St George's Channel, in which case, he is to return to Plymouth the same way he went. I am, Sr [&c.]

Ph<sup>p</sup> Stephens

P.S. By Letter this day received from Kinsale dated 6 instant, the *Torbay* of 74 Guns, & the *Wolf* Sloop have both put into that Port, & it is therefore hoped that they will hear of the Privatier abovementioned & that they may fall in with and take her.

1. PRO, State Papers 42/51, 24-25.

2. *General Mifflin*.

## 15 July

### "EXTRACT OF A LETTER FROM AYR, JULY 15." <sup>1</sup>

The inhabitants of this town met on Monday last [July 7], in conse-



quence of advertisements read out in the churches on Sunday, and enrolled themselves to carry arms in defence of the town. Accordingly they assembled on Tuesday with their arms and accoutrements, and are to continue embodied till the town is out of danger from the American privateers, who at present infest the West coast.

1. *London Packet, or, New Lloyd's Evening Post*, July 21 to July 23, 1777.

"EXTRACT OF A LETTER FROM WHITEHAVEN, JULY 15." <sup>1</sup>

I believe during no Time last War were the People on this Coast half so frightened as they have been lately on the Appearance of the American Privateers. An Express was sent off to our Lord Lieutenant, Sir James Lowther, to call out the Militia for the Defence of the Coast, as they were apprehensive the Americans would land; to which Sir James sent Word that he would immediately call out the Militia, and that it might be as little detrimental to the County as possible, he would divide the Time, and fix the first Fortnight now, and the other after Harvest. Three Companies are accordingly stationed here, viz. one at Workington, one at Mary Port, and one at Cockermouth. Sir James has also sent us the following Letter, which he received from the Admiralty, and has put us into Heart:

Sir,

Admiralty Office, July 12, 1777.

I have laid before my Lords Commissioners of the Admiralty the Memorial of the Inhabitants of Whitehaven, setting forth their Alarm at the American Privateers having taken and destroyed several Ships near their Coast, and desiring Protection for their Trade. I am commanded by their Lordships to acquaint you, for the Information of the Gentlemen of Whitehaven, that they have sent a Line of Battle Ship and a Sloop in quest of these Privateers, and that a Frigate will be forthwith sent off that Port to cruise for the Protection of the Trade of his Majesty's Subjects in those Parts.

To Sir J. Lowther, Bart.

Ph. Stephens.

1. *Daily Advertiser*, London, July 21, 1777.

"EXTRACT OF A LETTER FROM DUBLIN, JULY 15." <sup>1</sup>

Our Lord Mayor has been very anxious for the preservation of the Shipping and Commerce of this City, and has frequently applied by letter and in person to his Excellency, the Lord Lieutenant, to use his interest with the Lords of the Admiralty, for obtaining Ships of Force to be sent to our Port, to protect the vessels trading from this Harbour. The Lord Mayor's applications have been always received, and treated with respect by his Excellency, who in consequence thereof has sent expresses to Lord Weymouth, and the Lords of the Admiralty, for a convoy, and we are in hourly expectation of their Lordships answer, as also the arrival of those Ships of Force to protect our Trade.

It is to be hoped that the Lords of the Admiralty will attend to his Excellency the Lord Lieutenant's application.

Certain advice is received of an American privateer being in our Channel, she mounts 26 guns, 22 six and four nine pounders, and is very full of men; <sup>2</sup> and it is evident from the grassy appearance of her bottom, that she had been a long time at sea. Of the mischief she may have done, the following only is come to hand:

On Wednesday morning [July 9], about twelve o'clock, she fell in with a large three-masted vessel called a Cat, about 500 tons burthen, last from Portaferry, in the North of Ireland, laden with timber, between Carlingford and Drogheda; the Master of the Cat thought to escape, but a shot from a nine pounder brought her to. The privateer had in company a vessel from Belfast for Dublin (laden with rum, and under seizure) and a collier; the hands of the different vessels, passengers with their luggage, and the Revenue Officers who were on board the rum ship, were put on board the collier, with liberty to go wherever they pleased; they accordingly put off, and landed safe at Balbriggan on Thursday evening, lay at Swords that night, and arrived here yesterday, when the Officers waited on the Commissioners with the above intelligence, who were pleased to order written notices to be fixed up in different coffee-houses, for the information of the Merchants, Traders, and others concerned.

One of Mr. Babe's wherries being in the Bay on Thursday evening last, they saw a large vessel between Ireland's Eye and Lambay, which they took for an English frigate; they made for her, and when they got alongside were invited on board, when to their great surprize they found her to be an American privateer, and from their description proves to be the above vessel; they were treated with beef and grog, and asked several questions, particularly if the yacht was in the Harbour; to this they say they answered in the negative. After the people of the wherry staid some time on board they were ordered to depart. During their stay they could neither learn the privateer or Captain's name, but say she was a very large vessel and well manned.

A fishing boat had been brought-to by the above privateer on Thursday evening, while Mr. Babe's men were on board her; the Americans took a small quantity of their fish, which they paid them amply for, treated them as they did the Wherry-men, and then dismissed them.

Yesterday two colliers in ballast, from Whitehaven, were brought-to off the mouth of our Harbour by an American privateer, when, after taking from them what cash they had on board, the produce of their cargoes of coals, sold in this Port, together with such provisions as they found on board, they suffered them to proceed on their voyage home.

There are now 11 cannon at the Pigeon-House, viz. two nine pounders in the Yard at the back of the House, three nine pounders at this side of the Pigeon-House, and six six pounders at the King's Wharf. There are also five nine pounders gone to Howth, to command the entrance of the Bar; and a strong work is now making, and will be finished in a few days at the Light-House, on which, we hear, several large cannon are to be mounted.

1. *Lloyd's Evening Post and British Chronicle*, London, July 21 to July 23, 1777.

2. *General Mifflin*.

LORD WEYMOUTH TO LORDS COMMISSIONERS, ADMIRALTY <sup>1</sup>

My Lords

St James's 15th July 1777.

Having received a Letter from the Lord Lieutenant of Ireland inclosing one from the Lord Mayor of Dublin, and another to Him from Chester relative to Rebel Privateers, and requesting that the Convoy which goes from Dublin to Chester may be directed to take under their Protection upon their return to Dublin the Vessels from Chester, I inclose to your Lordships copies thereof, that you may give such Orders to the Commanders of His Majesty's Ships Stationed for that purpose, as you shall judge proper and expedient for the Security and advantage of that important trade. I am &c

Weymouth

1. PRO, State Papers 42/51, 30.

JOHN ROBINSON TO VICE ADMIRAL RICHARD LORD HOWE <sup>1</sup>

Whitehall Treasury Chambers

My Lord

15th July 1777

Messrs Mason and Jones Contractors for supplying Provisions to the Troops in East Florida having desired that for the Safety of their Ships carryg such Provisions, they may go to New York with the Convoys so frequently going there; and upon their Arrival have other Convoy directed to see them safe to Saint Augustine: I am commanded to acquaint your Lordsp that the Lords Commissioners of His Majesty's Treasury approve of the said Ships going by New York, and desire that when they arrive, your Lordship will order a Convoy for them to Saint Augustine. I am my Lord [&c.]

(Signd) John Robinson

1. British Headquarters Papers, CW Photocopy.

ANDREW FRAZER TO LORD WEYMOUTH <sup>1</sup>

My Lord,

Dunkirk. 15 July 1777.

I beg leave to acquaint Your Lordship that the *Speedwell* Sloop & *Wells* continue still in the Road, but propose, I believe, returning to the Downs on friday next, in order to know if the Commanding Officer of His Majtys Ships there has received any orders concerning their future destination.

I have likewise the honour to inform Your Lordship that, on the 13th Inst, the Commandant of the Marine, & the Judge of the Admiralty, received Copy of a Circular Letter, acquainting them that American Privateers & their Prizes are not to be suffered to remain longer in any Port in the Kingdom than 24 hours. – The *Greyhound* Cutter <sup>2</sup> still remains in the harbour. I have the honour to be &ca

Andrew Frazer

1. PRO, Admiralty 1/4134.

2. Renamed *Revenge*.

## 16 July

*London Chronicle*, TUESDAY, JULY 15, TO THURSDAY, JULY 17, 1777

London. Wednesday, July 16.

Yesterday a Messenger was dispatched from the Earl of Suffolk's office to the Lord Lieutenant of Ireland, with orders to delay the sailing of all the shipping in the port of Dublin till our letter of marque cruizers arrived there to convoy their outward-bound ships for the security of their trade, and the same orders to be sent off by his Excellency to the northern ports in Ireland on the same account, and messengers are sent on the same errand to Glasgow, and the other ports in Scotland.

GEORGE III TO LORD NORTH <sup>1</sup>

Lord North – The intelligence given by Mr Wentworth if founded is very material, and is certainly very agreeable; <sup>2</sup> if timidity actuates the French Court to delay taking an open hostile part, some good Success in North America is likely to make Her the more cautiously avoid taking up a losing game; whatever may be the real motives of this determination, the delaying if possible having more on our hands at present is the natural suggestion of a dispassionate mind; but then France must wound us by aiding and protecting the Rebel Ships which harrass our Trade.

Kew July 16th 1777.

*m*

37 pt 10 P.M.

1. John W. Fortescue, ed., *The Correspondence of King George the Third from 1760 to December 1783* (London, 1927–28), III, 459–60. Hereafter cited as Fortescue, ed., *Correspondence of George III*.
2. In a letter dated July 15 at Calais, Paul Wentworth informed Lord Suffolk that Louis XVI had ordered all armed vessels to leave French ports upon twenty-four hours notice, Auckland Papers, III, 49–51, BL.

VERGENNES TO BENJAMIN FRANKLIN AND SILAS DEANE <sup>1</sup>

[Extract]

Versailles 16th July 1777

You can not forget, Gentlemen, that in the first Conversation I had with both of you, I assured you that you should enjoy in France for Yourselfs all the Security and Comforts which we showed to foreigners, and for your navigation and Commerce all the facilities that would be compatible with the exact observance of our Treaties with England, which the King's principles would induce him religiously to fulfil. In order to prevent every doubt with respect to the Vessels that may enjoy the favors which we grant to friendly nations in our Ports, I pointed out to you the Article of the treaty which forbids us the right of allowing Privateers free Access into our Ports, unless on account of pressing emergencies, as well as the Depositing and sale of their Prizes. You promised, Gentlemen, to conform to this.

After so precise an explanation, we did not press the departure of the ship *Reprisal*, which brought Doctor Franklin to France, because we were assured she was supposed to return with merchandize. We had quite lost sight of this ship, and believed she was in American waters, when we learned with surprise that she had run into L'Orient, after having taken several prizes. Orders were immediately given her to depart in 24 hours and to pass on her prizes Only to the Admiralty Courts, which were authorized to judge their validity. Capt. Wickes complained of a leak. Being visited by surveyors, his allegation was found legitimate and admissible; they permitted him to make the necessary repairs, and he was directed to put to sea. After such repeated warnings, the motives of which have been explained to you, we had no reason to expect, Gentlemen, that the said Wickes would continue Cruising in European Waters, and we could only be greatly Surprised that, having joined the Privateers the *Lexington* and the *Dolphin* in order to harass the English coast, they should, all three, then come in to take refuge in our Ports.

You are too well informed, Gentlemen, and too acute not to See how this Conduct offends the dignity of the King my master, at the same time it abuses the neutrality which His Majesty professes; I expect, therefore, because of your fairness that you will be the first to condemn a Conduct so opposite to the obligations of hospitality and propriety. The King can not conceal it, and it is by His express order that I inform you, Gentlemen, that orders have been sent to the Ports at which the said Privateers have arrived in order that they be sequestered and detained there until sufficient Security can be obtained that they will return directly to their Native Country, without exposing themselves through new acts of hostility to the necessity of seeking asylum in our Ports.

As for the Prizes which they may have taken, if they have brought them into our Ports, they will be ordered to go out immediately, and the same shall be observed towards every Captor or Capture of any nation whatever. Such Are the Obligations of our Treaties consistent with our Marine Ordinances, from which the King can not, in Any Manner, free himself. It will be highly proper for you to make this order known wherever you may think it most fitting, so that newly-arrived Privateers, drawing from the example of the Abuses of those against whom we are obliged to be Severe, may not expose themselves to the same embarrassments. . . .

1. Franklin Papers, vol. 6, pt. 2, 124, APS.

#### SHIPPING ARTICLES FOR THE CONTINENTAL NAVY BRIG *Lexington* <sup>1</sup>

[Morlaix, July 16, 1777]

Articles agreed to between the United States of America, and the Officers, Seamen, Marines, and Others, Serving on Board the Ships and Vessels of the said States.

We, whose Hands and Marks are hereunto set and subscribed, being Officers, Seamen, Marines, &c. do, and each of us doth agree to and with Henry Johnson Commander of the good Brig called the *Lexington* belong-

ing to the United States of America, in Manner and Form following, That is to say,

First, We do, for the considerations herein after mentioned, agree, to and with the said Commander, forthwith to enter and ship ourselves on Board the said Brig called the *Lexington* and to the utmost of our Power and Ability, respectively to discharge our several services or stations, and in every thing to be conformable and obedient to the lawful Commands of the said Henry Johnson and his Successors, during the Term of Twelve Months, unless sooner discharged from her to another Ship on the Service of the States.

Secondly, We do also oblige and subject ourselves, to serve on Board the said Brig during the said Term; and, as she is a Vessel of War, We do severally oblige ourselves by these Articles to comply with, and be subject to the Rules and Discipline of the American Fleet, and to be governed and commanded in time of Action with an Enemy according to said Rules, and submit ourselves to the Punishments and Penalties therein mentioned, in case we or any of us offer to desert our Quarters, or do not obey the lawful Commands of the said Commander or his Successors; and if, upon due examination, we or any of us should be found guilty of any breach of Duty, or act of Cowardice, We do hereby severally submit and agree, to forfeit our respective Shares of and in any Prize or Prizes we shall then have taken, to be divided among the said Ship's Company.

Thirdly, That when any Prize or Prizes have been taken, we will follow the express Directions of the said Commander or his Successors, in boarding the said Prize, and be under the Command of any Officer whom the said Commander shall appoint, and assist him in carrying the said Prize to such Port or Ports as he or his Successors shall direct; that we will not in any shape embezzle or plunder any thing on Board such Prize or Prizes, but will discharge our Duty with fidelity and care: And in case any or either of us shall be found guilty of any Breach of Trust, contrary to the true Meaning of this Article, we do hereby severally agree, to forfeit so much of our shares in the said Prize and Prizes then or thenceafter to be taken, and of our respective Wages which shall then be due, as shall make good such Plunder or embezzlement.

Fourthly, And it is also further agreed, to be the true Intent and Meaning of all Parties hereto, that the Officer or Officers, or any of the Ship's Company sent on Board any Prize, shall have as good a share and Interest in any other Prize, that shall be thereafter taken, during his or their absence as if he or they had been on Board the said Vessel at the time of taking thereof, any thing herein contained to the contrary notwithstanding.

Fifthly, And the said Commander for and in behalf of himself and the said United States, doth hereby Covenant and Agree to and with the said Officers, Seamen, Marines, and others whose Names or Marks are hereto set or subscribed, to pay them, in consideration of such services, so much Money per Month, as is specified in a Schedule hereto annexed, and set opposite to the Name or Mark of each respective Officer, Seaman,

or Landsman; and likewise to advance unto each and every of them, one Month's Pay at Entrance, due security for the same being first given.

Sixthly, And as an encouragement to exert the Valour of the Seamen and Marines, in defending said Brig and in subduing and distressing the Enemy, the said Commander for and on behalf of the said United States, doth further Covenant, Promise, and Agree to and with all and every of the Officers, Seamen, Marines, and others, Parties hereto, that in case any Prize or Prizes shall be taken by the said Ship or Vessel, the same shall be proceeded against, and distributed according to the Resolutions of the said States.

Seventhly, And it is by those Presents mutually agreed and consented to, by and between the said Commander and every the Officers, Seamen, Marines, and others, Parties hereto, That in case the Commander for the time being lose a Limb in an Engagement, or be otherwise disabled, so as to be rendered incapable afterwards of getting a livelihood, he shall receive, out of the neat Profits of such Prize or Prizes, and Prize Goods, if so much arise, before a Dividend or Distribution be declared, the sum of Four Hundred Dollars, or if he lose his Life, his Widow or Children (if any) shall receive the said Bounty of Four Hundred Dollars, together with all Prize Money to him belonging at the time of his Decease. And if the Captain of the Marines, or any other Commission or Warrant Officer, lose a Limb or be otherwise disabled, so as to be rendered incapable afterwards of getting a subsistence, he or they so disabled, shall receive a Bounty of Three Hundred Dollars, if so much arise, from the neat Profits as aforesaid, and in case of Death, the Widow or Children (if any) shall be entitled to the same, together with their Share of Prize Money, due at the time of their Decease. And if any inferior Officer, Marine, or Sailor, lose a Limb, or be otherwise disabled, so as to be rendered incapable afterwards of getting a subsistence, he or they shall receive a Bounty of Two Hundred Dollars, to be deducted as aforesaid; and in case of Death, his Widow or Children (if any) shall be entitled to the same, together with his share of Prize Money due at the time of his Decease.

He who first discovers a Ship or other Vessel which shall afterwards become a Prize, shall be entitled to a double share of such Prize.

He who shall first Board a Ship or other Vessel making resistance, which shall become a Prize, shall be entitled to a triple share.

There shall be ten shares of every Prize, which shall be taken and condemned, set apart, to be given to such inferior Officers, Seamen, Marines, &c. as shall be adjudged best to deserve them, by the superior Officers who shall be appointed to make such determination.

Provided always, And it is hereby declared to be the true Intent and Meaning of the Parties to the afore-mentioned Orders and Articles, that any of the Officers, Seamen, or Marines, shall be liable to be removed by order of the United States, or by the Commander in Chief of the American Fleet for the time being, from the foresaid Vessel to any other armed Vessel in the service of the said States, any thing contained in the foregoing Orders and Articles notwithstanding.

N B. That a bounty of Twenty dollars be paid to the Commander, Officers & Men of such Continental Ships or Vessels of War, for every Cannon mounted on board each prize at the Time of such Capture, and Eight Dollars pr head for every man then on board and belonging to such Prize -

Time of Entry		Mens Names	Stations	advce Wages	Where born
April	19th 1776	Nichs Simkins	Mitchipmn	£10:10:-	Egg harbour
Do	4th Do	Recompence Hand	Do	7:10	Cape May
March	18 Do	John Woodsides	Seaman-Cooper		New York
Do	17 Do	John Gardan	Do		Couty antrrom Irl
May	20th Do	John Davis	Do R		Sosbery & Shropsire Engd
	16th	Henry Beckly	boy		Philadpa
	15th	Samll Williams	Cooke		London Engd
July	29th	Thoms Heley	Seaman R		London Do
	29	Edwd Hert	Do	Qr Master	Putney Engd
Octobr	12	Daniel Fegan	boy		Selam
	12	William Lane	boy		Philada
Septbr	16	William Keith	boy	4:11:3	Do
Octobr	16	George Morrison	Do		hinvernest Scotld
Octobr	12	Andrew Groas	boy		Philada
June	5	John Harvey	Do		Do
Octobr	10	David Clark	Do		Do
July	7	William Sterns	Seaman		New toun Chester Maryld
Octobr	16	Francs Cobrin	boy		Maryland
Sept	17	John More	Landsman		Discd by ord
	11	Thomas Colestin	ditto		Newry
May	20	Mathew Brynan	Seaman		Dublin
Octobr	19	William Riley	Mearine		Do
May	20	Thos Haney	Landsman R		Philada
Sept	16	Francis Owens	Landsman		InneSkillen Ireland
May	19	John Hobbs	Do		London
Febary	12 1777	John Chester	Carpenter		Hull England
	12	Methuselah Lewis	Capptr Mate	4:10	Milford haven
	15	John Row	Landsman	3..0..0	
	15th	Thoms Bradley	Landsman	3..0..0	
May	22 1776	John Stuart	Seaman	7.10..0	
Ditto	20 "	Aaron Quigley	Ditto	7.10..0	
Februy	[1777]	Thomas Lyne	botswain	10.10..0	
	19	James Connelly	Leut mareen	40..0..0	
	20	James Jackson	armourer		
		Samuel True		7.17..6	
		Bengoman Lockert		7.17..6	
		his			
Febry	21st	Nicholas X Calwell mark	Steward	7.10..0	
	21	James Dick	midShipman	7.10..0	
Juy	27th[1776]	Richard Dale	Mate		Virginia
Apl	25th	Jeremiah Holden	Master		Pennsylvania
Sepr	2	John Hopes	Clerk		Ireland
Feby	18 1777	John Thompson	Gouner		
Marh	17 1776	Matthew Clear	Actg 3 Mate		
Apl	3 1776	Samuel hubbell	Qr Master		



Time of Entry		Mens Names		Stations	advce Wages	Where born
Feb'y	24th 1777	Henry Lawrence		Mate		
		his Thos X Marlin		Ordy [seaman]		
		mark				
Mar	18 1776	Geo X Greys		BtSwains Mate		
		mark				
May	22 "	James Sheldes		Qr Master		
		his				
"	13 "	Jno X Barry		Mr at Arms		
		mark				
Feb'y	24 1777	Jacb X Crawford		Boy		
		mark				
"	28 "	John Wiggins		Steward		
le 10 May	"	R: Giraud		Midshipman		
le 14 "	"	jn Rousseaux		do		
Le 2 mai	"	jean Bobis				
11 May	"	jean Roustant				
Le 12 may	"	augustin Guichard				
le Onze d'avrile		mathieu Raison				
Le 7 may	"	pierre merle				
Le 11 May	"	John Voisusan				
Le 8 may	"	francois Bruneau				
Le 6 May	"	jean fray				
Le 8 dto	"	Pierre castel				
Le 8 dto	"	Pierre dimé				
Le 7 dto	"	jean dufaus				
Le 3 dto	"	jacque dimé				
Le 6 dto	"	jean Perez				
Le 6 dto	"	Pierre Pellerin				
Le 8 dto	"	Guillaume Lagaeherie				
Le 7 dito	"	Charle Boureau				
Le 12 dito	"	jean Sanefit				
Le 6 dt	"	Entoine Rayé				
Le 7 dt	"	Elie La Grange				
Le 5 dt	"	Charle Legue				
Le 8 may	"	Bernard de villeffumade				
Le 15 may	"	jean Roy				
Le 3 may	"	Entoine vassel				
Le 8 dto	"	joseph Bona				
Le 28 avril	"	alexandre Roussel				
Le 6 may	"	vinsan Savadin				
Le 8 dto	"	jean Rocheros				
Le 12 dto	"	jean porquier				
Le 16 avril	"	jean Bart				
Le 7 may	"	jean larival				
						his
Le 10 may	"	antonyo fererya		Sailmaker		Anthony X Ferrara
						mark
Le 8 avril	"	jacque Daene				Donkerque
15 april	"	frederic Lous				
Le 5 dito	"	Luc Madeler				
		his				
June	26 1777	Richard X Howard		BtSwains Mate	42 Livres	
		mark				
do		Benj Ragland		Able [seaman]	42 Livres	

	do	William Lee	do	42 Livres
		his		
		Nicholas X Shaye	do	42 Livres
		mark		
		his		
July	3d	Andw X Sutherland	Ordinary Seaman	36 Livres
		mark		
	3d	James Bearns	do	36 Livres
		his		
	3d	Jacob X Hunt	do	36 Livres
		mark		
	3d	charle febre	do	36 Livres
16		Rapier	do	42 Livres
		his		
	3d	James X Hayes	Able [seaman]	42 Livres
		mark		
14th		Robt Ford	Able	42 Livres
		his		
	3d	Joseph X Howell	Master at Arms	48 Livres
		mark		
		his		
	3d	Joseph X Kennington		42 Livres
		mark		
14th		Corien Bosuier		24 Livres
		charls mec ginnis		

1. PRO, High Court of Admiralty 32/388/10, 18.

## 17 July

### PHILIP STEPHENS TO SIR STANIER PORTEN <sup>1</sup>

Sir

Admty Office 17 July 1777

Having laid before my Lords Commissrs of the Admiralty your Letter of this date, enclosing Copy of an Affidavit made by Abram Russell, late Master of the Sloop *James*, relative to her and other Vessels having been taken by the *Mifflin* Privatier off the Mull of Cantire &ca,<sup>2</sup> I am commanded to acquaint you that their Lordships having received the same intelligence thro' various other Channels, they have sent several Ships to scour the Irish Channel of the Privatiers that infest it, and to protect the Trade of His Majesty's Subjects; And that other Cruizers are stationed in the Northern & Southern entrance of the Channel for the like purpose. I am Sr [&c.]

Ph<sup>p</sup> Stephens

1. PRO, State Papers 42/51, 32.

2. See Affidavit of Abram Russell, July 10.

### PAUL WENTWORTH TO LORD SUFFOLK <sup>1</sup>

[Extract]

Poland street London the 17 July 1777.

. . . the N England Provinces have sent on a secret Expedition, five frigates – 2, of 32 Guns, 2, of 28 & 1 – of 22. with 12 other Hired Privatiers for 28 days – Mounting from 12 to 18 Guns.<sup>2</sup> Some think Nfound Land, others Halifax or the Transports from England to be the Object. . . .

## [Enclosure]

Intelligence from a very undoubted Authority.

. . . It may not be amiss to add here, that the trick Weeks put upon the Commandant du Port at L'orient, on a like summons to depart – was to Pump in His Ships Hold a great deal of Water, make report of a Leak, demand a delay &c – a Visit is made a Report cooked up, & the delay permitted, but this would not do with regard to his Prizes – He petitioned However that they should remain till he was in a Condition to Convoy them safe to America – this is refused; He then obtains so much delay as will allow him to go to the deputys, & apply to the higher powers – This takes at least 10 days – The request is Refused at Versailles, but the intention of the Captor is answered – The Vessels are sold – place of delivery appointed – the Mony paid &c &c. . . .

There is at Havre a Kings Armed Coasting Ship of very great length, built after a design of the Chevr [Jacques] Boux – She has been lately purchased by Mess Du Chamont, Grand, Monthieu, Bernier, Beaumarchais of Paris; Lemosin & others at Havre, & is to be fitted as a Privateer, or occasional Merchant Ship, according to the Ships she meets on Her Passages to & from America & France – The deputys<sup>3</sup> are to grant them one of their Blank Commissions from Congress. There are others at Nantz, Bourdeaux, Marseilles &c &c – which are intended to be ready against the Winter Months to follow the same Plan.

M. Sartine lately wrote a Circular Letter to the Chambers of Commerce in France, by order of Council, Contradicting a report that the New Govr of Martinique had Issued a proclamation advertizing the Inhabitants to be on their Guard, as the King had abandonned to Great Britain all Captures of Ships having Arms & Ammunition for the American Colonists – “The report, true or false may injure Commerce, & depress the rising Spirit of Trade with the Americans – But it is either not true, or mis-stated, being inconsistent with the Kings instructions to the Govr – And that the King Commanded Him, M. Sartine to declare expressly, that all Ships taken by the English contrary to the Treaties, should be reclaimed in the strongest terms, and that His Majesty was resolved at all hazards, to Protect the Property & Commerce of His Subjects.”. . .

1. Auckland Papers, III, 58–72, BL.

2. Reference here is to Continental Navy frigates *Hancock* and *Boston* with accompanying privateers.

3. American Commissioners in France.

*London Chronicle*, TUESDAY, JULY 15, TO THURSDAY, JULY 17, 1777

To the Printer of the *London Chronicle*.

Sir,

Passing the other night through a Coffee-house, I overheard a conversation on the present posture of affairs, and as usual the members were divided, so that the debate was pretty equally contested, until a friend to the Americans asked the ministerialists, whether our navy was not at present in as indifferent a state, and as unfit for war, as when Hawke was

first lord of the admiralty? This unexpected question I observed silenced his opponents, who contented themselves with simply denying the assertion; it made, however, such an impression on me, that immediately withdrawing from these orators, I determined to examine into the truth of this: so calling for some old news-papers, I was agreeably surprised, after a little search to find in one of the public papers a list of the men of war we had cruising in the Channel, and of those which had been dispatched since the beginning of this year to join the several squadrons on the North American and West India stations, by which it appeared that we had no less than twenty-eight ships of the line now cruising in the Channel, which of course I imagine must be fit for service. I observed, however, that the list was imperfect, and sat down to correct it, and having made out the following lists, I thought it would do no harm if they were made public; I therefore have taken the liberty of transcribing them hereunder, that if you should be of the same opinion, I may have the pleasure of seeing myself in print for the first time, and as your paper is read at the Coffee-house where the above conversation passed, it may afford the vanquished party room to triumph in their turn.

*Ships of the Line now cruising in the British Channel.*

*\*Foudroyant 80 guns, \*Prince of Wales 74, Invincible 74, \*Boyne 74, Ramilies 74, Courageux 74, Centaur 74, Torbay 74, \*Terrible 74, \*Culloden 74, \*Royal Oak 74, Egmont 74, Princess Royal 74, \*Hector 74, Mars 74, \*Albion 74, \*Burford 74, Bedford 74, Stirling Castle 74, Cornwall 74, \*Valiant 74, \*Nonsuch 64, Belleisle 64, Exeter 64, Ardent 64, \*Raisnable 64, Trident 64, Bienfaisant 64.*

Those marked \* have taken American vessels.

Besides those (which from their being employed may be supposed to be full manned or nearly so) there are several others in commission as guardships, particularly the *Ocean*, *Queen*, *Prince George*, and *Sandwich*, of 90 guns each; also several frigates, as the *Arethusa*, *Maidstone*, *Fowey*, &c. several sloops, as the *Ceres*, *Speedwell*, *Ranger*, *Drake*, *Hound*, &c. and several armed cutters.

The following have sailed since February for New York.

*Augusta 64 guns*, sailed with Major Balfour, express; *Somerset 64*, led the second convoy; *St. Alban 64*, was the third ditto; *Isis 50*, was the first ditto; *Bristol 50*, *Experiment 50*, now sailing; *Thames 32*, sailed from Corke; *Liverpool 32*, sailed with Gen. Clinton; *Thetis 32*, *Surprise 32*, *Squirrel 28*, *Bute 20*, *Silver Eel 20*, *Camel 18*, *Zebra 14*.

Sailed for Newfoundland.

*Romney 50*, Adm. Montague; *Fox 28*, was the convoy from Poole; *Active 28*, convoy from Jersey; *Pegasus 18*, convoy from Waterford.

Sailed for Quebec.

*Apollo 32*, sailed with Gen. Burgoyne; *Blonde 32*, first convoy; *Carysfort 28*, third ditto, sailed a fortnight ago; *Lizard 28*, *Proteus 20*, second ditto. Sailed for Guinea. *Pallas 36*.

Mediterranean Convoys.

*Worcester 64*, *Ariadne 20*.

Convoys sent to the West Indies.

*Southampton* 36 guns, *Aeolus* 32, *Leostoffe* 32, *Grasshopper* 20, *Cygnets* 18, *Sylph* 18, *Weazel* 16, *Druid* 10, *Porpoise* 20 guns.

N.B. No mention is made of several East Indiamen and other large ships armed and sent with convoys, as the *Kent*, *Pigot*, *Buffalo*, *Lord Howe*, &c. nor of letters of marque.

Total of Men of War enumerated in the foregoing Lists.

1	of	80 guns.
20	—	74
11	—	64
4	—	50

—  
36 sail of the line.

2	of	36 guns.
8	—	32
5	—	28
6	—	20
7	—	10 to 18

—  
28 frigates and sloops.

—  
64 ships of the line, frigates, and sloops, sent to sea on actual service since January 1777.

I do not pretend to say, Mr. Printer, that there are no errors in the foregoing accounts, but I am persuaded they are more correct than any which have yet appeared; there are I fancy some omissions, as I cannot think but there are above four men of war sailed for Newfoundland and above five for Quebec; however it is better to err on this wise than to exaggerate. — Permit me now to ask one query.

If to the above men of war you add the guardships in commission, the 50 and 40 gun ships, the frigates, sloops, armed vessels and cruisers in North America and the West Indies, say, in what time could all the powers of Europe combined, whether Turks or Christians, enemies or allies, produce a fleet comparable to ours, either in number or discipline, might or experience? I am, Sir, your constant Reader and new Correspondent,

A Cockney.

#### AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES <sup>1</sup>

(Triplicate.)

Sir,

Paris July 17th 1777.

We are very sensible of the Protection afforded to us and to our Commerce since our Residence in this Kingdom, agreeable to the Goodness of the Kings gracious Intentions, and to the Law of Nations; and it gives us real & great Concern when any Vessels of War appertaining to America, either thro' Ignorance or Inattention, do any thing that may offend his

Majesty in the smallest Degree. The Captains Wickes, Nicholson, & Johnson have excused to us their returning to France, being chased into the Channel and close to your Ports by English Men of War, of the Truth of which we have no doubt, the *Reprisal* particularly having been obliged to throw her Guns overboard to facilitate her Escape. We had some Days before we were honor'd by your Excellencys Letter, dispatched by an Express the most positive Orders to them to depart directly to America which they are accordingly preparing to do, as your Excellency will see by the Letter enclosed which we have just receiv'd by the Return of that Express. – We shall communicate his Majestys Orders to our Friends residing in your Ports, and acquaint the Congress with the same to the end that our arm'd Vessels may be warned of the Consequence that must attend an Infringement of them. We doubt not but they will be henceforth strictly attended to. And we are willing and ready to give any Security your Excellency may judge sufficient and reasonable, that after being fitted an[d] provisioned for so long a Voyage, those Vessels shall proceed directly to America, without making any other Cruize on the Coasts of England. We are thankful for the repeated Assurances of his Majestys Protection continued to us and such of our Nation as may reside in France, and for the facilities indulged to our Commerce at this critical Conjuncture, which will always be remembered in our Country with Gratitude & Affection. We have the Honour to be, [&c.]

1. Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and Great Britain, 1777–84), 85, 81–84, NA.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN <sup>1</sup>

[Extract]

Paris July 17th 1777 –

. . . Mr Deane was apply'd to Yestaday by a firm friend to America for a Blank Commission I mean to say a Commission thats only Signed & not filled up he for a long time Declared he had only two which was already engaged, however by the Gentleman pushing the matter he declared he had passed his word to this Court that he would not grant any more, within the space of two months, & after which he informed him in my Presence that he should have one with all his heart, but advised if he should take any Prizes of value to Carry the same into some of the Spanish Sea port towns and there sell the Ship or Ships so taken without Acquainting them that She was a Prize & leave the port immediately after he had received the money for same, this he told the person in my Presence. . .

1. Auckland Papers, III, 56–57, BL.

18 July

CAPTAIN MATTHEW MOORE, R.N., TO PHILIP STEPHENS <sup>1</sup>

*Exeter* off Deal in the Bay of Milford

Sir/

July 18th 1777

Soon after I sailed from Plimouth, I received intelligence from Lieut

[James] Norman of the Tender [*Effort*] bound to Cork, that two American Frigats and a Sloop were cruizing off the Lands End: and next morning I chaced them, and found they were two Dutch Frigats of twenty four Guns Each, and a Cutter, who were waiting for their India Ships: they have cruized on that Station since April last, and the Cutter chaces every Ship, expecting they may be Dutch: I thought necessary to call off this Port to acquaint their Lordships with this particular circumstance, as I am sure they have given rise to the report spread, of Privateers cruizing on our Coast. I shall keep a strict look out and pursue the Enemy where ever I get certain intelligence of their cruizing and I am Sir [&c.]

Matt Moore

1. PRO, Admiralty 1/2120.

19 July

PHILIP STEPHENS TO THE SENIOR OFFICER IN THE DOWNES <sup>1</sup>

Sir/

[Admiralty Office] 19th July 1777

Intelligence being received that several Rebel Merchant Ships bound to Hamburgh and Amsterdam are expected to come North about, Also that some Rebel Privateers are expected in those Seas; I am commanded by my Lords Commissrs of the Admty to signify their directions to You, upon the Arrival of the *Pelican* and *Camelion* in the Downes, to order their Commanders to return to their Station, and cruize thereon for one Month longer, and then return to the Downes for further Orders. I am &ca

P. S.

1. PRO, Admiralty 2/555, 231-32.

*London Chronicle*, THURSDAY, JULY 17, TO SATURDAY, JULY 19, 1777

London. Saturday, July 19.

The following is an extract of a Letter from Holland to a Gentleman in Bristol:

"My friend's house at Nantz, I find by a letter from thence last week, corresponds directly with the Congress, receiving from them sugars, coffee, tobacco, indigo, &c. and returning them ammunition of all sorts, stores, hardwares, brandy, salt, &c. and this publicly, constantly and very largely. He writes me, the people there are all mad after learning English, on account of this new connection with America, and all the houses of consequence are getting English clerks for this purpose. Thus you see how every power in Europe is anxious for the spoils of your old American commerce, and encourage the colonists to trade with them. This republic will come in for a share of what you have lost."

20 July (Sunday)

RICHARD RUSSELL TO THE BRITISH NAVY BOARD <sup>1</sup>

Honble Sirs,

Harwich July 20th 1777

Joseph Fuller, Master of the *James & Henry* Fishing Smack of this

place, arrived here Yesterday afternoon from Dunkirk, & informed me that Cunningham's Vessel (a Cutter of about 130 Tons, carrying 20 Carriage Guns, & a great many Swivels, & full of Men)<sup>2</sup> was towed out from thence into the Road last Thursday night between 8 & 9 o'Clock, & sailed at that time in Company with him, Steering away North East Northerly. And that the *Speedwell* Sloop of War & a Cutter sailed from Dunkirk Monday night or Tuesday Morning.

John Ellis also, master of an other Fishing Smack, who arrived after him from Dunkirk, which place he left Friday night, brought an Account that it was currently reported there that 50 of the Irish Brigade embarked on board Cunningham's Vessel & sailed in her; and that she was not commanded by Cunningham, but by one [John] Beach who was his Lieutenant. He likewise reported that he saw a French Frigate of 36 Guns come into the Road Friday afternoon.

As this intelligence appeared of consequence I thought it my duty to send Fuller immediately up to London express, which I hope you will approve, and am &c<sup>3</sup>

R<sup>d</sup> Russell

1. Shelburne Papers, CL. Russell was the Naval Officer at Harwich.

2. Continental Navy cutter *Revenge*.

3. See next entry.

INTELLIGENCE RECEIVED FROM JOSEPH FULLER, MASTER OF THE  
*James and Henry*<sup>1</sup>

Admty Office 20th July 1777.

The following information was taken from Joseph Fuller, Master of a Harwich Fishing Smack, Vizt

That he arrived at Dunkirk on the 8th Instant, where he found the Vessel (called Cunningham's Cutter) laying without the Gates ready to sail.

That the same day or the day after (he cannot be certain which) she was hawled within the Gates, her Sails were unbent and her Stores and Ammunition carried on Shore. – A Guard placed over her and no person permitted to go on board but her own Men.

That on the 17th (after five o'Clock P M) her Sails were bent, the Stores reshippt, and by the assistance of eight Boats a head was towed down below the Gates and by 9 o'Clock was out of the Harbour.

That he (Fuller) was just a head in his Smack and when out of the Harbour sailed close along side for at least fifteen Minutes, and that he heard the Commanding Officer in the Cutter say "come my Lads fill your shot Lockers fore and aft and load your Guns."

That they soon lost sight the Cutter steering N.E. by N. – The Smack N.N.W.

That it was the talk at Dunkirk that Cunningham had 90 Seamen and was to have 50 of the Irish Brigade also, who were to be concealed in the Hold, till the Cutter should be got to Sea. He observed while along side, the Cutter was much crowded with Men.



That besides 20 Carriage Guns, 4 pounders, the Cutter is fitted fore and aft with Swivels and has a Row-Port between each Gun.

That he does not know whether Cunningham is sailed in the Cutter. – He saw him on board the afternoon of her sailing, but it was then said that Beech would command the Cutter & Cunningham stay to see to the fitting a large Ship then in the Harbour (late in the African Service) which he was to command when ready.

[Endorsed] In Mr Jackson's to Sr S P[orten] 20 July 1777

1. PRO, State Papers 42/51, 42–43.

GEORGE JACKSON TO ADMIRAL SIR THOMAS PYE, PORTSMOUTH, AND  
VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH <sup>1</sup>

Sir

[Admiralty Office] 20th July 1777

My Lords Commissioners of the Admiralty having received Accounts from Dunkirk dated the 18th Instant that the *Greyhound* Cutter <sup>2</sup> sailed from thence the preceeding Night and was seen off Ostend the following Morning; <sup>3</sup> I am commanded by their Lordships to acquaint you therewith that you may signify the same to the Captains of such of His Majesty's Cruizers as may sail from Portsmouth in order that in case of her coming to the Westward they may keep a good look out for her I am &c

Geo: Jackson D:S: <sup>4</sup>

1. PRO, Admiralty 2/555, 260.

2. Renamed *Revenge*.

3. Captain Conyngham took advantage of the departure of two British warships which had been patrolling off Dunkerque to slip out of port. See Andrew Frazer to Lord Weymouth, July 15.

4. A similar alert was sent to the Senior Officer at the Downes, PRO, Admiralty 2/555, 260–61.

CONDE DE ARANDA TO CONDE DE FLORIDABLANCA <sup>1</sup>

[Extract]

No 1079.

Paris, 20 July 1777

My dear sir: On Tuesday the 8th instant, the usual day for the Ambassadors' audience, it seems that the English Ambassador <sup>2</sup> expressed himself most vigorously to the Comte de Vergennes, complaining about the protection given to American privateers in French ports, which is so offensive to England, that her coasting trade has sustained injury, and even coal ships have been attacked: That in French ports prizes are sold publicly, which is against the Treaties provided in such cases: and many other things which do not correspond to the reciprocal expressions of good faith, which have been the case in the war against the Rebels. . . .

They were speaking about what was the most common knowledge, that everything was a maneuver of this Court, masked by the pretence of freedom of trade: that under said pretence, in the ports of Dunkerque, St. Malo, Nantes, La Rochelle, and Bordeaux there was an open traffic with the Americans, finding the piers covered with articles of war, that publicly these were embarked as much in French vessels as in American vessels,

under the pretext of their being permitted for sale in this Kingdom: That he [Stormont] had already spoken clearly on the subject and he did not know whether he could remain in Paris, that he was at the point of considering his departure. . . .

1. AHN, Legajo 3884, Expediente 3, no. 28, LC Photocopy.

2. Lord Stormont.

CAPTAIN LAMBERT WICKES TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Dear Sir.

St Malo July 20th 1777

I received your favour by Captain Taylor and must beg to excuse me for not taking Notice of what you Mentioned in his favour before as I was much hurried, I have wrote to Paris in his favour and will do him every Service in my Power, if this Reaches you at Morlaix beg you would not leave that Port untill you receive orders so to do from the Honble Commissioners at Paris, but hold yourself in readiness to depart on Receipt of their Orders from Paris –

Manley has taken the *Fox* frigate of 28 Guns after a Very warm Engagement of 5 Hours – General Washington has taken Brunswick & 3000 Prisoners It is also Reported that they have had a General Engagement at Amboy, where Howe was beat and drove into New York with loss of 6000 Men, this News came by a Vessel from Dartmouth arrived at Bordeaux Sail'd the 14th June.

We have News here this day from England by the Way of Gurnsey that says Genl Howe has Lost 12,000 Men & had Embarked wth the Remainder of his Army on board the Men of War – Please Answer this as soon as Possible and let me Know wheather it will be Agreeable to you to go Home in Company with me or not, if it is agreeable I will endeavour to Join you, or get orders for you to Join me, I think the Reason the Gentlemen has not wrote you is owing to the hurry of Business now on hand, as our late Cruize has made a great deal of Noise & will Probably Soon bring on a Warr between France and England which is my Sincere Wish, you may rely on it, that Nothing that I have wrote them has lessened you in their Esteem or Made them Neglect writing you – I have had much trouble here, our Vessels is Still Arrested but I shall be done Graving this day & am Suffered to go on and fit out, I am in hopes of being fit for Sea in 8 or 10 days At furthest, As our Guns is Purchased and all Ready to take on board – Nicholson is gone to Nantz where I am informed there is a Ship Purchased for him to go home in, as a Merchant Man, from Sir [&c.]

Lamb<sup>t</sup> Wickes

1. PRO, Colonial Office 5/7, 125.

SIR JOHN HORT TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 9

Lisbon Sundy 20 July 1777

. . . Respecting the future protection of the British trade in this place;

I hope that, considering the central situation of the coast, the appearance of the king's cruizing ships on this station in pursuance of the directions your Lordship has caused to be issued for their occasional call at Lisbon; will be frequent enough to answer our purpose of convoys, without the necessity of any regular assignations; At least till the restored confidence of the merchants shall again embolden them, more generally than at present, to commit their property to british bottoms in preference to foreign; which latter now swarm here to an extent unknown, as I am well assured, during any French or Spanish war: In the whole of last month, three British merchant ships alone have entered this port.

At Oporto, the case of his majesty's subjects is still more deplorable, being in fact nothing less than that of a blockade – By letters just arrived from thence, of the 7th instant, it appears, that one rebel privateer is regularly stationed between Oporto & Vianna: Two others between Vianna & the Bayone islands; and a fourth was then recently spoken with by a Brazil ship, off C: Finisterre.

Of these, the *Warren* schooner, of 10 guns, Nicholas Ogilvie or Ogilbie master, of Marblehead, has taken three vessels; One on the 2d instant, & two on the 4th; the particulars were from Oporto immediately dispatched to the admiralty with request of assistance; and expresses both from thence & from this place, to Admiral Mann at Gibraltar.

The *Warren* has also taken another vessel of which I have not learned the name.

All these privateers, as well as many others which according to their own reports sailed along with them, are the produce of New England. And I apprehend it to be material to observe, that their force is generally contemptible; pitifully manned & hardly ever mounting above twelve little Guns; often eight, six & even four: These, keeping much closer to the shore than is possible for the great ships hitherto employed against them, are generally either invisible during the appearance of the others; or if detected, croud sail; & unless in the accident of a high sea, perpetually outstrip them.

I take the liberty to observe, that these mischiefs, as well as the credit redounding to the rebels, by such public & sounding appearances of exertion, might be prevented in respect of this coast, by even one small sloop or a stout cutter, that with faithful activity should cruize on this station alone.

I have troubled your Lordship a great deal on this subject; Yet I think I ought not to omit one other circumstance: The *Warren's* people were particularly careful to secure the Mediterranean passes of the ships that fell into their hands; Your Lordship will judge whether any general order ought to be made in this matter; In the mean time, I have directed that it be recommended to all masters of ships, frequenting especially this place & Oporto, that they keep their passes constantly fastened to a weight; & throw them overboard as soon as they shall be assured that they cannot escape. If, as in one case which I have mentioned they should be dismissed; The

Admiralty could not I presume make any difficulty to release their bonds, on due proof, & provide them with new passes. I have even ventured to hold out that assurance as the condition of their public spirit. . . .

1. PRO, State Papers 89/84, 247-49.

JOURNAL OF H.M.S. *Levant*, CAPTAIN GEORGE MURRAY <sup>1</sup>

July 1777                      St Marys [Azores] N2° 9 Lgs  
 Sunday 20                    AM at 4 saw a Sail to the NW, gave Chase Tked  
                                     Occasionally, at Noon the Chase SW, about 4 Miles –  
                                     Mod: & Cloudy, [PM] fired 11 Shot at the Chase, at 2 she  
                                     brought too, an American Schooner, from North Carolina,<sup>2</sup>  
                                     bound to Cadiz, sent a Mate & 6 Seamen onboard her,  
                                     brought the Schooners People onboard the Ship –

1. PRO, Admiralty 51/512.

2. *Gorham*. See Vice Admiral Robert Man to Stephens, August 22.

21 July

CAPTAIN GUSTAVUS CONYNNGHAM TO BENJAMIN BAILEY, PRIZE MASTER <sup>1</sup>

(Copy)

Capt James Smith <sup>2</sup>

Sir

21st July 1777

On board the Brig *Northampton* taken this day you are to proceed to Bilboa in Spain and there address yourself to Messrs Gardoquie agreeable to the Letters hereinlosed which you are carefully to deliver.<sup>3</sup>

Be particularly careful to avoid every Vessel whatever least you should be retaken and if taken produce your true Commission only on the last Extremity. should you find it past your power to avoid recapture have every paper herewith delivered you ready to sink, your Commissions excepted, which Commissions are to be kept seperate and your true Commission carefully concealed, at Bilboa pass as a Prize of the *Pegasus* Captain Allen of North Carolina.<sup>4</sup> We wish you safe in and are Yours &ca

G: C:

1. PRO, State Papers 42/51, 62-63.

2. Alias of Bailey.

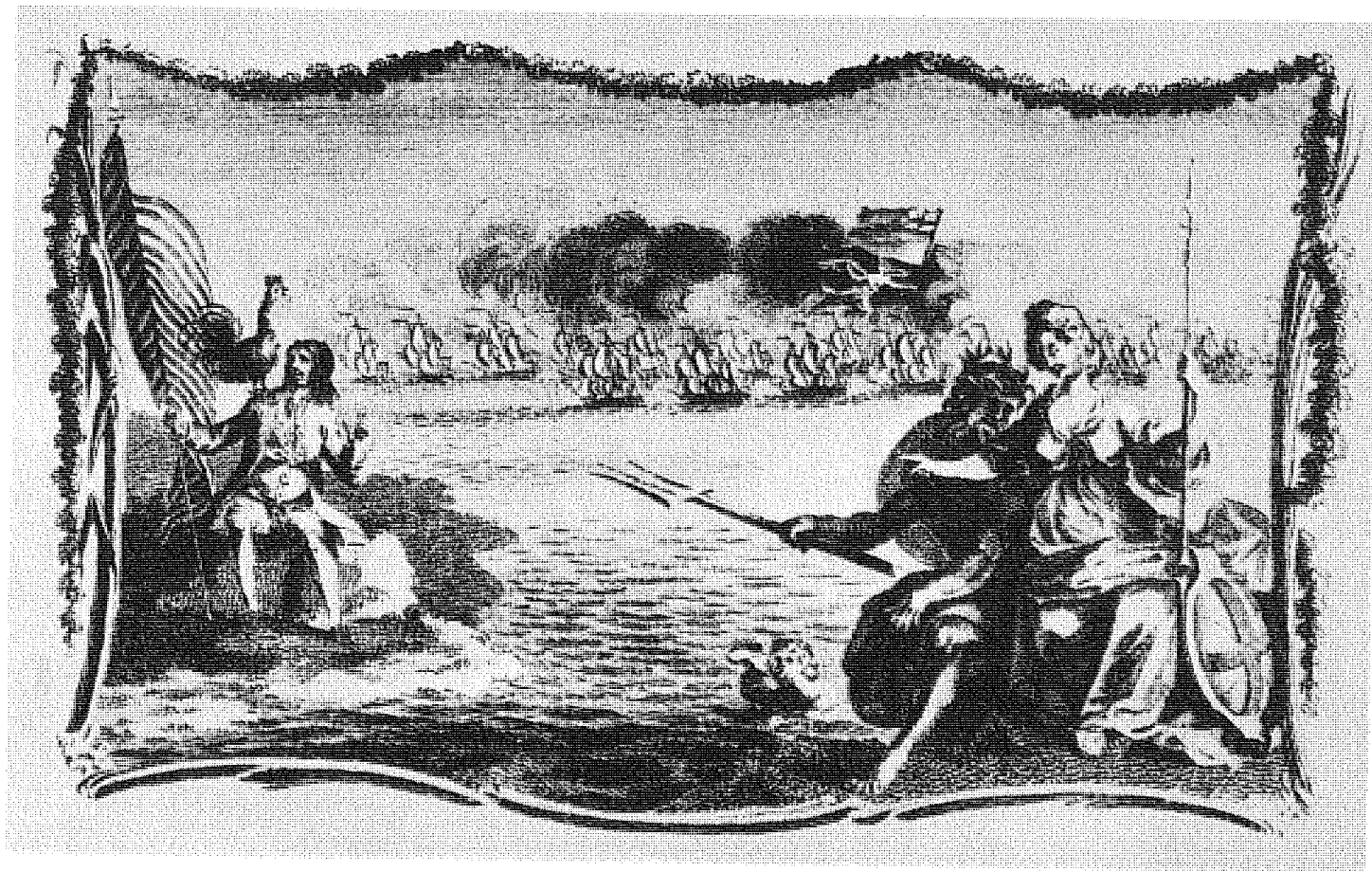
3. Short letter to Messrs. Gardoqui of same date introducing "Captain Smith" of brig *Northampton* is in PRO, State Papers 42/51, 76.

4. Bailey was given copies of the two commissions by Captain Gustavus Conyngham. One, referred to as the "true Commission," was Conyngham's commission to command cutter *Revenge*. The other, made out to Captain Richard Allen for armed sloop or cutter *Pegasus*, was intended as a deception to cover the real identity of Conyngham and *Revenge*. After *Northampton* was retaken, Bailey certified that both commissions had been delivered to him on July 21 while on board *Revenge*, PRO, State Papers 42/51, 58-59, 60-61. See Conyngham to Silas Deane, August 24.

JOURNAL OF BENJAMIN BAILEY, PRIZE MASTER OF THE BRIG *Northampton* <sup>1</sup>

Monday July 21st 1777 –

Being on board the Continental Cutter fitted out at Dunkirk Called the



*"French Print showing Britannia upbraiding Neptune and pointing to Conyngham, while the English fleet are in full flight, Victory deserting them"*

*Revenge* G. Cunningham Commander came up with the Brigg *Northampton*, from Wyburgh belonging & bound to Lynn Bro't her too, myself sent on board as Prize Master, Thos Hall the Master of the *Northampton* with his Crew sent on board the Cutter – I am ordered to carry her to Bilboa, the Cutter now it being 4 oClock (P.M.) in Chase of 2 Briggs to windward,<sup>2</sup> at 10 Do saw one of the Briggs on fire –

1. PRO, State Papers 42/51, 64.

2. *Patty*, John Green, master, and *Maria*, John Warns, master, the latter being burnt. See Porten to Stephens, July 27.

### JOURNAL OF H.M.S. *Levant*, CAPTAIN GEORGE MURRAY <sup>1</sup>

July 1777

Monday 21

St Marys [Azores] N58°W 15 Lgs

at 11 AM. gave Chase to the Southward. –

Light Breeze & Cloudy PM at 3 sent 2 Boats after the Chase, a Sloop, at 8 the Boats brought her too, an American from South Carolina,<sup>2</sup> bound to Cadiz, sent a Midshipman, and 6 Seamen onboard, and brought the Sloops People onboard the Ship –

1. PRO, Admiralty 51/512.

2. *Centurion*. See Vice Admiral Robert Man to Stephens, August 22.

22 July

### “EXTRACT OF A LETTER FROM DUBLIN, JULY 22.” <sup>1</sup>

Three vessels were taken last week, about seven leagues from Scilly, by the *Civil Usage* American privateer, mounting 14 carriage guns and nine swivels, with 70 men. One of the vessels was bound from London to Limerick, one from Bristol to the Madeiras, and one from Tinby to this port with bark; they were all sent to America. The Captains were landed here on Sunday last, who report, that they were taken within view of a man of war, who could not sail to their relief, there being a dead calm, and the privateer rowing with 16 oars: They also report, that soon after they were put on board the Dutchman (that brought them here) they saw the same privateer take a large vessel, who, before she struck fired five guns. The Captains say, they were treated with the utmost humanity and civility by the Captain and crew of the privateer.

1. *London Chronicle*, July 29 to July 31, 1777.

### SIR JOSEPH YORKE TO WILLIAM EDEN <sup>1</sup>

[Extract]

Hague. July 22d 1777.

. . . I allow it to be provoking, to see the appearance of the Piratical American Vessels represented thro'out Great Britain & Ireland as spreading Terror along the Coasts, wch all the foreign Gazettes re-eccho with Satisfaction; when a moment's reflexion must prove, that the novelty alone

Surprises, that when proper measures can have had time to be taken, such attempts must diminish every day. . .

1. Auckland Papers, III, 78-80, BL.

### SIR HUGH PALLISER TO LORD SANDWICH <sup>1</sup>

[Extract]

Admiralty, 22nd July 1777.

. . . I am of opinion the American fleet <sup>2</sup> will cruise in small squads of sufficient strength to overmatch our single cruising frigates, first about the coast of Newfoundland to do all the mischief they can, then will look out for the West India convoys. If they divide as I have supposed, there is a chance for the *Raisonable* to fall in with some of them; and on hearing of the numbers in that neighbourhood, I hope Captain Fitzherbert will join Admiral Montagu rather than Lord Howe. From Mr Montagu's letter, I conclude Lord Howe will send some ships to him: in the meantime, I am in fear for his single cruisers, and when reinforcements arrive the enemy will be gone. The escape of so many privateers of force from so great a fleet as we have in America to watch them, and the taking of the *Fox*, is very mortifying and disgraceful. The account of taking the *Fox* is not particular enough to form an opinion upon it. I hope the *Romney* and *Pegasus* would go out.

From Mr Eden's intelligence and Conyngham's vessel's sailing, I still continue to doubt the sincerity of the professions of the Court of France: and that the orders which they pretend to issue are merely to deceive in order to begin the war with the greatest possible advantage; and which may succeed if our only security at home (which consists in our great ships) are to be dispersed to the other side of the Atlantic after flying squadrons of privateers, whilst so large a fleet of frigates and line of battle ships remain moored in the ports in America or employed only to secure and support an army who it seems cannot support itself. Should not Lord Howe be directed to dispatch ships after such fleets of armed American vessels? For if we are to disperse our home guard after every squadron of privateers in distant parts, whilst the fleets of France and Spain are armed, we certainly shall not be safe at home.

I am exceedingly surprised and alarmed at the great number of Carron guns remaining in the fleet so long after they have been taken out of the army and garrison service.<sup>3</sup> . .

1. Barnes and Owen, eds., *Sandwich Papers*, I, 233-35.

2. Continental Navy frigates *Hancock* and *Boston* with accompanying privateers.

3. Some guns made by the Carron Company had burst on board H.M.S. *Egmont*.

### GEORGE III TO LORD NORTH <sup>1</sup>

[Extract]

. . . I last night read the dispatches from V. Admiral Montagu containing the Account of the *Fox* being taken by two American Rebel Vessels, and giving but too much reason to expect that mischief will be done to fishery; but I trust if Lord Howe has sent the two frigates applied for by the

Governour, that the gang of Pyrates will soon be driven off. I am engaged in an unpleasant though necessary business; which must naturally occasion many disagreeable events, but I hope I have strength enough to meet them. . . .

Kew July 22d 1777.  $\frac{m}{22}$  pt 4. P.M.

1. Fortescue, ed., *Correspondence of George III*, III, 460-61.

CAPTAIN CHARLES MIDDLETON, R.N., TO ADMIRAL SIR THOMAS PYE <sup>1</sup>

Sir *Prince George Spithead* 22d July 1777 -

I have particularly examined the Prisoners taken in the *Grace*, and have no reason to believe that Robert McCaver was detained against his Inclination on board the Rebel Privateer as set forth in his Petition, but rather active in their Service - Had it been otherways many Opportunities had offered to favor his Escape since he left Philadelphia, and particularly as she has used no other Ports than French ones since that period; has continued some months in them at one time; has sold & shared several Prizes there, and hove down very lately at L'Orient, where had he been inclined to return to his Allegiance he had Opportunities of applying to the English Resident as several others of the Crew did.

This Man has been by his own Confession rated Masters Mate and at fixed Wages, of Course a Voluntier - His Journal implies the Sentiments of a Person well inclined to their Service, and he was when taken intrusted with the Care of the only good Prize made in their last Cruize - These Circumstances together with some others, and his not appearing to have been the first proposer of bringing the *Grace* into an English Port Evinces that the Substance of his Petition is not true. -

On the first Examination of these Men I thought their Story appeared plausible, but when I afterwards considered that they were taken far up the St Georges's Channel - That the Winds were unfavourable for the Coast of France, That it blew too hard for some days to keep the Sea, and that they had no Business on the South Coast of England with the wind at SW if they wished to reach Liverpool as was McCarvers Intention even after he had anchored in Torbay; I became very doubtfull of my first Opinion, and from some other particulars related by the Lieutenant of the *Neptune* Tender, I think it most probable, She never would have come into an English Port had not the winds forced her there - Of this however I leave their Lordships, and the Court of Admiralty, (before whom the Examinations now lie for their Determination) to judge; but as Mr McCarver has publickly declared he would rather lie in a Jail than serve on board any of his Majestys Ships, I leave little reason to believe him a well wisher to this government, and very obvious is the falsity of that part of his plea respecting his being put on board the *Grace* soon after his having been forced to enter as alledged in his Petition, for it is clear that he was nine Months in Arms against his Country after he left Philadelphia and only put on board when he was thought to be most confidentially usefull in taking care of their Prize.



On the whole I am of Opinion, that Mr McCarver was esteemed a Zealous Partisan on board the Privateer & trust worthy Man to confide their best Prize to – That he had no Inclination of himself to restore the Ship & Cargo to her Owners, and that he served the Rebels more from Choice than force; but finding himself so circumstanced as to be obliged to go into an English Port, He carefully avoided all those on the Bristol Channel which were open to him, as well as Plymouth and others to the Westward of Torbay, where there might be a probability of meeting with Kings Ships, and only put into an Open Road from whence he could take the first Opportunity of wind & weather to persue his Course; but finding himself arrested by the Tender who anchored there in Company, He had the Cunning to make the best of a bad Situation, and to turn the Circumstances of his anchoring there for Shelter to his own Advantage. I am Sir [&c.]  
Cha<sup>s</sup> Middleton

PS. I would just add that McCarvers orders were to carry this Vessell into L'Orient, Nantz or Bilboa neither of which were practicable as the winds were after parting with the Privateer.

1. PRO, Admiralty 1/954, 113–15.

## 23 July

### “AN AGREEMENT MADE BETWEEN BENJAMIN BAILEY AND FRANCIS MULLIGAN”<sup>1</sup>

At Sea                      That whereas, we were Enforced through Necessity on  
July 23d 1777              board the Privatier call'd the *Revenge* which was fitted  
                                 out at Dunkirk and left that Port last Thursday  
the 17th July, and we now in the most solemn manner call Almighty God to witness that we abhor and detest in our Consciences that the Procedure of the above Privatier or rather Pirate and the Captures she shall make is an Unlawful Depredation on the Property of His Majestys good Subjects of Great Britain whose Leige Subjects we acknowledge ourselves to be, and we now having Possession of the Brigg called the *Northampton*, a Capture of the above Privateer, belonging to British Subjects of Lynn in Great Britain, and have orders to carry her to Bilboa, do resolve and declare that such procedure is in the name of God Unlawful and that we will this Evening put the said Brigg about under pretence of going down the Channel and carry her to the said Port of Lynn or to some other Port in England that she may be restored to the Lawful and rightful Owner or Owners unless we should before we arrive at some Port come in sight of some Ship of War frigate or Cutter belonging to Great Britain then to deliver her up to the said Ship or Vessel as that will be most safe for her Owners we being strangers to the Coast of England and this resolution we will put in force or fall in the Attempt as witness our hands before God and ourselves the day & Date above 8 oClock A.M.

(Signed)

Benj<sup>a</sup> Bailey  
Francis Mulligan

1. PRO, State Papers 42/51, 74–75.

DEPOSITIONS OF LIEUTENANT JOSEPH LUNT AND CHRISTOPHER CLARK,  
CARPENTER, MASSACHUSETTS PRIVATEER BRIGANTINE *Rising States* <sup>1</sup>

Joseph Lunt late Lieutenant and Christopher Clark late Carpenter of the American private Ship of War called the *Rising States* lately taken as Prize by His Majesty's Ship the *Terrible* commanded by Sir Richard Bickerton Knight do jointly and severally make Oath and say That they have heard that the said Ship *Rising States* was formerly called the *Annabella* of the Port of London in the Kingdom of Great Britain And that she was on the Seventeenth Day of June One Thousand Seven hundred and Seventy six taken as Prize by Six American Privateers and carried into the Port of Boston and condemned in the Court of Vice Admiralty there.<sup>2</sup> That these Deponents have heard that the said Ship *Annabella* was afterwards sold to Messrs Davis, Moore, Cairns, Mercer and Thompson who changed her Name to the *Rising States* and caused her to be fitted out as a private Ship of War And the said Joseph Lunt by himself saith That he was employed by the said Owners to superintend the fitting out the said Ship as a private Ship of War and that all the Materials and Stores mentioned and contained in the Inventory or Paper Writing hereto annexed marked with the Letter A were put on board of the said Ship *Rising States* after she was so taken by the said Six Privateers on the said Seventeenth Day of June One Thousand Seven hundred and Seventy Six and that no Part of the said Materials and Stores mentioned in the said Inventory or Paper Writing marked with the Letter A was on board of or belonging to the said Ship when she was so taken by the said Six Privateers on the Seventeenth Day of June One Thousand Seven hundred and Seventy Six as aforesaid according to the Best of his Knowlege, Recollection and Belief And the said Christopher Clark by himself saith That all the Materials and Stores mentioned and contained in the Inventory or Paper Writing hereto annexed marked with the Letter B were put on board of the said Ship *Rising States* after she was so taken by the said Six Privateers on the said Seventeenth Day of June One Thousand Seven hundred and Seventy Six and that no Part of the said Materials and Stores mentioned in the said Inventory or Paper Writing marked with the Letter B was on board of or belonging to the said Ship when she was so taken by the said Six Privateers on the Seventeenth Day of June One Thousand Seven hundred and Seventy Six as aforesaid according to the best of his Knowlege, Recollection and Belief –

Joseph Lunt

Both were sworn at Forton in the  
Parish of Alverstoke in the County of  
Southampton the twenty third Day of  
July 1777 Before me –

Chr<sup>r</sup> Clark

George Binstead

Notary Publick & a Mastr Extrad in Chancery.

(A)

An Inventory or Account of Boatswain's and Gunner's  
Stores on board the American Private Ship of War called

the *Rising States* at the Time she was taken by His Majesty's Ship the *Terrible* and which were put on board the said Ship *Rising States* since the 17th day of June 1776 when she was taken by the Americans vizt

One new Main Sail – One Maintop Sail – One new Fore Sail – One small new Fore Sail – One new Foretop Sail – One new Maintopgallant Sail – One new Foretopgallant Sail – One new Sprit Sail – One new Sprit Sail Top sail – One new Maintopgallant Royal – One new Foretopgallant Royal – Two new Maintopmast Studding Sails – One new Topgallant Studding Sail – One Topmast Studding Sail – One new Foretopmast Studding Sail – One new Foretopgallant Studding Sail – One new Ring Tail Sail – One new Jib – One new Foretopmast Stay Sail – One Fore Stay Sail – One new Middle Stay Sail – Running Rigging Topmast and Topgallant Back Stays all new – One Pair of new Fore Tacks – Part of a Coil of new twice-laid Rope – Twelve new Dead Eyes – Eighteen new Double Blocks of different Sizes – Sixty four new Single Blocks of different Sizes – Some new Hooks and Thimbles – One new Bower Anchor – One New Kedge Anchor – Two new Bower Cables – Part of two new Hawasers – Four Coils of new Cordage – Part of two Coils of small new Cordage – Five new Log Lines – Ten new Cod Lines – Two new Brass Compasses – Four new wooden Compasses – One new Deep Sea Line and Lead – Six Marling Spikes – Eight Carriage Guns – Twelve Swivel Guns – Four Cohorns – And all the Gunner's Stores in General

23d July 1777

Joseph Lunt

This Paper Writing was produced and shewn to Joseph Lunt and is the same as is mentioned and referred to in his Affidavit this Day sworn to by him before me

George Binsteed

(B)

An Inventory or Account of Carpenter's Stores on board the American Private Ship of War called the *Rising States* at the Time when she was taken by His Majesty's Ship the *Terrible* and which were put on board the said Ship *Rising States* since the 17th Day of June 1776 when she was taken by the Americans vizt

Two Topmasts standing – Two Topgallant Masts standing – A Flying Jib Boom rigged – Two new Spare Topmasts – Two new spare Top Sail Yards – One new Sprit Sail Yard – One new Sprit Sail Top Sail Yard – Two new Lower Studding Sail Booms – Six new Topmast Studding Sail Booms – One new Ring Tail Boom – Two new spare Topgallant Masts – One new Spare Gaff – Two new Royal Yards – Ten new Studding Sail Yards – Two Barrels of Tallow – One Barrel of Pitch – One Barrel of Tar – One Barrel of Turpentine – Four Wood Axes – Some Pump Leather – Some old Iron –

One new large Copper and one new small Copper fixed in an Iron Hearth –  
One Iron Hearth for Pots – Three new Iron Pots – Two new Iron Ladles  
and two new Boats

23d July 1777

Chr<sup>r</sup> Clark

This Paper Writing was produced and  
shewn to Christopher Clark and is  
the same as is mentioned and referred  
to in his Affidavit this Day sworn to  
by him before me

George Binsteed

1. PRO, High Court of Admiralty 32/442/11, 18–22.
2. See Volumes 5, 6 and 7.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

St Malo July 23d 1777 –

I have received none of your favours by the two last Posts – Things remain in the same Situation here as When I wrote you last, We are Suffered to go on & Refit, but very Slowly the Tradesmen of this Port Work but very slow & we Cannot hurey them Much for fear of being Stop'd I think we Can be ready to Sail by the first of Next Month if not Stop'd here – I received a Letter from Captain Johnson of the 18th Inst informing me of his being Arrested and stop'd by orders from the Minester at Paris, they have taken a list of the Names of his French Men now on board the *Lexington* & taken Capt. Johnson's Parrole to deliver them if demanded & Not to go out of the Port untill he is Permitted by Orders from the Minester, he desired my Advice on this Subject and Says he Could easily get out, if you think it Advisable, but I have desired him not to brake his Parrole or go out, unless desired by you, but to Wait your Orders & make no doubt but he will Comply –

Inclosed you have an Inventory of the *Prince of Conte's* Stores & Materials, She is a Strong well Built Ship, but will want good deal of New Sails & Rigging before she goes to Sea, I think her Worth About One Hundred & Seventy or Eighty thousand french livers and not More – If you Want such a Ship and Can get her at or under that Price, I think you Can't get a Better Ship for that Sum – Capt Nicholson is at Nants & of course will inform you of his Proceedings there, from, Gent. [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 134, APS.

INTELLIGENCE FROM BREST <sup>1</sup>

Brest 23rd July 1777.

We have had a Rebel Privateer in this Port for Four Days now for repairs; she mounts 26 nine-pounders and has already taken Eight Prizes; <sup>2</sup> there are some Frenchmen on Board. She saluted M. du Chaffault's Flag

with Fifteen Guns, this was returned with Three; all this surprised People very much.

1. PRO, Admiralty 1/3964, 434.

2. General Mifflin.

## 24 July

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentn

Nantes July 24. 1777

I have bought the *Duc de Chartres* for 70,000 L payable at 4, 5 & 6 months but I was obliged to Submit to a Conditional Sale that if before the day of my purchase she should be ready sold in Paris the bargain is Void but if Accts of Such a previous purchase do not Arrive by next Tuesday the bargain with me to be good & as the time between this & Tuesday does not admit of information to be given & an answer received I am moraly certain of not being Jockied & shall have the Ship unless she is realy previously sold which they assure me they do not think will be the Case I consented to these terms because every day is precious & between this and Tuesday I can make the Necessary arrangments for heaving her down which unavoidably will take two or three days as to the price I think you have not a bad bargain the Ship is in every Respect such a one I could wish for & I think will be an Acquisition to our Navy – As you were particular that every paper should be French from the Begining I have not appeard in the transaction & shall give my Bills to Mr Peltier who will remit them to Mr Montiu & so draw on him in return in the same manner as I did for the *Dolphins* Expences I have Chosen Mr Peltier for this operation as I think I can do it with a better cover than with any one else at present and as he has the Shipping of the Bales it would be employing two Houses for the same operation if I had employed any other I have agreed to allow him but half of a Commission upon fitting this Ship the french cover to our proceedings will therefore cost you only 1 PCt

Capt Nicholson is very desirous to take his own Crew on board this Ship & with 30 or 40 more which he thinks he could assemble to go out as an American I shall go on as I have began all French & you will detirmine as you think proper with regaurd to Capt Nicholson's proposals I shall not however engage any french Commander nor french Officers as it will not be necessary to have any till the ship is ready to take in the most disagreeable part of employing french Officers is the Extraordinary Gratifications they require please to limit me in this or at least say how much you think reasonable all the Cpts who have hitherto gone have had 6000 L I imagine they will now ask rather more than less & if it is to remain in the Country that is if she does not return french I suppose they will ask double –

I have Just received Letters from L'orient which informs me that a Prize is brought in there which was taken by the *Genl Mifflin* Capt William Day or Dey in the Irish Channel on the 10th Instt she has made 3 prizes in all which are forwarded to Different ports in France the Present one

is a norway ship loaded with 403 doz Comon planks 74 others of different Sizes & about 30 barrells of Whale Oil I have a Letter from Capt Johnson at Morlaix which advises the safe arrival of this privateer at Brest where he says he meets with assistance even from the Kings Yard – The Commissary at L'Orient is extremly troublesome about the above prize on Acct of an order from the Minister ordering all prizes to leave the Port in 24 Hours Mr Gorlade has endeavour[ed] to make her appear not as a prize but as a Ship from Boston he however is forbid to unload her till new orders from the Minister –

I therefore mention these Circumstances thinking your previous Knowlidge of the matter may tend to facilitate the procuring a favourable order – The *Genl Mifflin* is owned by Messrs Ph: Moore & Co She left Boston the 24th May in Consort of two frigates of Force who were bound on a Secret Cruise<sup>2</sup> I have the honor to be &c

JW

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Continental Navy frigates *Hancock* and *Boston*.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentn

Nantes July 24th 1777 –

I Wrote You on the 22d Inst wherein I gave You my Oppinion of the *Duke De Charters*, & that She was not to be Purchased, I am now to inform You She was Purchased Yesterday by Mr Williams for 70 Thousand livres & a Good bargin for She is well worth the Money, this Ship I am told I am to go out in, and as French Property, I will if You Please give You my Oppinion on that head, of wch You will Judge & Send me Your Orders Accordingly, wch depend shall be Strictly Put in Execution; in the first Place I have about 30 American Officers & Men, I Sure coud ship as many more here, & cou'd Pick up a few at other Place[s] wch cou'd be sent here to me, those Men with the Assistance of a few French Men wou'd be Sufficent with the Assistance of Captns Wickes & Johnson &c to fight any thing that coud Catch us on this Coast & I think there is no Cruizer on the Coast of America woud dare engage us, & am Sure Should You approve of this Method, & Should have at least Twenty Captns Mates & other American Passengers that woud every Man of them help Fight the Ship in case of Necessity – Gentn this is A fine little Ship Mountg 24 Six Pounders on one deck & eight or ten on her quarter deck, & will be well fitted & it will be a great Pitty to have them French Men only in her, for if that be the case, depend when she comes on the Coast of America, she will be alone, for be Assured they never can keep Compy Across the Western Ocean with Wickes & Johnson, & in that case the first Ship that falls in with her, will make a Prize of her, for they are either too lazey or dont know how, to get away from A Ship that can Sail any ways equal to them, & they have not encouragement to fight A good Battle Suppose them Willing, in Short I think the Ship Much Safer with us than with them, however what Your Opinion is on this Matter I shall think best, & You will Please Send me

Your Orders what I shall do with my Officers & Men as I shall Wait to receive Your Ansr to this & then set off Imediately for St Malloe, when two or three Days will Settle the affairs of my little *Dolphin* I am Gentn [&c.]  
 Sam Nicholson

1. Silas Deane Papers, ConnHS.

## 25 July

### DEPOSITION OF WILLIAM AND JAMES NEWELL AND JOHN HARRISON <sup>1</sup>

No 2

Personally appeared before me Peter John Heywood A Master extraordinary in the High Court of Chancery and also Notary and Tabellion public dwelling in Whitehaven in the County of Cumberland William Newell late Boatswain on board the Sloop *Jason* of and belonging to the Port of Whitehaven the property of Samuel Martin of the same place Esquire Captain Joseph Hutchinson late Commander James Newell of Tweed Mouth in the Bishoprick of Durham late a Mariner on board the Brigantine *Polly and Nancy* belonging to the Port of Pool in the County of Dorset William Cantersbury late Commander and John Harrison of the Isle of Man late a Mariner on board the Schooner *Peter* belonging to the Port of Liverpoole John Mucklenow Commander who being sworn on the Holy Evangelists make oath and say, And first the said William Newell for himself saith that He sailed from the said Port of Whitehaven on the Eighteenth day of June last past in said Sloop *Jason* for Saint Petersbough in the Empire of Russia and that on Friday the Twentieth day of the said Month of June about Two o Clock in the morning the said Sloop *Jason* was taken by the *Lexington* Rebel Privateer in Company with the *Reprizal* and *Dolphin* off the Mull of Cantyre And the said William Newell James Newell and John Harrison severally Depose and say that several Sails and Materials belonging to Sundry Vessels which the said Rebel Privateers had destroyed were put on board the Sloop *Jason* and was then manned wholly with Frenchmen. That no English Irish or Scots Person was suffered to go in the said Sloop. That the said Sloop was dispatched for the Port of Nantz in the Kingdom of france where the said Sloop soon afterwards arrived and also a Snow and a Brigantine which were likewise taken by the said Privateers. That the said Deponents were continued on Board the *Reprizal* and declares that a large Man of War having chased her in her said voyage to Nantz Captain Wickes ordered her Guns to be Thrown over Board and four Beams sawed out which orders were executed accordingly and the said Privateer was carried into the Port of Saint Maloes in the said Kingdom of france under the directions of a French Pilot

That the said Deponents were allowed to go on shore with two or three other English Prisoners at a time in Company of Eight or Ten of the Crew belonging to the said Privateer that the said William Newell made application to a Broker who lived in the said Town of Saint Maloes and who could speak English who informed the said Deponent William Newell that he could not get clear and Return to England without an order from

Captain Wickes that the said William Newell accordingly applied to the said Captain Wickes but was by him refused that the day after He had made the said application the said Captain Wickes obtained an order for the Gates of the said City of Saint Maloes to be shut in order that no English Sailors might be admitted except such as brought a pass from the said Captain Wickes with a Seal on it which He procured and brought from the said City for that purpose, that the following Week the said Deponent and John Carson a Seaman belonging to the said Privateer (pretending to belong to an English Brig then lying at Saint Maloes) went round the said Town to the Gate which led from the Country and got in that a Soldier who could speak English advised the said Deponents to apply to the Commissary That the Deponents William Newell and James Newell applied to him accordingly and the said Commissary sent the said Deponent William Newell to the Head Linguister (with whom the said William Newell had been before) that the said Linguister asked the said William Newell what He wanted and being informed that He wanted permission and a pass to Return to England was answered by him in the English Language "You Rascal! if you dont go immediately on board the *Reprizal* I will Commit you to Goal," and the said Linguister immediately ordered the said Deponent William Newell and his Companions the other Deponents to be sent out of the Gates of the said City and attended himself and gave orders to the said Gate Keepers not to Suffer the said William Newell and his Companions to come in again That the said Captain Wickes knowing the said William Newell to be a Pilot in the Irish Channell made him several offers to Induce him to Continue on board the Privateer But He and the other Deponents being determined to be at Home at any Rate or Perish in the Attempt went accordingly to a small Town about half a mile distant from Saint Maloes off which place the said Privateer lay and concealed themselves in a public House where Wine was sold until it grew dark when the said Deponent William Newell swam off to a vessel which was moored just a head of the *Reprizal* called a Gabarre or Small Lighter and which was to take in Lumber from the said Privateers and finding the Cabin locked and that the Centries on board the *Reprizal* did not discover him and having carried a Knife in his mouth He Cut a small Boat loose which was fastened to another Sloop then lying near the said Lighter and brought two of his Companions namely the said James Newell and John Harrison on board the said Lighter the other Seaman John Carson being so drunk that He could not Shift for himself and they had not time to make any delay That on getting on board the Lighter the said Deponents cutt one Cable and slipt the other making sail out of the Port when being as they apprehended discovered by some persons on board two Boats, and which they believed were immediately manned and sent in Chase of them But fortunately a Fog came on and a Breeze of Wind Shott them so far out into the Offing that the said Boats gave over chasing them That the third day following the said Deponents made Portland where they procured some Refreshment of Water, Cabages and a Little Bread (for they had no money) from whence they coasted along shore and got to the Port of Parton near



Whitehaven aforesaid on Sunday the Twentieth day of July Instant the Eleventh day after they had left the french Shores When He the said William Newell waited on John Jackson Esquire Receiver General of the Droits of Admiralty agreeable to the order of the said Samuel Martin Esquire late Owner of the said Sloop *Jason* and in obedience to the directions of said John Jackson on Monday the Twenty first day of July He brought the said Vessel round to Whitehaven where her Sails &c. were lodged in the Kings Custom House And the said Deponent James Newell for himself saith that He was taken Prisoner by the said *Reprizal* when sailing in the said Brigantine *Polly and Nancy* in their voyage from the said Port of Pool to the Port of Cadiz in Spain And the said Deponent John Harrison for also for himself saith that He was taken Prisoner by the said *Reprizal* when sailing in the said Schooner *Peter* on their voyage home from Saint Vincents to the Port of Liverpoole aforesaid And lastly these Deponents James Newell and John Harrison for themselves severally further Depose and say that they never had an opportunity of escaping from the said Privateer till the said other Deponent William Newell Imparted to them the said Scheme of Seizing the said Lighter and that the said William Newell was the person fixed on to make the said application to the said Commissary and Linguister as before mentioned. –

Sworn at Whitehaven aforesaid the  
Twenty fifth day of July One  
thousand seven hundred and Seventy  
seven.

William Newell  
James Newell  
John Harrison

Before. Pet<sup>r</sup> Jn<sup>o</sup> Heywood

A Master Extry in the High Court  
of Chancery & a Notary Public

1. PRO, State Papers 78/303, 352–53.

*The General Advertiser. Liverpool, FRIDAY, JULY 25, 1777*

Liverpool, July 19 [sic 25].

Sunday last arrived here the ship *Pole*, Capt Maddock in 24 days from New-York. On the 12th inst. at 5 P.M. in Lat. 56. Long. 26. she fell in with the *Tartar*<sup>1</sup> rebel privateer mounting 20 nine pounders, on the main deck 8 four pounders on the quarter deck and 4 four pounders on the fore-castle, full of men, supposed 200 at least, had an Image head, and Quarter galleries; all the guns on her main deck, painted black, the guns on the quarter deck and fore-castle red; the ship painted black and yellow, with tarr'd sides; short top gallant mast heads. She bore down on the *Pole* under English colours, enquired from whence she came, and whether she was a King's ship, being answered in the affirmative, the Captain then gave orders to hoist the thirteen Stripes and fire away, on which the engagement began and continued till 20 minutes past 8 when the privateer sheered off. Capt Maddock had 2 mates and a passenger wounded, and supposes that near one half of the people must be killed or wounded on board of the privateer, having cleared their fore-castle of men three times, and heard dreadful

cries. The *Pole* had 16 six pounders, and only 40 people in number passengers included; both officers and men behaved gallantly, and to the entire satisfaction of Capt. Maddock; during the engagement, they were in hail of each other, the word *Tartar* was observed on the ship's stern, and by a list handed about at New York, Capt. Maddock finds she was commanded by one Davies, a Welshman, and mentioned there to have 32 guns.

1. Massachusetts privateer ship *American Tartar*, Captain John Grimes.

#### LORD WEYMOUTH TO LORD GRANTHAM <sup>1</sup>

[Extract]

No 16

St James's 25th July 1777

... His Majesty has thought proper to direct Lord Stormont to make strong representations to the french Ministers on the support, assistance and shelter given to the American Privateers cruizing in the European Seas, and on the Permission given to the Captures made by those Vessels of being admitted into the Ports of France. The most positive assurances have been made on the part of France that Orders shall be given to prevent this for the future, and that no Privateer or Prize shall be suffered to remain in the french Ports more than twenty four hours, and generally the Court of France has shewn by their professions an earnest Desire of maintaining the present Peace, and of preventing such causes of well grounded complaints.

There is well founded reason to believe that the American Agents residing at Paris have determined, in consequence of this obstruction to their Piracies, to direct their Cruizers to carry their Prizes into the Ports of Spain, where they are to be bought not as Prizes, but as trading Vessels; They are to be sold there without delay, and the Privateer is further instructed to quit the Port as soon as possible.

I am directed by His Majesty to signify to Your Excellency His Command that You lose no time in acquainting M. de Florida Blanca with this Plan, not doubting that His Catholic Majesty will direct such Orders to be sent to the several Sea Ports as shall prevent the execution of this design. ...

1. PRO, State Papers 94/204, 1-2.

#### LORD WEYMOUTH TO LORD STORMONT <sup>1</sup>

[Extract]

No 47

St James's, 25th July 1777

... The several dispatches containing an account of the conversations You have held with the French Ministers with respect to the orders signified to You in my No 43, have been fully considered; and the assurances given by the French Court are satisfactory to His Majesty; provided They fulfill the several engagements they enter into. They have taken the utmost line that can be allowed them; and any deviation from it will make a war however great the evil, preferable to a state that must injure materially the commerce of this Country, and disgrace it in the eyes of all Europe. Con-

nivance on the part of their officers at the several ports must be considered as authorised by the Ministers as it is well known there is an energy in that Government that does not admit of the disobedience of their officers.

What has lately passed at Dunkirk does not give great encouragement to believe that a severe execution of the orders sent to the ports will be observed; Since Cunningham's vessel has been allowed to sail on Security being given by Hodge, who cannot be considered in this case as a responsible man. This circumstance does not agree with the assurances given to Your Excellency by M. de Vergennes, and confirmed by M. de Maurepas; and does not imply that good faith on which He values Himself, which the frankness and candour of this Court deserves, and which the present situation requires.

I am to signify to Your Excellency His Majesty's Commands, that You acquaint the French Ministers of these particulars; and further inform them, that their professions are agreeable to Him; but that Your Excellency is directed to apprise them of every circumstance that shall come to your knowledge in which the orders, which they engage shall be observed, shall in any wise have been eluded. In such critical situations a relaxation in the execution must be of the utmost importance.

Your Excellency will endeavour to obtain information what are become of the five prizes taken by the *Reprizal*, and her Consorts; and said to have been carried into Nantes, That in case they are still permitted to remain in that Port, Your Excellency may claim them for the benefit of the owners.

The sequestration of the three privateers the *Reprizal*, the *Lexington*, and the *Dolphin* would be a proper measure if such security will be required of them as shall be of effect; but if such is taken, as has been with respect to Cunningham; it would seem that they are only waiting till a favourable opportunity shall offer to do more injury to this Country. . . .

1. PRO, State Papers 78/303, 243-45.

#### MARQUIS DE NOAILLES TO VERGENNES <sup>1</sup>

[Extract]-

No 51

London 25th July 1777

. . . I told him [Lord Weymouth] that, . . . without awaiting express orders from my Court, I could give him the Confirmation which he desired concerning the fixed determination of the King, my master, to observe all the provisions included in the Treaties; not only because He regarded them as a strict obligation, but also because He wished to give personally to His Britannic Majesty special proofs of his friendship, and of his desire to maintain the good understanding between the two Nations. Lord Weymouth replied that his Court could not receive such expressions without being greatly Touched, that everything which should tend to preserve peace would be in accordance with the wishes of England, that we were at present giving assurances which left nothing to be desired; but that all depended now on the execution of the orders which had been sent to our Ports, to prevent henceforth the American Privateer Captains from abusing

the refuge which they found with us; and, not wishing to express his distrust too clearly relative to the non-execution of these orders, he spoke to me again about Captain Cunningham, who had been released, and who had now left Dunkerque to go Privateering. Taking care not to show him my surprise at the Suspicions which he half hinted at, I contented myself with telling him that it must not be doubted that the last assurances which he had been asked to renew, would have this effect. . .

The most essential point remained for me to deal with, that which concerned the freedom of our Navigation. . . . I represented to Lord Weymouth that the Admiralty Courts at Antigua, Dominica, and Jamaica appeared to have adopted principles which it was important for us to see rectified, seeing that they had declared some French Ships legal prizes, because they had been found laden with goods which were suspected of being of North American origin, although it was proved that these Ships and their Cargoes had Come from our Islands. To the objection that we had no trade with the English Colonies, that everything which passed over to our Islands from those Colonies was contraband, I replied that the goods took the nationality of the owner; that Spain had never thought of confiscating an English Vessel on the high seas, although it might have on board valuable produce acquired by smuggling from the Spanish possessions; that goods on changing hands changed owners, and that everything that was put on board in our Ports, having a legitimate destination, ought to be regarded as French property over which no Foreign Nation had any right. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 85-94, LC Photocopy.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Sir

Paris July 25th 1777 -

Your Letter of the 18th We received, as We gave Our Orders generally to Com: Wickes, we omitted writing in particular to You. We are sensible of Your Spirit, & gallant Behavior as an Officer, & of Your Attachment to your Country as an American, & shall with pleasure do justice to Your Character, in Our Letters to the Congress, who we doubt not, will pay due Attention to your Merits. The Situation, in which the present posture of political Affairs in France, necessarily places You require Your utmost patience, & circumspection, and We cannot too strongly recommend to You, to be very cautious how you express your Sentiments, on the present proceedings, as We can assure You, that they are not designed Ultimately to injure Us, but the Contrary. We are glad You are in such readiness with Your Vessel, & with respect to the Prize Money for Your People, must refer You to Capt Wickes to whom we write this Post on the Subject, we are far from wishing to detain any part of it for the Use of the Congress, & will do all in Our power to have the People paid their proportions, as soon as the Prizes can be disposed of; We are sensible of Your generous Offer with respect to Your share, but cannot think of Accepting it, your Share may be of consequence to You, as an individual, & we heartily wish

it were Ten Times larger – As to any French Seamen who may have entered with You they being Subjects of France, must Submit to the Laws, and Regulations of their Country, we shall be Sorry to learn they have offended, against either, & hope, if they have inadvertently, they will not be treated rigorously. it is not probable that You will be detained, longer than three, or four Weeks & in the meantime recommend to You, the providing for Your People, & keeping them together, & Contented, in the best manner, & with the greatest Oeconomy, in Your Power & to have your Vessel in Order, for sailing as soon as You shall receive Our directions – We shall be glad to hear from You by every Opportunity & are wishing You success, & advancement, in the American Navy – Sir [&c.]

for B Franklin &  
self – Silas Deane

[P.S.] Accts are favorable from America, the last indeed want Confirmation but I doubt not of our having obtained very Considerable Advantages – Capt Wickes in his Letter to Us, has spoken of You, much to Your honor, & We are happy that a good understanding has subsisted between You

1. PRO, Colonial Office 5/7, 102.

## 26 July

### “EXTRACT OF A LETTER FROM KIRKWALL, JULY 26.”<sup>1</sup>

This day the sloop *Betty*, Capt. Sinclair, arrived here from Bergen, and brings advice, that on the 24th inst. he fell in with a Fairisle fishing-boat; the crew told him they had been on board an American privateer a day or two before, a little to the westward of that island. It seems there are two of them in company, and they were both seen from the Island of North Ronaldshay the evening of the day that Captain Sinclair was at Fairisle. They told the Fairisle fishermen, that they had, for a fortnight before, been cruising off Shetland, but had met with nothing. The station which they occupy at present is surely the best in all the North Sea, as there all the Baltic traders, to the west of Britain and Ireland, generally pass. Of late it has been lucky the winds have proved northerly, which has prevented the ships from beating to windward; the first S.E. wind will bring a great many ships through that fair way; and if these pirates will have the patience to stay a couple of weeks longer, they may pick up a good many of our hemp, and flax loaded ships; for, it is certain, we have not so much as a single sloop of war on the coast to protect the trade.

1. *London Packet*, or, *New Lloyd's Evening Post*, August 8 to August 11, 1777.

### CAPTAIN FRANCIS RICHARDS, R.N., TO PHILIP STEPHENS<sup>1</sup>

(A Copy)

Sir

[Yarmouth, July 26, 1777]

Please to acquaint my Lords Commissioners of the Admiralty that the Boat under my command with Mr Edwards Midshipman being in the Roads in quest of Men this afternoon (Lieut Bracey being ill with a violent

cold by getting wet carrying the last express from the Admiralty to Captain Parry on board the *Alderney*, and Lieutenant Woodward being in the Country after Men) boarded the *Northampton* from Wyburgh to Lynn, Thomas Hall late Master, laden with Deals &c cleared the 11th of June 1777 and taken by Cunningham in the Rebel Privatier in the North Sea the 22d instant, a list of English and French Men taken on board her, I here inclose who gave the said Vessel up to Mr Edwards, and as such think am entitled to Salvage the prisoners are secured on board the *Kitty* Tender in the Press Room, and shall be glad to have their Lordships Orders how to dispose of them and the Vessel.<sup>2</sup> And am &ca

Francis Richards

[Enclosure]

(Copy)

A List of Men on board the *Northampton*, bound to Lynn taken by — Cunningham and retaken by the Boat and Gang under my Command this 26th July at about 4 (P.M.) Francis Richards.

English Seamen

supposed to be outlawed Smugglers

Benjn Bailey, Prize Master

Francis Mulligan, Mate

Joseph Buckhanan

Jas Ashley, alias Scot, of Yarmouth

on board Cunningham when he took  
the Packet

Redman Anderson

French Seamen

Nichs Blanche

Piere Morgone

Michl Caean

Alexr Ball

Alexr Tillai

Sauvree Bodin

Jean Ricard

Henry Tillee

Lewis Lecomte

Chas O'Chere

Joseph Verlas

Baltagar Bodin

Francois Mulle

Francis Broise

Francois Wermiel

Aimable Pillois

[Endorsed] No 1 & No 2 In Mr Stephens's to Sr S. P[orten] 30 July 1777

1. PRO, State Papers 42/51, 52-54.

2. On August 1, Stephens wrote to Admiral Pye at Portsmouth to commit the prisoners to Forton Prison, PRO, Admiralty 2/555.

LIEUTENANT JOHN MOORE, R.N., TO PHILIP STEPHENS<sup>1</sup>

(Copy)

*Kitty* Tender in Yarmouth Road

Sir

26th July 1777 —

Please to acquaint my Lords Commrs of the Admty that I have re-taken possession of the Brig *Northampton* loaded with Deals & Battins Thos Hall Master from Wyburg to Lynn & herewith inclose two Com-missions from the Congress the one said to be true & the other false, also

Instructions from Gustavus Cunningham to Benjn Bailey Alias Smith the Prize Master,<sup>2</sup> & his Journal from the time he was put on board the *Northampton* as Prize Master<sup>3</sup> – I have secured the Prisoners 16 French & five English on Board the *Kitty* Tender as Pr inclosed list till I have their Lordships further Directions & am Sir &ca

John Moore

[Endorsed] No 3 In Mr Stephens's to Sr S. P[orten] 30 July 1777

1. PRO, State Papers 42/51, 56–57.

2. See Conyngham to Bailey, July 21.

3. See Journal of Benjamin Bailey, July 21.

#### VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

at Versailles 26th July 1777

. . . we can not deny that the American Privateers which have come into European waters have behaved with much indiscretion, even with regard to us. they are now punished for it and I hope that this act of severity will make their fellows more Circumspect. we can not refuse Them Entry into our ports When they are forced to run into them by emergencies caused by the sea or war, The treaties have forseen this; the King does not Mean to Extend facilities beyond it; his orders are precise; and we shall watch as well as we can, for there is in almost all orders of the State, great and small, a conspiracy which, in the English manner, wishes well to the rebels and damns Their Enemies. they repay us in like measure in England; this sort of War will not be dangerous so long as the Governments do not meddle with it. . . .

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 98, LC Photocopy.

#### HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 57.

My Lord.

Corunna 26th July 1777.

The Ship the *King of Spain* a Letter of Marque from Carron in Scotland Laden with 221 Iron Guns for His Catholick Majesty's Service arrived in Ferrol the 23d Instant with the Ship *Emperor of Germany* belonging to and bound from Bristol to the Island of Dominica, and the Bay of Honduras with the Articles specified in the List I have the Honor to inclose. This Vessel was taken the 15th Instant by the *Civil Usage* a Rebel Privateer commanded by one Andrew Gidding and was happily retaken on the 18th in Lat: 47. 30' by the Letter of Marque. Nine of the Pirates Crew (who with four men belonging to the Prize were put on board of her in order to guard and navigate her to Bilboa for Sale) remain confined in the Letter of Marque, the Master of which proposes to take the Cargoe on board his own Vessel, and to send the Prize home in Ballast navigated by Spanish Seamen. Without consulting or writing to me he has applied to the Governor of Ferrol for Leave to set the Prisoners on Shore at their Liberty, but as the

Governor has not yet determined I have thought proper to advise Capt [James] Hamilton to keep them well secured on board, having no Reason to think this Government will oppose it or prevent their being carried Prisoners to England. One of them named Manuel Gonzales being a Native of Spain may probably be demanded of me in which Case I humbly conceive it may be proper to deliver him, but as I have wrote fully to My Lord Grantham on this Subject I shall wait His Excellency's Command for the Rule of my Conduct, meanwhile I most humbly request the Honor of some Instructions whether the Commander of a Letter of Marque or other Private Ships having His Majesty's Comission may not in case they apprehend Danger from the great Number of their Prisoners set them on Shore, or discharge them in foreign Parts. . . .

1. PRO, State Papers 94/204, 72-74.

## 27 July (Sunday)

SIR STANIER PORTEN TO PHILIP STEPHENS <sup>1</sup>

Sir,

St James's 27th July 1777.

Lord Weymouth has this Morning received a Letter from Mr Elsdén, dated Lynn the 25th Inst giving Account that the *Patty*, John Green, Master, bound from that Port to Wyburgh, was taken on the 21st Inst in the Latitude of 55.22. North, and Longitude of 3.20. East from the Meridian of London, at 50 Leagues from the Spurn head N.E. by East, by a Rebel Sloop, or Cutter, mounting 16. Carriage Guns, besides Swivels, and about 100 Men. The Master of the *Patty* was informed that the Sloop was called the *Pegasus* Captain Richard Allen, of North Carolina.<sup>2</sup> One of the People on board the Privateer said privately that she was fitted out at Havre de Grace, and had not been out more than four Days; her Rigging appeared entirely new, and not in the least chaffed. From the Circumstance of the Time of her being out of Port, and from the Name of the Captain, it appears very probable that the Cutter is the *Greyhound*, from Dunkirk, for one Richard Allen, who called himself the Proprietor, was the Person who cleared out that Vessel from that Port.

Mr Elmsden adds that the *Northampton*, William Gray, Master, loaded with Deals, had been taken by the *Pegasus*, and sent away. The *Maria*, John Warns, Master, and a Ship belonging to Scotland have been taken and burnt.<sup>3</sup> The *Patty*, John Green, was ransomed for six hundred Guineas, in a Bill drawn by the Master on Messrs Muilman & Son, of Amsterdam, and William Grace, or Grice, is the Hostage left on board the *Pegasus*.

I have Lord Weymouth's Directions to acquaint you with these Circumstances, for the Information of the Lords Commissioners of the Admiralty. I am &c

S Porten

1. PRO, State Papers 78/303, 251-52.

2. Aliases for Continental Navy cutter *Revenge* and her captain, Gustavus Conyngham. See Conyngham to Benjamin Bailey, July 21.

3. Sloop *Happy Return*, from Rotterdam to Scotland, with gin, brandy cordials and tea, "Narrative of the proceedings of Captain Gustavus Conyngham, Commander of Cutter *Revenge*, 1777-1779," Henry Laurens Papers, Box 24, SCHS.



28 July

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

July 1777

at Portsmouth

Monday 28th

AM up top Gallt yards Ansd the signal and attended guard boarded severl Vessels coming in one of them by our own people from the *Neptune* Tender the Brig *Grace* from Carolina Bd to Amsterdam<sup>2</sup> Recd by the *Duke* hoy Jno Cummins Master Beer 2768 Galls in 26 Butts 260 Iron Hoops –

1. PRO, Admiralty 52/1756.

2. *London Chronicle*, July 29 to July 31, 1777, reported in an "Extract of a Letter from Cowes, July 28.":

Arrived the *William and Grace*, a prize taken by the *Neptune* tender to the *Prince George* man of war, off the Lizard; she is laden with rice from Charles Town, South Carolina, for Amsterdam, [William] Kissick, master, who says that 10 or 12 more ships were lying in Rebellion Road, ready to set sail the first opportunity, bound for France and Holland.

"EXTRACT OF A LETTER FROM EAST BOURNE, IN SUSSEX, JULY 28."<sup>1</sup>

The following Ships are taken by the *Sturdy Beggar* Privateer, Capt. Holling,<sup>2</sup> on the 1st of June [*sic* July], in Lat. 34, Long. 54, they having sailed with the West-India Convoy the 16th of June in Company with near 100 Sail of Ships, but parted Company the 18th in the Night, viz. the *Christiana*, Dan. Dourick, of the Island of St. Vincent's; the *Cornwall*, Hardcastle, from Antigua for London;<sup>3</sup> the *Harriot*, Wilson, from ditto to ditto; the last of which was given the Crew to bring them home; and arrived this Morning off this Place.

The following Ships were taken by the *Ramble* Sloop Privateer, Capt. Monro, near the Island of Montserrat, on the 11th of June, viz. the *Brothers*, Herbert, from Liverpool to Jamaica; the Brig *Success*, from London to ditto, the Crew of which were put into the Longboat, and arrived at St. Vincent's four Days before the June Convoy sailed; one of which says he saw the Crew of the *Elizabeth*, from Liverpool, that had been taken by a Privateer.

1. *Daily Advertiser*, London, July 31, 1777.

2. Massachusetts privateer schooner, Captain Edward Rolland, of Salem, with 8 guns and 60 men, Revolutionary Rolls, VII, 163, Mass.Arch.

3. Both prizes arrived safely in Boston, *Independent Chronicle*, Boston, July 31, 1777.

ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE<sup>1</sup>

Your Excellency

Always preoccupied with never causing a delay in the King's order, because of rumors of an impending war, I have given orders to all of my Ships to make an inventory of all the provisions that remain on board and to replenish themselves for three months. I have informed the intendant so that he can give orders for the provisions, and also the captains to have the necessary provisions for their messes, moreover to fill up the

boatswains' inventories with the stores that they have used up while in the roads. By this timely precaution we will all have three months' provisions and will be ready to set sail the moment he wishes to give the order. If the cruise should be longer, it will be only a matter of a day or two to take on the additional supplies.

M. de la Motte Piquet will put into the roads tomorrow. I am awaiting the return of Messrs. Hector and de Bosset at any moment. I am with respect, Your Excellency [&c.]

at Brest 28th July 1777

Duchaffault

1. AN, Marine B4129, 60, LC Photocopy.

30 July

PHILIP STEPHENS TO SIR STANIER PORTEN <sup>1</sup>

Sir Admiralty Office 30th July 1777

Having laid before my Lords Commissioners of the Admiralty your Letter of the 27th Instant acquainting them with the Advices Lord Weymouth had received from Mr Elsdon of the Capture of several Vessels in the North Sea by a Rebel Privatier Sloop or Cutter called the *Pegasus* Captain Allen, but supposed to be the Vessel commanded by Cunningham, which lately sailed from Dunkirk; I am commanded by their Lordships to send you, for Lord Weymouth's information, the inclosed Copies of Letters from Captain Richards, who is appointed to regulate the Impress Service at Yarmouth, and Lieutenant Moore of the Tender stationed at that port, with their several Inclosures, relative to the Recapture of the *Northampton* Brig, one of the Vessels taken by the Rebel Privatier abovementioned; by which it will appear that the said Privatier is unquestionably the Vessel commanded by Cunningham, with double Commissions from the Congress, and that she is partly manned with Frenchmen, Sixteen out of 21 of her Crew, which were put on board of the *Northampton* being of that Nation.

Their Lordships command me to add that they have ordered the 21 Persons abovementioned to be conveyed to Portsmouth to be committed to the Prison at Forton.<sup>2</sup> I am Sir [&c.]

Ph<sup>p</sup> Stephens

1. PRO, State Papers 42/51, 50-51.

2. Although Benjamin Bailey, prize master of *Northampton*, had intentionally carried the prize to England where she was retaken, rather than sailing for Bilbao as directed by Conyng-ham, he was imprisoned at Forton on August 11 but subsequently entered the Royal Navy, Connor's Journal, LC. Captain Francis Richards in his July 26 letter to Stephens wrote that the Englishmen on board *Northampton* were "supposed to be outlawed Smugglers."

JOURNAL OF TIMOTHY CONNOR, MASSACHUSETTS PRIVATEER BRIGANTINE  
*Rising States* <sup>1</sup>

[Forton Prison, Portsmouth]

[1777] July the 30th four more broke out at 12 oClock in the day one got off clear and the [other] three was re-taken and brought back and put into the Black hole viz Christr Cleark, William Tryon, John Cockren

Boatswain of the *Yankey* from Boston there [they] was kept for 40 days half starved allow'd neither bed nor bedding to lie on but the soft side of a good Plank

1. Connor's Journal, LC.

GABRIEL DE SARTINE TO ARNAUD DE LA PORTE, INTENDANT AT BREST <sup>1</sup>

[Extract]

at Paris 30th July 1777.

. . . I am writing to Comte d'Orvilliers, who informed me as did you of the Privateer *General Mifflin* of Boston putting into Brest, which, according to the examination which has been made, proved to need some repairs, that I expect, that as soon as this Ship is set right again, she will go to sea and away from our Coasts. You did well to pay no attention to the proposal that has been made to you by Capt. [William] Day who commands this Privateer, of changing his gunpowder, which is found to be of mediocre quality, and to inform him that the King has prohibited the delivery of any Munitions to Foreign Vessels; but that his gunpowder, deposited in the magazine when he came into the port, would be returned to him. . . .

1. APB, 1E188, 219-21.

LORD STORMONT TO LORD WEYMOUTH <sup>1</sup>

[Extract]

Most Secret

No 122/

Paris July 30th 1777

. . . [I then spoke] of what has passed at Dunkirk. Notwithstanding my repeated Representations on the Subject, notwithstanding all Your Excellency [de Vergennes] Said to me when You mentioned the Expedient You had proposed to M de Sartines, which would Have effectually ended the Business, nay more, Notwithstanding the most positive Assurances given to me by M de Maurepas that the *Greyhound Cutter*<sup>2</sup> should not sail; a very few days ago, after that promise was given, which, as was my Duty I mentioned to my Court exactly as it was, that Vessel was publickly Suffered to put to sea, and the Admiralty of Dunkirk took Security from Hodge who cannot be considered as a responsible Man in this Case, and I believe is so in None; besides Sir there is a Clear Contradiction in this whole Affair that appears upon the face of it, Richard Allen is allowed to declare the Ship is his Property, and Hodge gives Security; If the Property is not in Hodge how can He answer for what the Crew will or will not do, If he is the owner how comes Allen to be admitted to make a Declaration that is manifestly false? To compleat the whole that Pirate Cunningham is suffered to go on board of this Vessel not indeed in the Harbour but in the Road. M de Vergennes seemed uneasy and ashamed whilst I was Speaking on this Subject, and when I had done Attempted no Justification but Said that if Cunningham had been suffered to go on board *Ses Messieurs de l'Amirauté ne s'en étoient pas vanté* that He did not know that Hodge had

given Security but understood that the Ship had been suffered to put to sea upon Richard Allen's Declaration that She was his Property. He assured me that the whole was without the approbation or Privity of this Court, and had been owing to a Blunder of the *Amiranté* who had thought that after Allen had claimed Her the Ship was no longer within the Orders, but was to be treated like any other English Vessel; It struck both M de Maurepas and me, added He, when we heard that Allen had purchased the ship that this Blunder might be made, we mentioned it to M de Sartines who said that our Apprehensions were Groundless, and that such a Thing was impossible. Two Days after, we learnt to our Surprise and Regret that the Cutter had sailed. I assure You this is the exact state of the Case, *Il n'y a ni plus ni Moins*. He then set me right with regard to a little mistake I had made, and told me that the Advice He had given M de Sartines, did not relate to this Cutter, but to the *Surprize* which little Vessel He says has been purchased by a french Man who does not care to part with Her as we have often talked of both these Vessels at the Same Time, the first Intention being that they Should sail Together. . .

As M de Vergennes so positively disclaimed all Knowledge of the Permission given to the *Greyhound* Cutter and attributed it wholly to a Blunder of the Admiralty of Dunkirk I could not in decency appear to doubt of such positive assertions. . .

I then My Lord thought that it would be proper to Lay in a claim with regard to the five English Vessels reported to be carried into Nantz and said that if they were still there it was my Duty to claim them as English Ships which ought to be immediately delivered to their owners or their *Agent Cause*. I thought this a proper Precaution tho I am inclined to believe that these Ships have left Nantz As no Applications has been made to me by any of the Owners.

After I had finished this Narrative I returned to the Orders contained in Your Lordships Letter and observed to M de Vergennes that the Sequestration of the three Privateers the *Reprizal*, *Lexington* and *Dolphin* might be considered as a very proper Measure if Effectual Security was required of them, but if Such collusive, unavailing security should be taken as has been accepted with regard to the *Greyhound* Cutter The suffering them to remain in the french Ports, where they will probably meet with every Assistance, will be only furnishing them a safe Retreat till they can find a favourable opportunity of injuering us *et sera un Grief de plus*. M de Vergennes answered that They would not be allowed to purchase Arms or Ammunition, would have no other Succours *que ceux de l'humanité* and added that France wished to be fairly rid of them and did not mean to be at the Expence of feeding the Crews. He likewise told me that several Frenchmen had been found on board of the *Reprizal*, and had been immediately seized and thrown into Prison (I have the same intelligence My Lord from quite another Quarter) He ended with repeating that he wished much to have them gone and asked if they might not be accompanied by a french Man of War till they got beyond the Capes and then be left to take their Chance. I replied that I thought such an Expedient liable to great

Objection, as the Accompanying them with a french Man of War, would carry an air of Countenance and Protection which would appear very Extraordinary after all that had passed and was what they by no Means deserved. He replied, that he did not mean what he said to me upon the Subject as a formal Proposal, but had thrown it out as an Idea that came across Him, and then once more repeated that it was much to be wished some Expedient should be found. I answered, that there was I thought nothing so easy as to order them out of Port forbidding them positively ever to return to any Port of France, and taking sufficient Security that they would not Attempt to cruize against us. The Captains of these Ships depend upon, and receive their Orders from Franklin and Deane, they both have sense enough to know how precarious their Situation is here and certainly whenever they know You are in Earnest, they will, they must obey, in a Word Sir there is nothing so clear as this, if You really mean what You profess as we Hope You do, there can be no difficulty in the Execution of any Orders You issue *si la Volonté du Roi, votre maitre est sincere il faut de toute Necessité qu' elle soit efficace.*

He did not and indeed could not dispute this, but returned to the principal Subject and said that it certainly would not be consistent with the Dignity of France to deliver these ships to us Neither would it sir Said I be consistent with our Dignity that You should send a Ship to protect them I do not insist upon that Idea said He but now that Your Cruizers are lying off our Coast in wait for these Privateers, the forcing them to go out under such Circumstances would in effect be delivering them up to You and is besides what is never done. I replied that the Natural thing was to order them out of Port after Proper Security for their good behaviour and to let them take their chance. He insisted that whilst any of our Ships that were Lying in wait for them was in Sight of the french Coast this could not be done and was contrary to an established rule. I did not admit the Existence of any such Rule, and said, the only Regulation that I knew was that when ships of Nations that are at War happen to be in the same Neutral Port No armed Vessel is allowed to follow till four and twenty Hours after that Ship has sailed out of Port. M de Vergennes insisted that no ship is ever Sent forcibly out of a Neutral Port as Long as Cruizers that are in wait for Her are within Sight of the Coast and said that the forcing these Privateers out of Port under such Circumstances would be the more unjust as France by Sequestering them had given Time for our Cruizers to arrive. . . .

1. PRO, State Papers 78/303, 261-70.

2. Renamed *Revenge*.

### 31 July

ENSIGN DE LA MOTTE-GROULT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

On board *la Truitte* in Toulon Roads 31st July 1777.

. . . During the passage I saw three English ships, all of whom sent a boat with an officer alongside. On the coast of England the *Lynx* of 16 Guns,

off Cape Ortegal the *Royal Oak* of 74, and off Cape St. Vincent the *Enterprise* of 24 guns. All three were cruising against the Americans; all three seemed astonished at our build; they thought us bound for America; my replies left them undecided. The *Royal Oak* asked to see my commission and muster roll. I told them that their proposal surprised me because, if they could doubt that I was a ship belonging to the King of France, I had stronger reason to doubt that they were a ship belonging to the King of England, especially after having seen them show the flag of Holland. My reply seemed to startle them, and they spoke no more of it, departing with much civility on all sides. . . .

1. AN, Marine B4130, 49-50, LC Photocopy.

1 Aug.

LORD WEYMOUTH TO LORD STORMONT<sup>1</sup>

[Extract]

No 48/

St James's 1st Augst 1777

. . . Though the most exact observance of their promises was not expected from the French Ministers, yet such an apparent shew of truth was supposed, as would in some measure secure the European Seas from the depredations of the American privateers.

Cunningham's vessel immediately on sailing from Dunkirk has taken several prizes. He had a considerable number of French subjects on board. This fact is clearly ascertained. He put twenty one men on board one of the Vessels He had taken; the English have brought this prize into Yarmouth; and on examination it appears that sixteen out of the twenty one men from Cunningham's Ship were French. . . .

The Agents of the American Rebels boast that as the *Reprizal* was not in a situation to put to Sea from the damage sustained in her chase by the *Burford*, a pretence has been concerted with M. de Sartine, that shall allow a sufficient delay to enable Her to refit for another cruize; and that the *Dolphin* is to be continued as a Smugler, as she was at first; and a frigate bought at St Malo is to be fitted out to replace Her.

They further assert, that it has been recommended to Them by M. de Sartine, to send their prizes into the ports of Spain for the present. This seems fully confirmed by the instructions given by Cunningham to his prize Master.

The *Hippopotamus* purchased by Beaumarchais, and the two frigates which are to be prepared in the Mediterranean, are additional proofs of the want of sincerity in the declaration of the Ministers to Your Excellency; and must also be noticed, if You have sufficient information on the subject.

What has lately happened with respect to Cunningham requires the most earnest and serious remonstrance. I am therefore to signify to Your Excellency His Majesty's Command, that You express to the French Ministers His Majesty's surprize at the little attention paid to the orders, which They declared had been given; That You further acquaint Them, that

the representations made by Your Excellency in consequence of the orders contained in my No 43<sup>2</sup> were directed after the most serious consideration, and cannot be waved without entire Satisfaction.

It is not possible to doubt of His most Christian Majesty's sincerity, when His professions of a desire to maintain the present peace, are made so clearly and precisely by M. de Maurepas, and M. de Vergennes by their Master's command; but if facts contradict those professions, by the connivance of Officers unpunished, the same motives that prompted His Majesty to direct the representation, will compel Him to seek the only remedy that is consistent with His honour, and the interest of His subjects. . . .

1. PRO, State Papers 78/303, 287-89.

2. See Weymouth to Stormont, July 4.

#### LORD WEYMOUTH TO LORD GRANTHAM<sup>1</sup>

[Extract]

No 17/

St James's 1st August 1777.

. . . I have acquainted Your Excellency in my Dispatches by Mann of the supposed intention of the American Privateers to carry their Prizes into the Ports of Spain. This is fully confirmed by the Instructions given by Cuningham commanding a Privateer to his Prize Master,<sup>2</sup> which I inclose to Your Excellency, as well as copy of the Letter from Cuningham to Gardoqui of Bilbao, by which it appears that this is an arrangement concerted betwixt the Agents of the Rebels at Paris and that House. You will lose no time in representing to M. de Florida Blanca the Injury that will be done to the Commerce of this Country, if such proceedings were suffered, and His Majesty cannot doubt from the Justice of His Catholick Majesty that proper steps will be taken effectually to prevent this measure, that is in a great degree designed to interrupt the good Harmony that so happily subsists between the two Countries. . . .

1. PRO, State Papers 94/204, 9-10.

2. See Conyngham to Benjamin Bailey, July 21.

#### CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

[Extract]

St Malo 1st August 1777 -

. . . the Commissary of this Port, received orders Yesterday in Conjunction with the Judge of the Admiralty not to Suffer us to depart the Port on any Consideration Whatever, without permission from the Minister of Marine at Paris & I have been obliged to give my Parrole not to depart without Orders -

We are now Compleatly fitted & Shall be ready to go to Sea, as soon as we Can be Suffered to take our Guns, Water & Provisions on board which will be in 4 or 5 days at furthest if not Sooner. I have endeavoured to get liberty to Send the *Dolphin* round to Nantes, but Cannot obtain that favour, tho' perhaps you may at Paris.

Captain Johnson is Still at Morlaix, and in the Same Situation as I am. . .

1. Franklin Papers, vol. 6, pt. 2, 159, APS.

2 Aug.

*London Chronicle*, THURSDAY, JULY 31, TO SATURDAY, AUGUST 2, 1777

London. Saturday, August 2. Postscript.

A letter received yesterday from Capt. [James] Jones, of his Majesty's ship *Beaver*, dated St. Kitt's, June 15, by a Gentleman in London, confirms the account of his having taken the *Oliver Cromwell* American privateer,<sup>1</sup> as mentioned in our last, with the following additional particulars:

"I had a very narrow escape indeed; I received a musquet ball through the fore part of my coat, waistcoat, and shirt, near the breast, and grazing the skin. We had the day before chased her consort the *Rattlesnake*, of 16 guns and 121 men, and a sloop of 10 guns, but falling calm they got off by the help of their oars. These with the *Cromwell* had concerted and agreed together to attack the *Beaver*, which you will say with me would have been too much; but a more lucrative object offering separated them.

"I cannot enough express to you the great politeness and hospitality we received on this occasion from Lord and Lady Macartney, as well as from all others at Grenada; and the gentlemen planters and merchants there, to give a further proof of this, have done me the honour to order a piece of plate to be presented to me in London, and will send it as I have directed them to your care to keep for me when ready.

"I had not been idle before, having taken three other American vessels, and though not of much value will tell, and the *Cromwell* will make full amends being valued at 10,000 l. sterling."

1. See Volume 8, 999, 1029.

GABRIEL DE SARTINE TO ARNAUD DE LA PORTE, INTENDANT AT BREST<sup>1</sup>

[Extract]

at Paris 2nd August 1777.

I have received, Sir, the letter which you wrote me on the 25th of last month . . . I learned with pleasure that the Privateer from Boston [*General Mifflin*] which had put into Brest in order to make repairs has sailed from the roads.<sup>2</sup> I have the honor to be very perfectly, Sir [&c.]  
de Sartine

1. APB, 1E 188, 245.

2. Admiral Duchaffault also notified Sartine on July 25 that "the rebel privateer which had anchored in our roads has set sail this morning," AN, Marine B4129, 58, LC Photocopy.

GABRIEL DE SARTINE TO M. VIGER, LORIENT<sup>1</sup>

Versailles 2. August 1777.

After the circular Letter which you must have received from me, Sir, by which I made known to you the intentions of the King on the Subject



of American Ships (Privateers or prizes Only), I have had reason to be shocked that there still remains uncertainty about the conduct to be taken in regard to them. Read over that Letter carefully and follow punctually the orders of his Majesty, which I am reiterating to you today in the most precise manner. I also require you to inform me exactly of the fitting-out of various vessels which might be done in your Port or in those which lie within your department, with direct or pretended destination for North America, in order that from the report that you send me, I can have passed on to you orders which the circumstances will require. Above all keep a close watch on our sailors who must be employed only in Commerce and in the service of His Majesty. I am, Sir [&c.]

de Sartine

1. APL, 1E479, 70. Viger was commissary of this port and dockyard.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>.

[Extract]

Honble Gentlemen

Nantes Augt 2 1777.

I have just received your favour of the 28th Ultio and shall take care to observe all your Directions with the greatest Exactness, but I must first inform you of a most vexatious turn our affairs relative to the *Duc de Chartres* are about to take, unless we can sufficiently oppose the Design. When I bought this Ship the Condition was, that if she was previously sold at the Day of the agreement with Mr Peltier, our bargain should be void, this was on accot of an offer that had been made at Paris which the Persons here had not recd a Decision about, but as it was presumed that if such a Sale had taken place we should be advised by Tuesday following, it was agreed that after that Time we should begin our Reparations without any farther suspence about the validity of the purchase; on Sunday a Letter from the proprietor who owns 7/8ths arrived here, this Letter says that "as the offer in question did not take place he will take her on his own accot at 70,000 Livres." The persons of whom the Ship was bought shew this Letter for our Satisfaction, that we might be sure the Ship would not be taken from us, he agreeing with us that the Proprietor's taking her could not be esteemed a Sale; I therefore sent Hynson of[f] directly, but to keep strict to the agreement I did not suffer a hatchet to be laid to the Ship 'till after Tuesday, when Capt Nicholson & myself went down to her; we staid there two Days, knock'd down all her Bulkheads, and gave the necessary Orders for taking away several of her incumbrances, enlarging her Ports &c &c, to make her a compleat Ship of War. On my Return to Nantes I find Mr De Milleville has sent down his Secretaire Express to claim the Ship as a previous purchase, and he is making all the Noise & difficulty he possibly can, declaring that he will have the Ship again at all Events, and threatens a Law Suit, and the Lord knows what. I cannot find words to express my Detestation of such Conduct, but I shall not relax a litle in anything I have began, let the Consequences be what they may; Mr Milleville must have little re-

gard to his reputation to be trying to undo Bargains in this unjust unprecedented manner. I beg however if you know any body that is acquainted with him to try to convince him of his Error, for I would not lose this Ship for 500 Louis she turns out so perfectly answerable to my Wishes for the purpose she is intended for; She will cost some money for the proposed alterations, but will be a compleat little Frigate when she is finished.<sup>2</sup> . . .

1. Lee Family Papers, UVL.

2. Writing August 30, 1777, to Capt. Joseph Hynson at Le Havre, Williams noted: "After all the Trouble we have taken with the *Duc de Chartres* She has Slip'd through our fingers at last," Auckland Papers, III, 126, BL.

4 Aug.

# JOURNAL OF DR. JONATHAN HASKINS<sup>1</sup>

[Mill Prison, Plymouth, 1777]

4th [August] 3 More Prisoners ret'd from the Hospt, On the 18th of Last month begun to Mine a Passage under ground from the Long Prison in Order for An Elopement but As I'm so low by the Small pox I Don't Expect to Elope - This Night favour'd their Design & at 11 P.M. began to Open the Hole thro which 32 passed before Day without being Discover'd, they was not Miss'd till about 10 A.M. We were Counted Out, then there was a Most Shocking herangue Some running One way some Another But the hole was the smallest that Many was Unable to get thro - 17 of the Number Belonged to the *Doltin* [Dalton], 5 to the *Freedom*, 4 to the *Lexington*, 5 to the [Charming] *Salley*, 1 to the *St. Begger*<sup>2</sup> -

1. MeHS.

2. For more than a week after the mass escape Haskins noted in his Journal almost daily that captured escapees were being brought back. "it is Almost Impossible to make an Escape, As the people are Allowed by Government £5 pr head & they would sell their fathers for ½ the Money."

## RAIMONDO NICCOLI TO HIS GOVERNMENT IN FLORENCE<sup>1</sup>

[Extract]

. . . In answer to the memorandum presented by My Lord Stormont to this Court to deplore the alleged favor granted by France to the Rebels, and to their merchant ships and privateers, both by affording haven in its ports and by clandestinely giving them freedom to sell their prizes, this Court replied: that regarding merchant vessels, it did not wish to prejudice the commerce of French subjects; that there was no treaty obliging it to prohibit a mutual mercantile exchange with the Colonies; that regarding haven, it has never permitted it except for and during the time it was absolutely necessary because of heavy seas; that regarding permission to sell their prizes, it was never even granted, and that it was never the King's intention to favor the Rebels.

As a sequel to this answer orders were sent to all French ports

not to permit American privateers making a stay unless for reason, and not to permit the sale of their prizes.

This went on to order the construction of six ships at Brest, instead of 12 which had been ordered, and for the majority of the politicians a new acknowledgement of the peaceful sentiments of this Court: but since it does not appear natural that it can or will renounce the prodigious profit, which it now brings to the commerce of French subjects, under the present circumstances of the differences existing between the Colonies and England, it is believed that the pretext of a stormy sea will serve as an excuse to give the Rebels more time to delay in these ports, and that the sale of prizes will continue to be done at sea, where there is freedom, and not on shore; in brief, that despite the new orders, things will happen as they have in the past. . . .

Paris 4 August 1777

1. Secretary of Foreign Affairs Papers, Corrispondenza da Parigi dei Residenti (1777-85), filza no. 2335, V, 100-03, ASF.

5 Aug.

"A LETTER FROM YORK, DATED AUG. 5, SAYS" <sup>1</sup>

A very handsome sum was collected at Whitby for the relief and support of the sailors belonging to the Whitby ships lately taken by the American privateers, who have passes granted them; and the Liverpool sailors are expected here this evening on their way home.

1. *London Chronicle*, August 5 to August 7, 1777.

PAUL WENTWORTH TO LORD SUFFOLK <sup>1</sup>

[Extract]

Amsterdam the 5 Aug. [1777]

. . . I am assured, that fifty four sail have been taken, going from & to the Colonies, to & from St Eustatia in about Six Weeks; which has given the most sensible Shock to the Traders here - & stopped at once all the Adventures preparing for that quarter. . . .

1. Auckland Papers, III, 92-94, BL.

JOSEPH DOWSON TO LORD WEYMOUTH <sup>1</sup>

Your petitioner setteth forth that The *Principe Masserano* a Brigantine of about 130 tons burthen Thos Wharton master from North Bergen to Venice Loaden with stockfish a neautral property was off[f] Cape Finistere taken by the *Warren* privateer of 10 Carriage [guns] and 10 Swivils and 45 men Capt Jams Ogilvie, and the aforesaid Brigg was carried into Bilboa in Spain your petitioner as being owner of the brigg and being a great sufferer is desirous of knowing if the said Brigg can be restored to him by aplication to the Court of Madrid and your petitioner will in duty bound ever pray -

London August 5th 1777

Joseph Dowson

To Lord Weymouth secretary of State for the Southern department

The Vessel was taken the 2d July

1. PRO, State Papers 94/204, 63.

JONATHAN WILLIAMS, JR., TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

Nantes August [5, 1777] <sup>2</sup>

... Thinking that the *Duc de Chartres* is lost from us & knowing the necessity of having a Ship immediatly I have been trying every means of getting one, There is a Ship on the Stocks that is now so advanced that 6 weeks only is required to Launch & deliver her in the mean time her Rigger Sails & every thing may be getting Ready & be Compleat in time She is between 4. & 500 Tons & Capt Nicholson likes her in every respect the price of her hull to be deliverd in the water Compleat is 58,000 livres I can gett it down to 56. at 4. 5. & 6 months Credit & after Consulting with Mr Ross I shall with his Advice conclude the purchase to day <sup>3</sup> . . .

1. Jonathan Williams Letter Book, January–August, 1777, YUL.

2. Date is obliterated. In the opening lines of this letter Williams noted: "Mr Lee arrived here this morning." However, writing on August 6, William Lee informed Arthur Lee that he had arrived at Nantes "On Monday evening [August 4]." Apparently Williams did not learn of Lee's arrival until the next morning, August 5. Worthington C. Ford, ed., *Letters of William Lee* (Brooklyn, N.Y., 1891), I, 204–08.

3. The hull purchased by Williams for 55,500 livres became the Continental Navy frigate *Deane*, "Accounts and Vouchers Refer'd to in the Account Current between Jonathan Williams Junr and the Honble The Commissioners of the United States of America," Benjamin Franklin Collection, YUL.

6 Aug.

"A LETTER FROM GOTTENBURGH, DATED AUG. 6, SAYS," <sup>1</sup>

On Tuesday the 29th past arrived at Marstrand [Sweden], a free Port in the neighbourhood of Gottenburgh; a brig of about 160 tons burthen, called the *Molly*, —, Master, from Philadelphia, laden with rice, and indigo, to a person formerly of Scotland, but now of Gottenburg, which Gentleman dispatched for the Congress last January, from Marstrand, a cargo of gunpowder and other implements of war; and he is now busy in purchasing such another cargo to go by the *Molly*, who brings advice of five more American vessels that were soon to proceed to the said Merchant. It is generally believed that the Captain, as soon as he is clear at Marstrand, will go a privateering.

1. *Gazetteer and New Daily Advertiser*, London, August 23, 1777.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN HENRY LLOYD,  
H.M.S. *Pelican*, DOWNES <sup>1</sup>

By &c.

Whereas we have received Information that a Rebel Privatier from Boston called the [*American*] *Tartar* commanded by John Grimes

mounting 24. Guns and having on board about 100. Men attacked and took on the 28th ult. about 16 or 17. Leagues E.N.E. of the Naze of Norway a Ship belonging to Whitby called the *Thomas and Elizabeth* bound from Petersburg to Leith with Deals & Iron, which they afterwards scuttled and burnt; that they also attacked & took, about 5. or 6. Leagues off the Lewis's, the Ship *Nautilus* bound from Greenland to Liverpool with Whale bone & Blubber, and, after plundering her of such things as they stood in need of, sent her to America, And that, after putting the Masters & some of the Crews belonging to those Ships on board another Ship which they had also taken called the *Peggy*, off, or near Leith, that the said Privatier sailed away due North; You are hereby required and directed to proceed and cruize in the Ship you command, without a Moment's loss of time, between the Naze of Norway & Jutts Reef (instead of your former Station) for the Protection of the Trade of His Majts Subjects and to use your best endeavours to take, or destroy, the abovemention'd Privatier, or any other Ships or Vessels belonging to the Rebellious Colonies of North America, which you may be able to come up with; And, having continued upon this Station until the 26th inst, you are to repair to Elsineur for the homeward bound Trade agreeable to our Orders to you of the 31st of last Month. Given &c. the 6th Augt 1777.

By &c. P.S.

Sandwich Lisburne H. Palliser

1. PRO, Admiralty 2/103, 154-55.

#### LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Secret

No 126/

My Lord

Paris August 6th 1777

When I went to M de Vergennes I told Him, that I must beg his particular Attention, as what I had to say was by Express order from My Court.

The King my Master, who received with real Satisfaction the Solemn Assurances conveyed, first thro' me, and repeated by the french Ambassador, sees with Concern and Surprize; that Notwithstanding those Assurances, Your Orders were Scarce arrived, when they were openly violated at Dunkirk, and that too, *avec les circonstances les plus aggravantes* for what Sir is the Fact, that Cutter, about which I spoke to You again and again, is publickly suffered to go out of Dunkirk, Notwithstanding all my Representations, Notwithstanding a positive formal Promise from M de Maurepas to me, that she should not stir out of the Harbour, nay more; that Pirate Cunningham, so justly obnoxious to me, and whom M de Maurepas expressly promised to punish, is suffered to go on board Her, This Sir I mentioned to You on Thursday last, but I am now to add, what I did not know till last Night; and what will well deserve all Your Attention. Scarce was Cunningham out of Dunkirk Harbour, when He

began to Cruize against us; He has taken Several Ships, one of them has fallen again into our hands. The Crew put on board of this Vessel consisted of one and twenty Persons, and sixteen of that Number are Frenchmen, so that if that Proportion holds throughout, three fourths of Cunninghams Crew are Subjects of France – on these Transactions so repugnant to every Principle of Friendship, so contrary to Your most solemn Professions, the King my Master orders me to make the Strongest, and most serious Representation. M de Vergennes seemed surprized, and confounded, protested that they had been deceived by the Admiralty of Dunkirk, and that to his certain Knowledge, the *Rapport* made was, that not a single Frenchman was on board. He attempted no Justification, but on the contrary said, it was a thing against all Rule, and directly contrary to His M. Xn Majesty's Intentions. . . .

From Principle, from Inclination, I have thought the whole course of my Embassy, kept clear of everything that could carry the least appearance of Personallity, but in such a Crisis as this, it is necessary to probe the Evil to the Bottom, and Regard to the Public, must outweigh every other Consideration, Since then the Rebel Agents mention one of Your Ministers as their Patron and Counsellor I must mention him too, must tell You Sir, that they assert that M de Sartines has advised them to send their Prizes for some time to Spain, Papers that I shall shew You by and by, will prove that Cunningham has followed that Plan. They likewise boast Sir, that M de Sartines has told them, that it was necessary to find a decent Pretence, for detaining the American Ships in the Ports of France, as the *Reprisal* wanted to be refitted, and when she was so, would be suffered to go to sea, in Company with a French Ship at St Maloes, which would supply the place of the *Dolphin* that is to be a Smuggling Vessel – M de Vergennes interrupted me to Say, that He thought it quite impossible, that M de Sartines should ever hold such Language, and that if the Americans did spread such a Report, it was *pour envenimer les choses ce qui etoit leur Jeu*. . . .

1. PRO, State Papers 78/303, 314–19.

#### GABRIEL DE SARTINE TO M. VIGER, LORIENT <sup>1</sup>

at Versailles 6th August 1777.

In your letter of the 1st of this month, Sir, you mentioned that the Anglo-American Privateer *General Wisslin* [*General Mifflin*], Capt. William Day, entered the roads of Port Louis, under the pretext of taking in provisions and water, and that you were preparing to send her an order to get underway within 24 hours; there is nothing in the action which you have taken regarding her, but what conforms to the regulations and this is the action that you ought to take on all occasions of this same nature as they will present themselves.

You noted in the same letter that other Ships of that nation Are still in the Roads, contrary winds not having permitted them to Sail; with respect to Ships of this type, you must see that they follow the regula-

tions in this regard, and in case that there might be on their part a pretence to prolong their Stay, to make them aware that they will be detained in Port.

By your letter of the 23rd of last month regarding the ship *Raphael* Capt. Benj. Bates, you asked me if the orders which you received concerning anglo-american Ships armed for privateering, and the prizes brought in by them, also concern anglo-american Vessels that might come with merchandise; the orders which have been given do not apply to Vessels whose sole object is Commerce; but I can only approve the measures which you have informed me as having taken, as much for having succeeded in discovering that it was the ship *Raphael* which the Capt. had at first declared had been laden on His account, as well as for obliging this Ship to Sail from Port as soon as she had been recognised as an English prize; in that same letter you pointed out to me that in order to prevent with greater Certainty the Shipment of Artillery and other munitions of war on Vessels Leaving the Port, unless they Are bound for the french Colonies, as well as for preventing the landing of cargoes and all clandestine sales from American Privateers and their prizes, one might inform the Director of Docks at L'Orient of the orders which have been issued on this Subject, in order that he not expedite any Permit, without informing you of it beforehand, but since you did not wish to take it Upon yourself Without being authorised; There is no objection to informing the Director of Docks of the orders which you have received to this end; I approve of your doing it, these precautions can only serve to assure the execution of the orders which I gave you and to which I call upon you very expressly to follow. I Am, Sir [&c.]

de Sartine

1. APL, 1E479, 75-76.

JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE  
*Oliver Cromwell*, CAPTAIN WILLIAM COLES<sup>1</sup>

[1777. August] 6 Wednesday: Fair pleast Weather Early AM Saw the Man of War in Chace – She continued Chace all Day. – At 7 Saw a Sail a Head & at 8 came up & took her. She was a Brig from Cork in Ballast – Gave her to the Prisoners & Sent her away. – Soon after Saw another Sail and Stood for her, came up & took her being a fine Brig from Cork for Lisbon Laden with Butter & Beef sent her Home by Capt Gray. – She was formerly an American Privateer called the *Montgomery* mounting 18 Guns, taken & carried in to Gibraltar.<sup>2</sup> Capn Fibby Comander. She had several Laidys on Board, boun[d] to Lisbon, whom we determined to take on Board us, & together with all our other Prisoners land them (as they were effecttionatly desireous of it) on the British Shore. – But at 3 P.M. Saw 2 Brigs,<sup>3</sup> which we bore away for; & not knowing what they might prove to be, ordered Capt Gray to keep away from us, on a westward Course Out Oars (being a small Breeze) & rowed towards them. – They

kept near each other & hove too, and formed in a Posture of Battle to receive us. – Every Thing being prepared for Battle we advanced – one of them gave several Shott which we took no Notice of 'till we came nigh enough to give her 2 Broad Sides – She continuing her Fire. – By our well directed Fire She was compelled to Strike to us, & earnestly beg of us to desist our Fire on her. – Our Capn then ordered to bear away for the other Brig; which orders were immediately complied with. – We then charged the other with an incessant Fire for almost 3 Glasses – She returned our Fire for Some Time with Spirit, but being disanabled wore off, The other which fell a Stern, & notwithstanding She had fairly Struck to us; yet Seeing her Partners Fire, She worried us with her Bow-Chacers: But did us no Damage. – But now our Officers began to think of the Man of War which had been in Chace all Day; & was now reasonably expected to be near up with us; therefore being dark, they rightly judged it best to give over the Assault for this Night; least falling in between three of them, we must be obliged to submit; & so altered our Course.

The Engagement lasted about 3 Glasses, in which Time Capt Coles, (to his eternal Honour be it remembered) with all the other Officers behaved with the greatest Magnanimity & Bravery possible. The Seamen & Marines also, with remarkable Unanimity, good Order, & Heroism Seemed to vie with each Other, which Should excel in their several Departments.

Then must our parent State confess,  
That we their freeborn Sons excel;  
In Courage, & true Excellence  
Our British Foes, tho' they act well.

Coles with his braver Officers,  
His Men both martial, bold & brave

through the marvellous Goodness of God not one Life was lost on our Side; our 1st Leiut. was wounded by a Cannon Shott in both his Thighs, just above the Knees One or two of the Men were very slightly wounded. – Our Brig recd Several Shotts in her Hull, Rigging &c. but the Damage was inconsiderable. – What the Enemys Loss & Damage was cannot be ascertained; by the best probable Conjectures it must be considerable: As One of our Maintopmen was siting upon the Chest in Main Top containing their Ball &c &c for their Swivels & Blunderbusses one of the Enemys doubleheaded Shott came & Struck part of the Trussle-Trees upon which the Tops is Supported, & directly under the Chest where on he Sat; the uper Head of the Shott Struck the Bottom of the Chest, tore it all in Pieces – elivated the Person, & discharged the Contents of the Chest upon Deck, without any Damage to any Person.

1. EI. Journal was kept by the ship's surgeon.

2. She was formerly the Pennsylvania privateer brigantine *General Montgomery*, renamed *Queen of Portugal*.

3. *Rawlinson* and *Sally*. See "Extract of a Letter from Capt. John Jugwood, of the Brig *Sally*, of Lancaster, dated Cove of Corke, Aug. 15."



HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 58.

Corunna 6th Aug: 1777.

. . . The Letter of Marque the *King of Spain* Capt: James Hamilton now in Ferrol is narrowly watched by two Rebel Privateers that have been seen off that Harbour several Days together waiting for his Departure, He might have sold the Prize here to very great Advantage, but she will probably be retaken from him before he reaches England, where he is obliged to carry her for to be condemned.<sup>2</sup> Another American Privateer a few Days ago chased an english Vessel into Noya near Cape Finisterre, and fired on her even within the Harbour. . . .

1. PRO, State Papers 94/204, 102-04.

2. Ship *Emperor of Germany*, John Richards, master. See Katencamp to Weymouth, July 26.

## 7 Aug.

JOURNAL OF H.M.S. *Foudroyant*, CAPTAIN JOHN JERVIS<sup>1</sup>

August 1777                      Scilly Nol6Wt 18 Ls    Ushant So50Et Dist 20  
Leagues

Wednesday 6th    at 4 AM saw one Sail to the Southward, made Sail and Chac'd, at Noon the Chace 3 Leagues a Head –  
Light Winds & fine Wear, PM Continued in Chace of a Brig, at 5 perceiv'd that the Chace gain'd upon us which we ascribe to her Oars, at 7 the Chace Hull down,

Thursday 7th    AM as the day broke saw a Sail under the lee Bow, which we soon afterwards discovered to be the Chace, bore up and set the Studdingsails with every other Canvas we could spread, at ½ past 8 fir'd several Shot at the Chace, upon which she hauld into Mounts Bay and Anchord close to Helston Beach and the People made their escape on Shore, stood in after her, and brot up with the best Bower Anchor in 10 fm water at 1 Mile Dist from her, hoisted out the Boats and sent 2 Detachments of Marines to take Possession of the Prize and to pursue the Crew, at 11 a Boat came on board from the Prize with 9 Prisoners, She proves to be the *Fancy* Privateer of 12 Guns and 80 Men, John Lee Master belonging to Newbury Port, had been out 7 Weeks, and taken 4 Prizes, which he Dispatch'd to America, during the Chace the Prize threw overboard 9 of her Guns, 6 Swivels, part of her Iron Ballast, Shot & every thing they could get at. at Single Anchor off Hellston Beach Helston Church NE the Sothrn land in Sight S½E, and St Michaels Mount NWbNo off Shore 1 Mile –  
Fresh Breezes & Hazy Wear, PM the boats bringing the Prisoners from the Shore which were taken by the Marines, lost by Accident in boarding the Prize, One Cutlass, at

2 in attempting to get under weigh, several Bars were broke at the Capston, and some of the People Hurt, carried away two of the Stoppers and broke the Messenger, Sent a Lieut with 12 Men on board the Prize, at 5 Weigh'd & made Sail with the Prize in Company, found the Prize so tender she could not carry Sail, bore up for Plymouth

1. PRO, Admiralty 51/372.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

[Extract]

St Malo 7th Augt 1777 -

. . . We are now all ready & Clear for Sailing, only wait your Orders, our powder is Stop'd in the Magazine and will not be dilever'd without a positive Order from the Minester for that purpose - Capt Johnson is all ready and Clear to Sail only Waits your Orders & leave to depart from the Port of Morlaix - the Bearer of this is a Young Gentleman of good Family & Charactor & is very desirous of Passing with me to America, with another Relation of his - I would Receive them Willingly If I could do it with Honour, as I have given my Parrole of honour not to Receive any person of this Nation on board or Carry them off without permission from the Commissary & Judge of the Admiralty which Cannot be granted without orders from Court. - I should be glad to know your Sentiments on this Subject. . .

1. Franklin Papers, vol. 6, pt. 2, 173, APS.

JOURNAL OF H.M.S. *Ardent*, CAPTAIN LORD MULGRAVE <sup>1</sup>

August 1777

Thursday 7th

Lizard N:57°Et 113 Lgs

at 6 AM saw a Sail to the Etward, Tkd & made Sail after her, at 8 fired 2 Shot, brought her too, a Swede Snow from St Ubes for Stockholm, saw another sail to the Eastwd, at 10 came up with a Ship shortned Sail & brought too, in sight another large Ship, both of which we took to be Dutch Et Indiamen, a brig appearing in sight did not examine them but made Sail after her. ½ past 11 fird a Shot & brought her too, she hoisted Dutch Colours, sent the Boat with an Officer on board her - <sup>2</sup>

Fresh Gales & Cloudy, ½ past PM the Boat return'd, found her American Built & Rigg'd, said by the Master to have been purchas'd in the Spring at St Eustatia for Dutch Owners, and now fitted from Amsterdam, and loaded with Bricks, Gin & Cordage for St Eustatia, had on board five Passengers Officers two of whom were French. Sent the Officer on board, began to examine the Papers of the Vessell & Passengers more minutely. At 1 the Master came on board with his papers, the Officer upon

Examining her Cargo after taking up a little of the Cordage found several Cask like Powder Barrels two of which were sent on board and open'd under the Inspection of the Master of the Brig and proved to be Powder, sent it on board again, put it down in the Hold & Caulk'd the Hatchways down again. Took the Passengers on board, The two French Officers were of the Horse No on their Buttons 13. one Dutch Officer & two Germans, with two Servants, at 9 took the Master with all the Crew on board except the Mate, sent Lt [Thomas] Allen two petty Officers & 10 Seamen on board with 10 days Provisions, that the Provisions of the Brig might not be touched.

1. PRO, Admiralty 51/56.

2. *Hendrick & Alida*, Hendrick Klok, master, PRO, High Court of Admiralty 32/351/19. See Captain Lord Mulgrave to Stephens, August 18.

8 Aug.

*Williamson's Liverpool Advertiser*, FRIDAY, AUGUST 8, 1777

Liverpool. Friday August 8.

The following is the copy of a letter from Capt. Holland, in the *Sarah Golburn*, bound to Jamaic[a] from this port.<sup>1</sup>

At Sea, ship *Sarah Goulburn*, lat 44.0. N. long. 39.00. W. 19th July, 1777.

Gentlemen,

I congratulate you upon a prize I have taken, this day, named the *Sally*, Thomas Tracy, master, from Charles Town, South Carolina, bound to Nantz, loaded with 470 whole, and 120 half, barrels rice and betwixt twenty and thirty casks of indigo. I have put in Mr. Smith as prize master, who will acquaint you of every particular since our sailing. Am in a hurry to dispatch the prize, as I am informed there were 30 sail more to sail from Charles Town the day after them, and am anxious to be amongst them. You'll please remember me to my friends, as I have not time to write them. I remain, Gentlemen, Your most obliged humble Servant,

N. Holland.

P.S. Mr. Smith has behaved very well with me, and executed his office as I could wish. Would be much obliged to you to assist him in another birth.

On Wednesday last, Mr. Smith brought the above prize safe into this port, and she is reckoned a valuable one.

1. *Sarah Golburn* was a letter of marque ship.

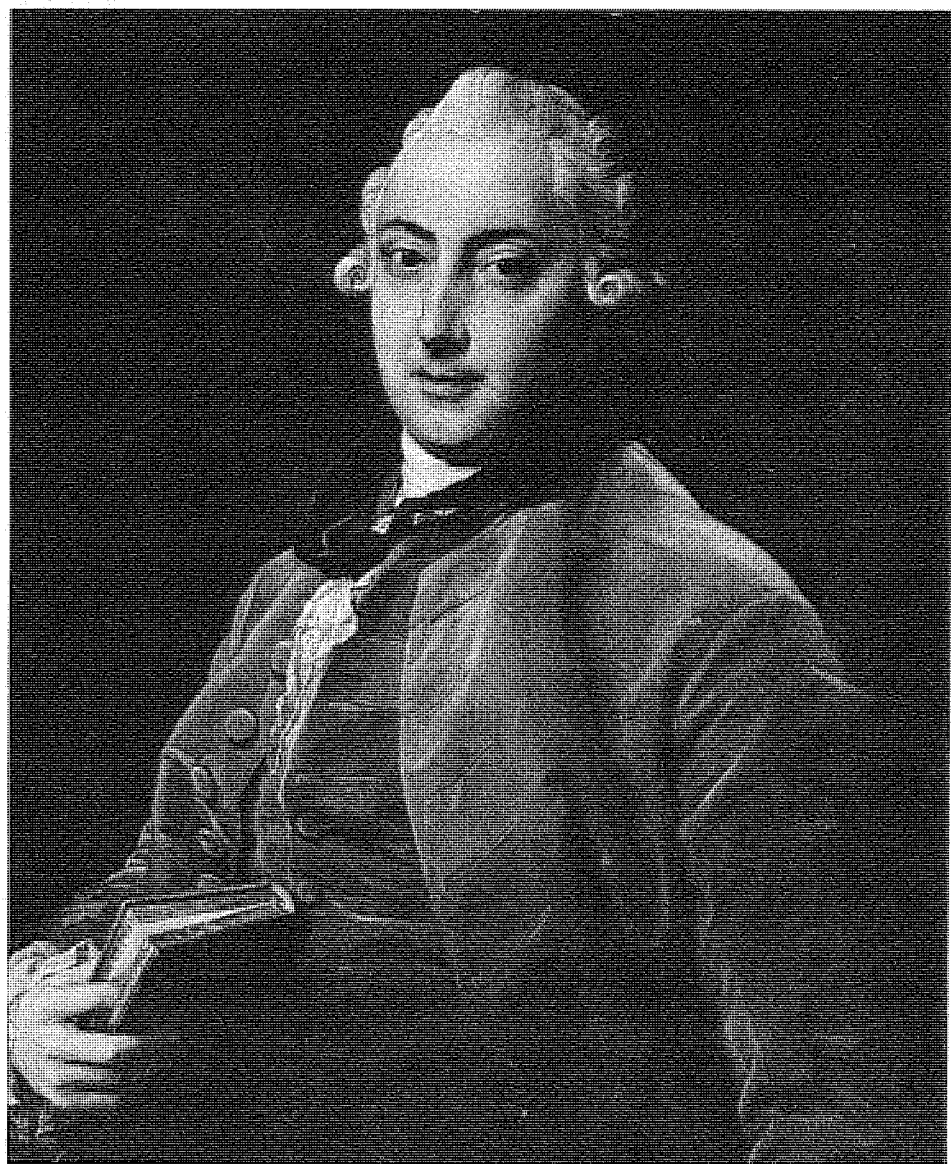
LORD WEYMOUTH TO LORD STORMONT <sup>1</sup>

[Extract]

No 49

St James's 8th August 1777

. . . In addition to my No 48, I am further to signify to Your Excellency His Majesty's Commands, on the following points.



*Lord Stormont*

It is indispensably necessary that the Privateers said to be sequestrated in the ports of France, should be sent from thence, but without the convoy of a man of War; as Such a measure would be the most public avowal of the protection they have already clandestinely given to the cause of the Rebels. Your Excellency will therefore very strongly insist on the removal of these vessels, without delay.

It has been reported that the privateer the *General Mifflin*, on entering the Harbour of Brest, saluted M. du Chaffaud [Duchaffault], and that the Salute was returned. This was a compliment that surely was ill timed; and out of regard to this country, and the Vessel being known to be a privateer, might have been dispensed with. I cannot avoid on this occasion observing that *les secours d'humanite* which M. de Vergennes mentions, may be extended very far; more particularly as the Americans at Paris have boasted, that it was concerted with M. de Sartines, that when it should be materially convenient to Them to enter the ports of France, that they should stove their water casks, and pretend to have a leak in the Vessel. Your Excellency will urge the necessity that this Privateer the *Genl Mifflin* should immediately depart from Brest.

M. de Vergennes having desired that Your Excellency would acquaint Him with such circumstances as might arise by the non observance of the orders They profess to have given. You will state to Him that the Guernsey prize carried into Cherbourg, after having been ordered out as American property, was sold just without the Harbour; and then carried back into the port as French property. Such proceedings are not consistent with either the letter, or spirit of their engagements; and are collusions unworthy of a great nation. . . .

Your Excellency has on several occasions acquainted the French ministers that His Majesty did not propose to send any ships of the line to the West Indies, unless some should be sent from France. As information has been transmitted to Your Excellency that it is proposed by the French Court to send one Ship of the line on that service; You will acquaint the French Ministers that a ship of the line is ordered from hence on that service; and You will desire They will please to inform You whether They propose to send there any further naval force as their proceedings in that particular will govern ours. I am &c

Weymouth

1. PRO, State Papers 78/303, 334-35.

#### LORD WEYMOUTH TO LORD GRANTHAM<sup>1</sup>

[Extract]

No 19 /

St James's 8th August 1777.

. . . The project of M. de Florida Blanca so confidentially communicated to Your Excellency, is so little consonant to the clandestine succours given to the Rebels in America; that He must have in view to deceive this Court, and mislead Your Excellency. You received the com-

munication very properly; and You will be enabled on this ground, to press with more earnestness that a Stop may be put to the Selling at Bilbao, the Captures made by the American privateers. You will also endeavour to prevent the Ships arrived at Cadiz from America, from receiving such assistance, as may enable them to become privateers. I am &c

Weymouth

1. PRO, State Papers 94/204, 64-65.

9 Aug.

PHILIP STEPHENS TO THE BRITISH NAVY BOARD<sup>1</sup>

Gentn [Admiralty Office] 9th August 1777.

Bristol  
Whitehaven  
Liverpool  
Leith  
Glasgow  
Newcastle  
Hull &  
Yarmouth

My Lords Commissioners of the Admty having communicated to you upon your late Attendance at this Office, the expediency of hyring a Number of armed Ships or Vessels to be employed as Coasting Convoys for the protection of the Trade of the great Trading Towns of this Kingdom; I have it in command from their Lordships to signify their direction to you to consider of the most expeditious means for providing a Ship capable of mounting 20 Guns at least at each of the Ports named in the Margin, to be employed as abovementioned for the particular protection of the Trade of each of those Ports respectively, & to propose and settle Conditions upon which you conceive it may be most advisable to hyre such Ships & to make the same known, & treat for the hyre of a Ship of the force abovementioned, at each of the said Ports accordingly with all the expedition that may be.

And in order to forward the same, I have it further in command from their Lordships to acquaint you that they have directed the Regulating Captains at the several Ports abovementioned, to make known to the Merchants at those Ports their Lordships intentions on this head, & that if any of them are inclined to lett their Ships to Government for the purposes aforesaid, they will, upon application to your Board, be informed of the Conditions upon which they are to be hyred, & treated with accordingly, provided each Town respectively will raise Men to Man them, And the Regulating Captains are moreover instructed to Correspond with you, & give you every Information in their Power respecting such Ships as may be tendered to you for this Service. I am &ca

P: S:

1. PRO, Admiralty 2/555, 272-73.

10 Aug. (Sunday)

CAPTAIN JOHN JERVIS, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Foudroyant* in Causand Bay 10th August 1777

I desire you will acquaint My Lords Commissioners of the Admty, that early on Wednesday Morning, the 6th instant, being to the Southward of Scilly eight or ten Leagues, in His Majesty's Ship under my Command, we fell in with a Rebel Privateer Brig, and chac'd her till Thursday Morning at nine, when the People in hopes of escaping Captivity, run her close in with Hellston Beach, and got ashore, before the Boats sent to secure them, reach'd the Vessel; I had, however, the precaution to direct Lieut [Thomas] Lloyd of the Navy, with one detachment of Marines, and Lieut Mansfield of Marines with another, to go in pursuit of them, and with the assistance of the Country Gentlemen, who shew'd great alacrity and zeal on the occasion, (particularly Mr Rowe Mayor of Hellston) they secur'd, and brought on board forty six of them, including all the Officers; the others, amounting to nine, are probably laid hold of by the Country People, who were in quest of them. — The Privateer carried twelve Guns and Eighty Men when she Sail'd, is call'd the *Fancy*, John Lee Master, belonging to Newbury Port, had been out seven Weeks, and had taken four Prizes, which he dispatch'd to America — during the Chace they threw nine of their Guns, a great Quantity of Shot and Iron Ballast over Board, and lighten'd the Brig so much, it is with difficulty, we have brought her into this Port.

Inclos'd is a Journal of the Proceedings, and the State and Condition, of the Ship — the deficiencies in the latter, will be supplied in a few days. I am Sir [&c.]

J Jervis

A List of Vessels taken by the *Fancy* Rebel Privateer <sup>2</sup>The *Brunswick* of Greenock a Ship bound to New York.

a Brig — Norman Master loaded with Flour and Pease bound to  
Hallifax under Convoy of the *Bristol*.

a French Brig bound to Genoa and Leghorn.

a Scotch Sloop loaded with Wine and Brandy from the Mediterranean.

1. PRO, Admiralty 1/1987.

2. *Lloyd's Evening Post and British Chronicle*, London, August 8 to August 11, 1777, reported:  
London, Saturday, August 9.

The *Cleveland*, Norman, from London to Halifax, was taken the 19th of July, by the *Fancy* privateer, Capt. Lee, in lat. 48. 40 long. 16. 30. W. and sent for Newbery; also the said privateer took, on the 24th ditto, a French brig [*Dillon*] belonging to Dunkirk, bound from North Yarmouth to Genoa and Leghorn, with bale goods, (she having English bills of lading,) and have likewise sent her for Newbery, which makes five prizes in the course of five weeks.

JONATHAN WILLIAMS, JR., TO THE COMMITTEE FOR FOREIGN AFFAIRS <sup>1</sup>

Honble Gentlemen

Nantes Aug. 10. 1777.

The present serves to convey to you a few Newspapers which I have regularly sent to me from London.

The Honble Commissioners do not know of this Opportunity or I should no doubt have some Dispatches to forward. I hope however soon to have a packet Boat to fit out.

The public talk here is that there will soon be a War, but we have had so much talk to so little purpose that it is not believed by every one. The little american Squadron under Commodore Wickes have made very considerable havoc on the Enemys Vessells in the Irish Channel, this has created an universal Terror in all the Seaports throughout Ireland and on that side of England and Scotland, in some places they muster'd their militia in apprehension of a Descent, and their fears have taught them to respect our naval Force, to so ridiculous a height did these rise, that Chester Fair (one of the most considerable in England,) was obliged to be omitted this Year, because the Linnen Ships were afraid to cross the Channel. Our Cruizers are safe in Port, but under arrest by the french Court, who do it in order to satisfy the English ambassador openly, tho' privately the Ships receive a favourable Reception, and are making every necessary preparation to proceed when the arrest shall be taken off. The Reason a War has not yet taken place appears to be only because France wishes England should be the aggressor, and England is too sensible of her wretched State to begin; but their general opinion is that this Situation of things cannot long continue and tho' a War may not be so near as the News of the Day says it is, yet it cannot be very far off. I have the honour to be [&c.]

Jon<sup>a</sup> Williams

1. Lee Family Papers, UVL.

#### JOHN BONDFIELD TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Sirs

Bordeaux 10th Aug 1777

having a small sloop call'd the *Mongomery* Robt Willis Master, that I propose to send back to America Arm'd, not having a Commission for her which I apprehend lays in your power to grant. I take the Liberty to make application to you for One. I propose her to mount Six four pounders to carry thirty Men and otherways properly equipt. I am not determin'd if I shall employ the same master back, it may therefore be necessary to have the Masters name in blank or with leave to indorse any other on the back, The property is all American including my Interest which I also regard the same tho' I am at present settled in this City. to all such Rules, Obligations or Securities you are pleased to enjoin agreeable to the usages I shall duely comply with

I had the honor to pay my respects to you at my arrival from Philadelphia under date the 13th May last, - I have two Vessels that will sail from hence direct for the Continent of America in fifteen Days they are intended to make any harbour betwixt Cape May & Cape Hattaras any Commands you may chose to transmit by their channel shall be duely attended to. I am Respectfully [&c.]

John Bondfield

1. Franklin Papers, vol. 6, pt. 2, 176, APS.



11 Aug.

"EXTRACT OF A LETTER FROM OBAN, DATED AUG. 11, TO MESS.  
MILNES AND NONGRAVE, MERCHANTS, AT LIVERPOOL." <sup>1</sup>

I yesterday boarded a sloop from North Uist, with Kelp, who had on board two men belonging to the brig *Venus*, of Liverpool, Weeks, Master, from Greenland, with one fish, who was taken on Sunday the 3d instant, within six or seven leagues of the Island of Barra, by an American Rebel privateer cutter, of 16 four pounders, double fortified, and as many swivels, manned with 100 men, some English, Irish, Scots, and French.<sup>2</sup> The names of the two men are John Brown and James Taylor. They were the only men set at liberty, by having one of the brig's boats given them; the rest of the brig's company remains on board the privateer.

Robert Duncanson

1. *Lloyd's Evening Post and British Chronicle*, London, September 1 to September 3, 1777.

2. Continental Navy cutter *Revenge*.

"EXTRACT OF A LETTER FROM EDINBURGH, AUGUST 11." <sup>1</sup>

The following Deposition was this Morning received by the Lord Prevost, sent by Express from the Earl of Fife at Duff House, Bamff:

Capt. [J.] Walker, of the *Charming Jenny* [*Charming Nelly*], from Memel to Workington, made an Attestation before Wm. Rose, Esq., a Justice of the Peace for the County of Bamff, on the 8th instant, that he had been taken about the Middle of last Month by the [*American*] *Tartar* Privateer, Capt. Grimes, of 24 Guns, and 130 Men, who had also taken the *Royal Bounty* Greenlandman, for Leith, and the *Janet*, of Irvine, with deals. That the Crews of the above taken Vessels amounted to fifty-five Men, to whom he gave the last Vessel, after detaining nine of their Crew for several Days. That the said Privateer had detained several Men which had been taken in other Captures, who seemed in high Spirits from the Expectation of what they were to receive as Prize-Money. That he learnt that the Captain of the Privateer intended to land or do Mischief at the Islands of Orkney and Zetland, and used his Endeavours to persuade Capt. Walker to continue with him. Capt. Grimes told his Prisoners, that he served last War on board the *Tartar*, Captain Lockhart; that at the Conclusion of the War he went to America, and was settled in Long Island; but for an Excuse says, that the King's Troops had taken or destroyed every Thing he had, and used his Wife and Family extremely ill, which obliged him to take this disagreeable Command. He said 10 Sail of Privateers sailed from Boston with him, who had all gone upon different Stations. The Second Lieutenant of the Privateer was formerly a Keelman in Newcastle, and had been transported for Theft.

1. *Daily Advertiser*, London, August 16, 1777.

PHILIP STEPHENS TO VICE ADMIRAL ROBERT MAN <sup>1</sup>

Sir

[Admiralty Office] 11th August 1777 -

I received by Captn [William] Hay, & having communicated to my Lords Commrs of the Admty your Letter of the 19th May informing them of your having sent to England in the *Alarm* the Crew of the *General Montgomery* American Privatier, & transmitting a List of their Names, and descriptions where they were born; <sup>2</sup> And I am commanded to acquaint you, that their Lordships approve of having sent the said Men to England. I am &c.

P: S:

Vice Admiral Man at Gibraltar By the *Invincible* -

1. PRO, Admiralty 2/555, 274.

2. Following is the crew list of *General Montgomery* enclosed by Vice Admiral Man:

		Where born
Captain,	Benjamin Hill	- Massachusetts Bay
1st Lieutt	James Bryant	- Do - serv'd in one of His Maj's Ships of War, says, the <i>Wager</i> .
2 Lieutt	- Thomas White	- Salem
Capt of Marines	- Sewell Tuck	- Beverly, in America
Surgeon	- John Steel	- Pensylvania
Master	- Wm Williams	- England - His Father was a Master in the Kings Service
Prize Master	- James Lee	- Manchester, in New England
Surgeons Mate	- Geo. Seigar	- Maryland
	Wm Baxter	- Nantucket
	John Murray	- Ireland
	Jeremh Evans	- Pensylvania
	Jas McMahan	- Ireland
	Moses Bigger	- Pensylvania
	Patrick Reed	- Ireland
	Louis Brunett	- Marseilles
	James Gentle	- Scotland
	Bartw White	- Philadelphia
	Geo. Wilson	- Ireland
	Chas Blu	- Do
	Chas Casney	- Do
	Joseph Smith	- Salem
	David Cross	- Marblehead
	Daniel Steward	- Ireland
	John Carrico	- Virginia
	Josh Berckley	- Philadelphia
	Thomas White	- Salem

PRO, Admiralty 1/386.

*Daily Advertiser*, MONDAY, AUGUST 11, 1777

London.

The Court of Copenhagen has published a Proclamation, forbidding the American Privateers from entering their Ports, except in Case of Distress, and then to depart in twenty-four Hours after.

The *Commerce*, M'Call, from Florida to Antigua, is taken within six

Leagues of that Island by a Privateer of 10 Guns and 120 Men, only one of the Crew was an American, all the Rest were French.

The *Isis*, Capt. Hudson, a Letter of Marque, belonging to Whitehaven, in company with a Liverpool Ship, has taken an American Vessel, and carried her into Dominica.

*London Packet, or, New Lloyd's Evening Post*, FRIDAY,  
AUGUST 8, TO MONDAY, AUGUST 11, 1777

London. Monday, August 11.

The following is a copy of a letter to the Collector and Comptroller of the Custom-house in Newcastle, received by Tuesday's post.

Gentlemen,

Yesterday afternoon Captain George Corney, of the *Nautilus*, of Liverpool, with part of his crew, were put on shore here, who came to this office and informed us, that on the 20th of July last, about five o'clock in the afternoon, when about five or six leagues from the north of the butt-end of the Lewis's Islands, bearing then south east and by south, he was taken by a rebel privateer called the [*American*] *Tartar*, John Grimes, master, from Boston, with 24 guns, viz. ten nine-pounders, eight six-pounders, four three-pounders, and two four-pounders, and about 110 men.

The *Nautilus* was on her passage home from Greenland, 34 men, had on board 93 butts of blubber, and about two tons of whale-fin. The master of the privateer kept the *Nautilus* for two days, taking from on board all her fishing stores, cordage, sails, and provisions he wanted, and then put on board eight of his own people, three of Capt. Corney's apprentices, and a seaman belonging to his Majesty's service, which was on board a vessel the privateer had retaken, and ordered her for Boston.<sup>1</sup>

The privateer then steered directly for the Naze of Norway; the master said his orders were "to take, sink, burn, and destroy all ships that might fall in his way from the Baltic."

On the 28th of July, about 15 or 16 leagues from the Naze of Norway, then bearing east north east, he took the *Peggy* of Glasgow, from Memel with lumber; about half an hour after he took the brig *Fanny* of Berwick, Joseph Mills, from Christiana, with deals; the same night at ten o'clock he took the *Thomas and Elizabeth*, of this place, Anthony Watson master, from St. Petersburg with deals and iron. After having plundered and taken out of the ships what he wanted, he set fire to the two last mentioned, and on board the other ship he put the crews, except keeping some for himself.

The word *Tartar* was done in paint upon her stern; but having taken some paint out of the *Nautilus*, he brushed the name out: Captain Corney says he likewise painted her black and yellow, and tarred her sides, that she might look like a King's ship; and that Grimes was an officer on board the *Tartar* ship of war, Capt. Lockhart.

Hemp, flax, sail cloth, and linen ships, are what he wants. Ships loaded with wood and iron he burns – he ransoms none.

An express was last night sent off to the Lords of the Admiralty of this rebel being off the Naze of Norway. We are, Gentlemen, Your most obedient servants,

Ja. Burgh.

Custom-house, Whitby, Aug. 3, 1777.

Jer. Robinson.

P.S. We thought it very necessary to acquaint you with this for the information of owners and masters of ships at your port.

1. *Nautilus* arrived safely at Salem and was libelled on September 18, *Independent Chronicle*, Boston, September 18, 1777.

#### BENJAMIN FRANKLIN TO MR. MASSEQUAN <sup>1</sup>

Sir

Passy, Aug. 11. 1777

The Equipping of armed Vessels in the Ports of France to act under Commissions from the Congress of America against the English, being contrary to Treaties & therefore disagreeable to Government here, your Friend's Request cannot possibly be comply'd with. I have the honour to be Sir, [&c.]

B Franklin

1. Benjamin Franklin Collection, YUL. See Francis Fowler to Franklin, June 7.

#### CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentn

Nantes 11th Augst 1777 –

I am just Sett'g off for St Mallo where Mr Williams thinks I had better spend about 3 weeks, in order to be out of the way & give time for our New Ship to be built, I shall have Capt Tanner here to overlook, as much as is Needfull, or we dare appear in – he is an Experienced Man in Ship buildg, & A Compleat Draughts Man, I shall send You the draught of the Ship, drawn by him when finished. I make not the least doubt but he will make A Good Officer, I have Promised, & he has expected, the Masters Birth, Capt Wickes & my Self have Promised Mr [Arthur] Dillaway, who went out Master of the *Dolphin* to get him made Lieutt the first Vacancy, Now Sir as he is A very deservg Young Man, as any in the Service, & has been in the service the whole of the War; I hope You will think him Worthy & Send me A Commission for him, as I must have 3 Lieutts to this ship, it makes A Vacancy for Capt Tanner, I will be in want of Some blank Warrants at the Same time, if You Please, I have A Prospect of gettg more men than I expected if my ship was ready I cou'd nearly man her there is many Carolina Ships here, Some of their men run away from the *Randolph*, Cant take them up have no Place to confine them in, when any of our Ships Arrive Can do it with Proprietay 3 of them have told me they left that Ship on acct of the sickness that was on board,

I have A Randavouse here for my People very Private, they Vitual my men for 30 sens pr man pr Day wch is cheaper than I cou'd Vitual them

on board, I expect in the course of this Week to have 20 men enter, Six enter'd friday & Saturday, here is three or four Ships to Discharge their men this Week on acct of the high Wages at Carolina when they ship'd wch was 9 Guineas pr Mth, I am Gentn [&c.]

Sam Nicholson

1. Franklin Papers, vol. 6, pt. 2, 182, APS.

JAMES BEDOUT TO BENJAMIN FRANKLIN<sup>1</sup>

Most honourable sir –

Bordeaux 11th Agust 1777 –

I am Capn of Vessells Born in Canada and has constantly Sailed on board of Some of the New England's Ship's and being intirly devoted to the most Illustrious american Congress having as also my Brother who serves actually on the Right honourable General Washington's army, I dare flatter myself to be intitled to Sail under the flag of the thirteen united provinces, & that you'll be so Kind as to Grant me your agreement to it, as also a Commission from the Congress that I may be impowered to cruise on our Enemies the English tirants waiting with Confience for the favour from your honour, I have already Bought in this Port a Vessell which I am actually Preparing, & which will be arm'd with twelve Guns &c: whose Cargo will consit in amunitions of war, & others which I intend to Carry to the General Washington's army, So that I take the liberty of applying myself to the [illegible] that you may be pleased to Grant my Request in Sending me a Commission from the Congress that, in my way to New England I may destroy, if Possible some of our Enemy's Ship's, my mate And Part of my ship's crew are americans, and my said ship is Caled the *Congress Sloop*, from Boston and I intend to sail out in the Late end of this month, I do most humbly Request you wou'd be so good to Send me a Regular Commission, & you'll be Pleased to direct it to Mr Bronkhorst Commissary of their highness the States Generals of Holland in this city, that G[ent]lemen as many other People of Consideration will testify to your honour the thruth of what I take the liberty of exposing to you, as also of my Zeal & Great Concern for the Interest & prosperity of our Provinces. I am [&c.]

James Bedout

1. Franklin Papers, vol. 6, pt. 2, 183, APS.

LORD GRANTHAM TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 45:

St Ildefonso 11: Aug: 1777

... I had learnt from Cadiz, that Orders had been received there by the Governor to notify to the Master of the Carolina Vessel in that port that he was not to attempt taking any Ammunition or warlike Stores on board, and that in consequence of this Notification, the said Vessel was lading with Salt.<sup>2</sup> . . .

Upon my opening to M. Florida blanca that I was apprized of the Steps which the Court of France had taken, he assured me that this

Court would immediately issue the same Orders to it's several Ports as those which had been given in France, the purport of which he explained to me by furnishing me with the Inspection of the Answer which had been given to Lord Stormont. Upon my explaining more particularly to him the Plan which it was almost certain that the Americans would pursue, & that new Pretenses would be made by them, for the same Purposes, which had hitherto been openly carried on. He assured me in the most explicit Manner, that as the intention of this Court was really to avoid all Grounds of Umbrage or Distrust, he was ready to provide for all such Cases, to stop all Frauds, to receive all the Information which I should give him, & to oppose every Evasion by which the Americans might attempt to frustrate the present Measures. He repeated to me the Desire which His Catholic Majesty sincerely entertained of preserving the Harmony existing between the two Crowns; to which I replied in the fullest Terms, adding that nothing would more effectually prove the friendly Disposition of this Court, than an extensive Understanding & Support of the Principles now adopted, & not suffering them to be counteracted by any Distinction which might weaken or destroy the effect of them. I can venture to assure your Lordship, that I was satisfied with the Manner in which he treated every part of this Subject. . . .

1. PRO, State Papers 94/204, 87-90.

2. *Sloop Mary*. See Joseph Hardy to Grantham, July 9.

## 12 Aug.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen,

St Malo 12th Augt 1777 -

This will inform you of my Present unhappy Situation, the Judge of the Admiralty have Received orders of the 6th Inst from the Minester at Paris, ordering them not to Suffer me to take any Cannon Powder or other Millitary Stores on board or to depart from the Port on any Consideration whatever without further Orders from Paris, in consequence of those orders, they Came on board on Saturday to take all my Cannon out and to unhang my Rudder, I have Prevented this for the Present, by Refusing to let them take the Rudder or Cannon without Producing an order from the Minester for So doing, As I told them my orders Corresponded with their's in Regard to Continuing in Port, but I had no orders to deliver any thing belonging the Ship to them, which I could not do without orders, and if the Minester insisted on it, made no doubt but you would give your Orders Accordingly, Which would be readily Complied wth on my Part when Such orders was Received, my Powder is Stop'd & they have been contented by taking my Written Parrole not to depart untill I receive their Permission, I am told they have wrote to the Minester informing of my having taken my Cannon on board Clاندistantly in the Night, if so you may Safely deny the Charge, as I took them on Board at Noon Day publickly & did not think I was to be Called

to an account for it, As I was told that I might go on & get my Ship fitted for Sea, as fast as possible in order to be Ready to proceed on the Arrival of my Orders and permission from Paris, which was Supposed would come together, please give me your Sentiments on those Subjects as Soon as possible, as I may act conformable to them, this will be delivered you by Mr Et De Saudrais Sebire a partner of the House of Messrs Le Breton, De Blissen, Et De Saudrais Sebire a Very Reputable House in this place who will enter into Contract for Supplying you with any Quantity of Large Cannon, Anchors Sail Cloth & Cordage you Want, As these Gentlemen have now at the Port of L'Orient two 64 Gun Ships 4 or 5 of 40 Guns wch they propose to employ in Exporting those Articles to America I think a Contract with them, will be more Advantagous than with any Body else in this Country, but Submit it to your Superior Judgment, they tell me they Can get those Goods Ship'd & Ready to export by the Month of October, these Ship[s] well Maned will be Able to fight their way through any of the Enemies Squadrons in America – As my Situation in France is more disagreeable than ever, hope you'll get permission as Soon as possible for me to depart, as I am now Ready for Sea, and have nothing to take on board, but my Powder – I received yours of the 5th Instant & am Sorry you have not yet got any particular Accot from America, tho' in hopes all is well there – Shall be much obliged for any News from that Quarter, You may Put the utmost Confidence in the Above Gentlemen, As it is one of the first Houses in St Malo & make no doubt but they will be very puntual in Complying with their Contracts – As my Ship is Now fitted and Ready for Sea, I employ my time in exciting a Universal Spirit of American Commerce, which I am in hopes will prove usefull both to my Country and Country Men if so Shall be over paid for any trouble I may have in Accomplishing those desireable Ends of Furnishing them with the Neccessarys they at present stand so much in Need of, If I can be of any Use to the United States, here, Shall Cheerfully content myself to Stay, but if not, hope you will obtain leave for my imediate departure, As I am heartily tired of France, tho' treated with the greatest Respect by all the People of this Port, except the Admiralty Officers who Seem rather to addopt the line of Mr Gonnets Conduct toward me, Carrying it with a Very high hand – I Can only Say I am sorry our Situation is Such, as puts us under the disagreeable Neccessity of Submitting to such Indignitys as are exercised over us, in the Ports of France. I Remain, [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 189, APS.

13 Aug.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM <sup>1</sup>

[Extract]

My Lord

[Admiralty Office] 13th August 1777

I have communicated to my Lords Commissioners of the Admiralty your Letter of the 10th Instant informing them of the *Foudroyant* being

arrived in Causand Bay and the *Torbay* in Plymouth Sound also of the arrival of the *Fancy* a Rebel Privatier which had been taken by the *Foudroyant* in Mounts Bay the 6th instant and enclosing the particulars relating to her and I am commanded by their Lordships to signify their direction to you to take the proper Measures for having the Prisoners on board the *Foudroyant* committed to Mill Prison. . . .

1. PRO, Admiralty 2/555, 281.

14 Aug.

PHILIP STEPHENS TO COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

Gent

Admty Office 14 Aug. 1777

Having laid before my Lords Comissrs of the Admiralty your Letter of the 28t May last, enclosing one which you had received from Mr Chas Moulton, late Master of the Ship *True Love*, and the Papers which accompanied it, representing that having been taken by the Rebels,<sup>2</sup> he procured the release of himself and her Crew, upon condition of his using his endeavors to procure the release of other Persons here of the same quality; praying that he may be enabled to comply with the terms of his Parole; and offering the Ship he purchased to bring him to England, to return to North America as a Cartel Ship;<sup>3</sup> I am commanded by their Lordships to return you the said Letter, and Papers herewith, and to acquaint you that they have no occasion for a Cartel Vessel, nor do they know of any Prisoners confined in England under the circumstances in which the Petition and the Persons he mentions, were confined in North America.<sup>4</sup> I am, Gentn [&c.]

Ph<sup>p</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

2. See Volume 8, 262.

3. Moulton petitioned the Massachusetts Council for parole on February 22, 1777, and it was granted February 24. See Volume 7, 1256-57. In his letter to the Commissioners for Sick and Hurt Seamen asking permission to return to America with a cartel to fulfill the terms of his parole, Moulton noted that should his request be refused and "if I ever Should have the misfortune to fall into their hands again, I never Shall be Able to Obtain my Liberty again." Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

4. The Admiralty's negative decision was based on British policy. Masters and crews taken in unarmed merchantmen not carrying munitions, the *True Love* for example, were not imprisoned. Thus, as Stephens states, no prisoners in Moulton's category were in English prisons.

15 Aug.

"EXTRACT OF A LETTER FROM CAPT. JOHN JUGWOOD, OF THE BRIG *Sally*,  
OF LANCASTER, DATED COVE OF CORKE, AUG. 15." <sup>1</sup>

I am sorry to inform you of the Death of Capt. Cleland. We sailed from hence on Tuesday the 5th inst. in Company with the *Rawlinson*, Capt. [W.] Preston, and on Wednesday the 6th, in the Evening, we fell in with a Privateer Brig of 16 Guns,<sup>2</sup> which came boldly along-side of us, and bid us strike; Capt. Cleland answered he did not intend it; upon which they gave us two Guns, and we returned a Broadside. Capt.



Cleland was killed the second Shot they gave us: We fought them for Half an Hour within Hail of each other, till some of our People fled from their Quarters (and the *Rawlinson* lying on the off-Side of us, and only firing one Gun during the whole Time, concluded Captain Preston did not intend to fight) we were obliged to strike; we then laid our Maintop-Sail to the Mast and dropt astern. The *Rawlinson* then begun to play upon the Privateer for the first Time, upon which we filled our Maintop-Sail again, and shot a-head, as nigh as we could to the Privateer's Stern, and play'd Grape-Shot upon her fore and aft for an Hour and a Half until she bore away. On the Friday following fell in with her again; she gave us Chase, but our luckily falling in with the homeward-bound Jamaica Fleet, we suppose prevented her from continuing the Chase, and we thought it best to put back to Cove.

1. *Daily Advertiser*, London, September 2, 1777.

2. See Journal of a Cruise in Massachusetts Privateer Brigantine *Oliver Cromwell*, August 6.

*London Chronicle*, THURSDAY, AUGUST 14, TO SATURDAY, AUGUST 16, 1777

London. Friday, August 15.

The captain of a little paltry American privateer, mounting only 6 guns, on being ordered out of the harbour of Lisbon, had the insolence to say, that the United States of America would revenge his cause, and bring the Court of Portugal soon to account.

#### JOURNAL OF SAMUEL CUTLER <sup>1</sup>

[Mill Prison, Plymouth]

[1777. August] 15th. Friday. Capt John Lee, of the *Fancy*, Privateer from Newburyport, taken by the *Fordroyant* 9th inst., and nine of his crew brt on shore and committed to prison. Capt Lee is put into the prison with Capt Burnell and Capt Ross. Lee has been out 8 weeks from Newburyport.

Number of prisoners 210.

9 months from Newburyport.

1. "Cutler's Journal," *New-England Historical and Genealogical Register*, XXXII, 307.

BENJAMIN FRANKLIN AND SILAS DEANE TO FERDINAND GRAND, PARIS BANKER <sup>1</sup>

[Extract]

[Passy, August 15] 1777.<sup>2</sup>

... Upon Enquiry and Consideration we are satisfy'd of the Irregularity of the Proceedings at Dunkirk, and are sincerely & extremely concern'd that they have happen'd, as they have given just Cause of Offence to the King, for whom we have the highest Respect. The Remarks made on those Proceedings, which you have communicated to us, appear full of Reason, and there is nothing that can be objected to them. We hope, however, that the Punishment Mr Hodge has received for the Misconduct of his Friend Cunningham & his own will be thought sufficient for

him, and that he will be discharged, which we wish principally on this Account, that we fear the Enemies of both France and America will take Advantage of his Confinement & the Detention of the arm'd Vessels, to promote Suspicions & Misunderstandings, and obstruct in America the growing Friendship for this Nation which we are most earnestly desirous of cultivating & confirming.

As to the Vessels, it is our purpose, if they may be permitted to sail, to load them with Merchandize, and order them directly to America: For tho' we see the great Effect their Cruizing in these Seas has had in raising the Insurance in Britain to a Pitch that would ruin much of her Commerce, we think that Advantage to us not equivalent to the Loss of the King's Favour and the Prejudice to his Honour if permitted.

1. Franklin Papers, Series 2, vol. 18, 322, LC.

2. Date is approximated: William Hodge was arrested and committed to the Bastille on August 11.

#### CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen,

St Malo 15th August 1777 -

This will be delivered by my very good Friend Mr Beaugear, who has been very kind in rendering me every Service in his power since his Arrival, as I have recommended his House here in a former letter have but little to add on that Subject, they Continue to do every thing in their Power to Assist me and makes my detention as Agreeable as Possible As their influence here is very Considerable, they have been of Great Service to me in Procuring permission for us to proceed in Arming and fitting as fast as possible, which is now happily Completed & I have been Waiting Some time for your Orders - I beg leave to recommend Mr Beaugear's son, who Attends his Father to Paris as a Very discreet Young Gentleman & has been very Active in Serving me here - Capt Nicholson is Just Returned from Nantes and informs me, he has a very fine Ship purchased for him at Nantes - As he will want a Marine Officer I take this Oppertunity to Recommend my Lieut Marrines as a Very Proper Person for Captain of Marines for Capt Nicholson, as I think him entitled to Preferment in Preference to any other Person, as he has been in the Service from the commencement of the *Reprisal's* being Armed & behaved himself Very Well, I have Recommended him at the Joint Request of Captain Nicholson & himself & if it is Agreeable you will furnish Capt Nicholson with a Commission for him <sup>2</sup> - In a former letter have ask'd your Sentiments on my Present situation As they have not been Received, now beg the favour of them by the first Conveyance, as I think them highly Neccessary and esential in order to Regulate my Conduct & proceeding here, as Some New Demand is made Almost every day derogatory to our honour As free and Independant States, which Cannot be Reasonable complied with on my Part, unless ordered by You, who are the best Judges of the Matter - I beg you will inform how far you think I may be justifiable in Complying with the orders of Admin-

stration for my Governance & thereby enable me to Justify my Proceedings to my Superiors, when Call'd on So to do. I Remain, [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 194, APS.

2. John Elliot.

JOSÉ DE GÁLVEZ TO GOVERNOR BERNARDO DE GÁLVEZ <sup>1</sup>

The King has been informed regarding the contents of your letter of May 12, No. 49, concerning the effective and fortunate steps with which you succeeded in seizing eleven English vessels which were engaged in smuggling in your jurisdiction. Your Excellency added that most of them were entirely unfit for sailing and that among these prizes were two that belonged to North Americans who have requested that Your Excellency free them from arrest. Your response reprimanded them for their smuggling, which was just as illegal as that of the British, and informed them that His Majesty would be the only one who could grant what they were asking. His Majesty approves of the way Your Excellency handled this matter, knowing that your zeal and energy will eliminate the deep-rooted, illegal commerce in your Province. And with respect to the request of the masters of the prizes belonging to the Colonists, the King authorizes Your Excellency, by the most secret means to give them leave to depart, or of more importance, in such a way that the British may have no cause to quarrel with such an act. I advise Your Excellency to carry out the Royal Order according to your wisdom. May God Protect Your Excellency.

to be copied

San Ildefonso 15 Aug. 1777

Jose de Galvez.

1. AGI, Santo Domingo, Legajo 2596, LC Photocopy.

16 Aug.

MINUTES OF THE BRITISH NAVY BOARD <sup>1</sup>

[London] Saturday 16th August 1777.

Lords Admty [letter] of 14th inst for causing the *Rising States* Rebel privateer taken by the *Terrible*, to be put up to sale, and after  $\frac{1}{8}$ th of the produce hath been paid to the Captors for Salvage, the remainder is to be paid into the hands of the Treasr of the Navy. Send Portsmouth Officers the Inventory of Stores exhibited by the Agent to the Captors, for their guidance in sending us one of all the Stores belonging to her.

1. PRO, Admiralty 106/2596.

ARTHUR LEE TO THE COMMITTEE OF COMMERCE <sup>1</sup>

Gentlemen

Paris Augt 16, 1777.

I perceive by your last Letters, that you made a consignment to Hortalez & Co wch in fact is to M. de Beaumarchais. I think it therefore my duty to restate to you all the facts relative to that gentleman, upon

wch you will judge how far it is fit to continue those consignments - About May 12 month M. de Beaumarchais was introduced to me in London as an Agent from the french Court who wishd to communicate something to Congress. At our first interview he informd me that the Court of France wishd to send an Aid to America to the amount of 200,000 Louisdres in Specie, Arms & Ammunition & that all they wanted to know was to what Island it was best to make the remittance, & that Congress should be apprized of it. We settled the Cape as the place, & he urgd me by no means to omit giving the earliest intelligence that it woud be remitted in the name of Hortalez.

At our next meeting he desired me to request that a small quantity of Tobacco, or some other production might be returnd to give it the air of a mercantile transaction; repeating over & over again that it was for a Cover only, & not for payment, as the remittance was gratuitous. Of all this I informd the Committee by every opportunity. At the same time I stated to M. Beaumarchais that if his Court wd dispatch eight or ten ships of the line to our aid it woud enable us to destroy the british fleet, & settle the business at one Stroke. I repeated this to him in a Letter after his return to Paris, to which the answer was that there was not spirit enough in his Court for such an exertion, but that he was hastning the promised succours. Upon Mr Deane's arrival, the business went into his hands & the things were at length embarkd in the *Amphitrite Mercure & Seine*.

M. de Vergennes, the Minister, & his Secretary have repeatedly assur'd us, that no return was expected for those Cargoes or for what M. de Beaumarchais furnishd us. This Gentleman is not a merchant, but is known as a political Agent, employd by the french Court. Remittances therefore to him, so far from covering this business, woud create suspicions, or rather satisfy the british Court their suspicions are just. At the same time his circumstances & situation forbid one to hope that Your property being once in his hands woud ever be recoverd. And as an attempt to force him to account wd hazard a discovery of the whole transaction this government woud of course discountenance or forbid it. These are the facts which I have thought it my duty to state to you. Your better judgement will direct you whether to continue the remittances or not. I have the honor to be &c

A. L.

1. Silas Deane Papers, ConnHS.

JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE  
*Oliver Cromwell*, CAPTAIN WILLIAM COLES<sup>1</sup>

[1777. August] 16 Saturday. Fair good Weather At 1 AM came up with the Chace & took her. She was a Brig in Ballast from London bound to Mallaga, called Comr At 5 Do Saw another & gave Chace - at 11 took her - She a Brig from London called *Little Betsey* bound to Venice Trueman Comr - Loaden with Fish Several Bales of

Goods Some China Ware, & other Valuables; Some of which we took on Board.<sup>2</sup> – & at 2 PM Saw another Sail and gave Chace – came up & took her, a fine Brig from                      bound to                      A fine Prize 103 Bales of Goods. She Sailed under French Colours & had a French Capt & Crew. – Sent her Home by our 2d Mate Mr Brimblecum – God Send her a Safe Passage & arival.<sup>3</sup>

1. EI.

2. *Little Betsey*, Thomas Freeman, master, was sent to Boston and was libelled on November 6, *Independent Chronicle*, Boston, November 6, 1777.

3. *Ville de Bayonne*, Pierre Regnier, master, arrived safely at Boston and was libelled on October 9, *Independent Chronicle*, Boston, October 9, 1777.

18 Aug.

CAPTAIN LORD MULGRAVE, R.N., TO PHILIP STEPHENS<sup>1</sup>

Sir

*Ardent* off Exmouth 18. Aug: 1777

On the 7th of this Month I fell in with a Brig under Dutch Colours cleared from Amsterdam for St Eustatia as She appeared to me to be designed for an American Privateer & her Cargo for the use of the Rebels I thought it my Duty to Stop, & bring Her in for their Lordships Directions.

The Brig is American built about 100 tons Burthen the Sails Rigging & two Boats appear to be English.<sup>2</sup> She has Eight Carriage Guns & four Swivels Mounted & is navigated by A Master Mate Five Men & a little Boy. When Mr [Henry] Savage the 1st Lieutenant went on board to examine Her He was informed by a Dutch Passenger on board from the Masters Papers that the Cargo consisted of Six thousand Bricks, Cables, Cordage, Geneva [gin] with some other Merchandize in Packages the Contents of which he did not know. Mr. Savage also informed on his Return that there were two French Passengers on board; I sent Him back with Orders to search further & to make particular Enquiry concerning the Passengers – on opening the Hold they found Barrels of Gun Powder of which there are three Hundred – it appeared also that there were five Officers Passengers on board with two Servants a list of which I enclose. The Master who is a German denied his having known anything of the Cargo & said He came on board only two Days before She Sailed from the Texel after She was loaded – The Officers were all going to serve in the Rebel Army – There were several Letters on board in the Masters Possession & a Bag said to be from the Post Office sealed up, none of which I have opened but kept them with the Papers 'till I receive their Lordships Directions. I sent an Officer with two Petty Officers & ten Men on board directly taking the Passengers & Crew except the Mate out that Evening. Next Morning we chased & spoke with a French Brig & in the Evening chased a Schooner – on the Ninth we lost sight of the Brig being Still in chase of the Schooner which went [on] wch hoisted no Colours & appeared to be a Privateer – we gained very little upon her all Day & lost sight of her soon after Dark being then in Lat: 47° 54' Lon:

12° 39'. On my Return Home being about 10 Leagues North of Ushant we saw a Brig standing to the Westward Close Hauled with very little Wind – when we were about two Miles off directly to Leeward I tacked & fired a Gun towards Him. He hoisted English Colours but stood by the Wind with all his Sail Set & in three Hours & an Half was quite Hull Down. We Saw Him bear down to another Brig which brought too for Him – soon after the Brig we had chased fired a Gun which was answered by a Sloop that just then Came in Sight. as I suspect them to be Privateers I enclose a Description of the Brig, as also a Copy of the Manifest of the Cargo of the *Hendrick & Alida*, a Translation of the Masters declaration with that of Monsr Draveman & Count D'Attems,<sup>3</sup> & hope on my arrival at Portsmouth to receive their Lordships Directions to whom I am to deliver the Papers & Letters as well as relative to the Foreign Officers. I am Sir [&c.]

Mulgrave

[Enclosure]

Description of the Brig seen Augt 14th Ushant bearing ten Leagues South –

American Built. No Head rather High abaft All Black except the Muzzles of the Guns which were white We could distinguish four plainly on that side all before the Main Mast & lying low she had Oars upon her Quarters was very taut rigged with deep T. Gallant Royals & a Cross Jack Bent Her Sails well Cut. She went remarkably well & appeared to have been very lately cleaned.

1. PRO, Admiralty 1/2120.

2. See Journal of H.M.S. *Ardent*, August 7.

3. Manifest, declarations and list of officers are also in PRO, Admiralty 1/2120.

WILLIAM LEE TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

[Extract]

Gentlemen

Nantes 18 Augt 1777

Yesterday arrived here The Brig *Liberty* Capt Herbert with 108 hhds of Tobo on acct of the State of Virga consign'd to J. Gruel & Co – She left Virga July 10th runing the fire of 5 Men of War that guards the mouth of the Bay of Chesapeak. The Capt is a true Tar, has not bro't any papers or letters but what relates to his vessel & Cargo. . . This day two Privateers arrived here with two valueable West India Men prizes. The Privateers are The Brig *Fanny*, John Kendrick, 14-4 pounders 100 Men, belonging to Adam Babcock & Archd Blair left Bedford N.E. July 10: – & *Genl Mercer*, Jas Babson 14-4 pounders 87 Men, belonging to Winthrop Serjeant & Co of Cape Anne, Sail'd July 1st – Of the Jamaica Fleet consisting of 160 Sail, they took two small prizes of no great value near Newfoundland which they sent to Boston,<sup>2</sup> the two they have bro't in were taken the 8th instant in the mouth of the Channel tho' the fleet was convoyed by two 28 Gun frigates. Their Names, The *Hanover Planter* Capt Luny from Jama to London with 360

hhds Musca Sugar, 87 puncheons of rum, some Logwood – 8-6 & 2-4 pounders – & the *Clarendon* Capt Cowell from Jama to London with 386 hhds Musca Sugar – 106 puncheons of rum & 6-3 pounders. – The Captive people say 11 of the Fleet were missing when they were taken. . . . This is all the News & you will judge best how much is proper to be given to the public, I mean with regard to the Privateers, & their Prizes, since we have an ugly report here, of which we shd be glad to know the Truth, that an American Agent was the other day put into the Bastile, on account of some transactions with, or for, Cuninghame.<sup>3</sup> I am with all due respect, Gent.

W: Lee

1. Andre de Coppet Collection, PUL. A copy of this letter, but dated August 20, is in the William Lee Folders, Letter Book (August 9, 1777 – June 24, 1778), 16, VHS.
2. Both prizes arrived safely. Schooner *William* was libelled against by Babson and sloop *Wolfe* libelled against jointly by Babson and Captain Kendrick, *Independent Chronicle*, Boston, September 18 and October 9, 1777.
3. William Hodge had been sent to the Bastille on August 11 for his role in the departure of the Continental Navy cutter *Revenge*, Gustavus Conyngnam, from Dunkerque.

19 Aug.

#### DIARY OF JOHN BRAGG, WHITEHAVEN, ENGLAND<sup>1</sup>

8 mo: 19: [17]77 Arrived at Barrow mouth bay, one of the Kings Ships or Frigates the *Harpye* about 20 Guns in order to protect the Coal trade to & from Ireland

1. WPL.

*Gazetteer and New Daily Advertiser*, TUESDAY, AUGUST 19, 1777

London.

The *Phillips*, Capt. Crockett, laden with staves, from Castlemar to London, was on the 24th of July, in lat. 47. 56. long. 9. 30. attacked by the *Civil Usage* Provincial privateer, Capt. Gibbons, mounting 14 guns, and full of men, who took him; the Captain of which told him he had been out three months from Newbury, and had only taken three other prizes the whole time.<sup>1</sup>

1. Massachusetts privateer brigantine, Captain Andrew Giddings.

#### JOURNAL OF SAMUEL CURWEN<sup>1</sup>

[Bristol, 1777] August 19. By the ship *Lady Gage*, from New-York, July 15th, advices that General Heister is returning to Europe; that the troops are withdrawn from the Jerseys; that Lord Howe and General Howe are embarking, destination unknown; – discouraging news for government, and is a convincing proof I should think that an insurrection excited by an enthusiastic ardor for liberty, rightly or wrongly understood, and in such distant provinces, is not to be easily quelled. A contemptuous idea of the weakness of the colonies, and their inability to withstand the power of this opulent state, is the chief if not the only

source of the present discouraging condition of their affairs in North America.

1. *Journals and Letters of the late Samuel Curwen, An American Refugee in England, from 1775-1784* (New York, 1842), 152-53.

20 Aug.

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

My Lord

[Admiralty Office] 20th August 1777.

I received on the 10th Ultio and immediately communicated to my Lords Commissrs of the Admty, Your Lordships Letter of the 30th April respecting the Appointment of Capt Duncan to officiate as Adjutant to the Commander in chief of the Fleet of His Majesty's Ships employed in North America; And in return I have it in command from their Lordships to acquaint you that they do not conceive themselves to be authorized by any Naval Establishment, or by the Powers with which they are invested, to confirm the said Appointment by any Commission or Warrant, but that, as your Lordship has judged it necessary that Captn Duncan should officiate in the Assistant Capacity requisite for the Conduct of the executive duties recited in the Appointment (of which your Lordship has inclosed a Copy) not being able to carry on the complicated duties of your Station without such Assistance; their Lordships will direct the Navy Board to pay him an Allowance equal to Five Hundred Pounds a Year for the time he shall be so employed: And in regard to your Lordships Recommendation of Captn [Roger] Curtis, My Lords are pleased to permit you to give him a firm Commissn to be Captain of the *Eagle*, & to fill up the vacancies occasioned by his promotion in such manner as your Lordship may think fit. I am &ca

P: S.

Vice Adml Lord Viscount Howe. By the *Venus* Duplicate by the *Maidstone*  
20 Sept

1. PRO, Admiralty 2/555, 304.

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

My Lord.

[Admiralty Office] 20th August 1777

I received on the 10th Ultimo, and immediately laid before my Lords Commissrs of the Admty your Lordships Letters of the 5th & 8th June, giving an Account of the proceedings of the Fleet under your Lordships command, and of the occurrences which had happened, up to the dates of those Letters. In return, I have the satisfaction to acquaint you, that my Lords approve of the orders you have given for taking into the Service an armed Brig of 14 Guns, to replace the *Hinchinbrook* Schooner, as also those for paying Gratuities – in the proportions you mention to the Masters & Crews of the Transports who distinguished themselves in the last Campaign.

Their Lordships are much concerned for the *Repulse*, of the loss of



which they think there cannot now be a doubt, as the Letters received by the Convoy's lately arrived from Jamaica & Leeward Islands, give no account of her arrival in any of the West India Ports.

My Lords have acquainted the Navy Board with the Expedient you have suggested for facilitating the Repairs of the cruizing Ships, and have directed them to give the necessary Orders to Commissr Arbuthnot to send to New York from time to time such a Number of Artificers as your Lordship may inform him are requisite for that purpose, as well as to encrease the present Establishment of the Yard to enable your Lordship the better to carry on the Service.

Their Lordships understand from the Navy Board, that, besides a large Assortment of Naval Stores, they now send out by the *Grampus* Storeship a Supply of Beds and Slops for the Fleet, & Beds for the Troops on board the Transports. Their Lordships have directed them to send by the same conveyance a Supply of Cloathing for the Marines; And they have ordered the Commrs for Sick & Hurt to send by the same conveyance also a large Supply of portable Soup for the Fleet, as well as the Naval Hospital.

The Navy Board are now lading a Ship of 400 Tons with an assortment of Stores for Halifax; and it will be of great use to them to be informed as early as possible of the future Supply's your Lordship may foresee a want of, as well as of the places, and the proportions to each place, your Lordship would wish to have them sent.

My Lords were greatly astonished to find, in the Copies of the Intelligence you transmit from Sir Peter Parker, that no less than four Rebel Frigates, and fourteen Privatier Brigs, Schooners & Sloops, had escaped almost at the same instant of time from Boston, Marblehead & Salem, to rendezvous off Cape Ann, not having before received the least intimation either from your Lordship, or Sir Peter Parker, of so considerable a Force being assembled or fitting out in those Ports. Your Lordship has been informed by Vice Adml Montagu of the Mischief the *Hancock* & *Boston* have done within the limits of his Command. The *Tartar* has made her appearance in the North Seas & taken or destroyed several Trading Vessels; And the *Mifflin* supposed to be the other of the Rebel Frigates above-mentioned, has done the like in the Northern Entrance of the Irish Channel. Their Lordships have no distinct Account of the smaller Privatiers; but from the Numbers they have heard of, in the various Tracts of the Trade of His Majesty's Subjects on this side of the Atlantic, there is reason to believe that they are some of them: Your Lordship will conceive, more easily than I can describe, the Alarm which this must have spread among the Trading part of His Majesty's Subjects in general; and, while so many of the Kings Ships are employed in America, how difficult it will be, if it be possible, for their Lordships to comply with the numerous Applications, that are in consequence daily made to them for Convoy's, being unprepared for so unexpected an Event.

The Merchants trading to Quebec, in particular, have so strongly represented the ruin which must inevitably befall their Trade if not

duly protected this Year, that my Lords (not knowing what provision your Lordship may have been able to make) have judged it proper to order the *Warwick* which sailed the 7th Instant with the Canada Cloathing & Trade for the River St Lawrence, to return again to England, with the homeward bound Trade from that River, instead of proceeding to join your Lordship as was at first intended.

There having been several vague Reports of Line of Battle Ships being building by the Rebels, my Lords desire your Lordship will please to be very particular in transmitting to them any Information you may have received upon that Subject.

The *Lively* which your Lordship understood from Vice Adml Gayton was to come to England with the Convoy, is arrived in so bad a Condition that it will be necessary to pay her off. I am &ca

P: S:

Vice Adml Lord Viscount Howe at New York By the *Venus* Duplicate by the *Maidstone* 20 Sept -

1. PRO, Admiralty 2/555, 304-06.

#### LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Most Secret

No 130/

My Lord

Paris Augst 20th 1777

That I might be sure of executing punctually the important Orders transmitted to me in Your Lordships Letter No 49, I took Notes of all the Particulars mentioned in that Letter, carried them with me to Versailles, and turned to them occasionally in the Course of my Yesterdays Conversation with M de Vergennes.

I began with an Apology for the long Trouble, which I foresaw that I Should be obliged to give His Excellency, and then said, that After the Solemn Assurances they had given, we could not doubt that the Orders they had issued, would be executed with that Exactness and good Faith, that was worthy of us both, I added that I knew that they had as was most natural communicated their written Verbal Answer to their Allies, that M de Florida Blanca had read it to Lord Grantham, had spoke of it with Encomium, and declared that Similar Orders should be immediately given by the Court of Spain. You see then Sir, that this is now become a solemn Engagement taken in the Face of the World in the punctual Execution of which the Honour of both Nations is materially concerned: He readily assented to this, and said that the Orders they had given would be constantly and punctually executed. I replied that the Execution must be considered as very incompleat as long as the three Privateers the *Reprisal Lexington* and *Dolphin* were suffered to remain in the Ports of France, that M de Maurepas had expressly told me, that his first Idea had been to order them immediately out of Port, and that the sequestering them till they had given sufficient security that they would

not attempt to cruize against us had been adopted as the safer Measure of the two, *et comme une Precaution de plus*; I added that this Sequestration the Effect of which was only to keep these Privateers safe in Harbours, where they met with all possible Assistance, and where they were probably meditating some fresh Attempt against us, was not *un Sequestre mais un azile* and was considered as such by the Rebels themselves: I ended with saying, that my Instructions were to press His Excellency for immediate Departure of those Privateers without Convoy, or Escorte, of any kind, which must be considered as a mark of open Protection, and with positive orders never to return to any of the Ports of France. M de Vergennes seemed to have totally relinquished the Idea of Convoying these Ships to a certain Latitude, but in his Answer He told me that a Proposal had been made to Him the other Day, which He intended to mention to me, and which struck Him as calculated to remove every Difficulty: the Project said He, is for frenchmen to purchase these Ships and make them common trading Vessels; He laboured to prove that this Expedient would be liable to no objection.

I told Him, that I was by no means Authorized to accept of this Proposal, and intimated that what passed at Dunkirk must beget in us very strong suspicions of all Such Sales. He answered with Vivacity, that what had been done at Dunkirk gave us very just grounds of complaint, but was in his Opinion Still more injurious to France: I gave this opinion added He this very Day to the King My Master, and told His Majesty that there was so much Stupidity in one part of the Admiralty of Dunkirk, and so much Knavery in the other, that I really did not know *S'il lui falloit du foin ou des Verges*, this said He was I assure You the very Expression I used not an Hour ago; (I may observe to Your Lordship here, that in this Affair of Dunkirk, the french Ministers seem now to be in Earnest as Hodge is sent to the Bastile). M de Vergennes assured me that the Purchase proposed was of a very Different Nature from that at Dunkirk, and that there could not be a possibility of fraud as it would be made by Frenchmen, Men of Substance, of whom the Ministers would be sure, and for whom they could answer. I repeated that I was not authorized to adopt this or any other Expedient, and that my Orders were clear and precise, to demand that these Ships might be immediately sent out of Port without convoy, and left to take their chance. I repeatedly said the same thing to M de Maurepas, who without giving a direct Answer dwelt on the propriety of the Expedient proposed by M de Vergennes, and seemed very desirous that it should be adopted by us. He said in his Jocosose way, *ces Gens la savent a quoi ils seroient exposés et ne voudroient pas sortir*. I replied that it would be easy to force them, that I was particularly commanded to press for their immediate Departure, that we justly looked upon it as necessary to the accomplishment of the Promises France had made, and that I must desire Him as I had before desired M de Vergennes, to mention to the King his Master what I had said upon the Subject by the Express order of my Court.

to return to M de Vergennes after I had discussed this Business

I went on to say that I was likewise ordered to demand the immediate Departure of the Privateer called *General Mifflin* which had put into Brest protesting *une voie d'eau*. M de Vergennes said that He believed that Ship was actually sailed, however He took a Note of the Name; Whilst He was writing I told Him, that it was reported, how truly I could not say, that M du Chaffault *avait oublie le Dignité de son Pavillon au Point de rendre le Salut a ce pirate*. This was the Very Expression I used, and I chose it My Lord for this Reason, I am not Ordered to make a direct complaint, and in things of this Nature the only Alternative seems to be, highly to resent or utterly to despise them, the Expression, I chose, carries I think the Contempt I meant to Convey. M de Vergennes was, or Affected to be surprized, and Said that if M du Chaffault had done so, *Il ne s'en etoit certainement pas Vante Il s'en Gardera bien*, He then told me that the American Vessel certainly had *une Voie d'eau*. I answered that that might be true in this particular Case, but that I was obliged to mention to Him a Thing of a very disagreeable Nature; We know Sir, that the Rebel Agents boast, that they have an understanding with M de Sartines, who has signified to them, that whenever an American Privateer has any Particular Reason for coming into any of the Ports of France, she need only Stave her Water Casks, and pretend to have sprung a Leak; surely Sir, there is something in all this very unaccountable; a great Monarch after mature Deliberation, issues Orders *à la face de Lumiers* scarce are they issued when one of his Ministers suggests to the Very Persons who are the Object of them, a Manner in which they may be eluded.

. . . As M de Vergennes had said, that the Expedient proposed for eluding the Orders was very insufficient, as it was easy to pump a Ship and see whether She had a Leak or not, I replied, that that was True if she was fairly and impartially examined, but that the general Prevention in favour of the Rebels was such, that there was but too much Reason to fear, that whenever they wished that their Ships should pass for Leaky, a Leak would soon be found. His answer to this was remarkable, That Partiality said He is indeed very Strong, and is a very serious Evil; do not imagine, that it arises from Love to the Americans, or Enmity to You, the Root lies much deeper, and may escape the Notice of a superficial Observer, but well deserves our most serious Attention. Tho' He did not explain Himself further, it was easy to see, that He alluded to that Licentious Spirit that prevails in this Country, and that no Doubt is one of the Principal Causes of the Enthusiastic Madness in favour of the American Cause, which every Man You meet with has espoused, tho' He is free to own that He does not understand, and has not so much as Attempted to understand the Question. I told M de Vergennes that for my Part, I had long seen the Secret Cause, and Manifest Tendency of the Partiality, I assure You said He, the King sees it too, He made the observation to me the other Day, and my answer to His Majesty was, that it was important to take every proper Means to check and counteract a Spirit of the Nature of which He had formed so just a Judge-

ment. I answered that such action was every way worthy of his Excellency's Wisdom, and then returned to my Notes and went on to say, that whether any Intimation had or had not been given to the Rebels, How they might elude the late Orders, it was but too certain, that in some Instances they had been eluded, what has passed at Cherbourg Sir, is a striking Instance of this: The Prize carried into that Port was ordered out as belonging to the Americans, scarce was she out of the Harbour, when she was sold and immediately returned to the Same Port as French Property: this Artifice was very frequently practised at Nantz before the issuing of the late Orders, and I know for certain, that some Merchants have said, and wrote, that those Orders which they consider merely as Political, will in this Respect, make no sort of change: You see Sir, that such barefaced Evasions would render your Orders Nugatory, would in a Word, make them worse than Nothing: He did not contravert this, but took a Particular Note of what I had said to Him. I then My Lord mentioned incidentally, one or two Points that are not in Your Lordships Letter, but that were connected with the general Subject: I told Him that I had received fresh Information that the *Hippopotame* which did belong to Beaumarchais, was preparing with all Diligence and was to be ready the 15th of Next Month, that she was to Mount thirty Guns, and cruize against us, He answered that He understood that that Vessel belonged to a french Merchant, and He knew that she wanted to take in a freight for the french West Indies: I replied that my Information was precise, that the real Property was in Beaumarchais, and that the True Destination of this Ship was what I had mentioned; I added that I had reason to believe, that two Ships are building at Rochfort for Franklin and Deane, He assured me very positively that such Projects might be devised, but that the Execution would never be suffered. After a Short Pause I went on; I must now Sir, carry You to the West Indies, where there have been still more unjustifiable Practices: to say the plain Truth, for in such Moments as these it is necessary to speak out, whilst all is Peace between Your Excellency and me, the french Subjects in that Part of the World are carrying on open War. . . .

1. PRO, State Papers 78/303, 390-401.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN <sup>1</sup>

[Extract]

Paris th 20th Augt 1777 -

. . . during my Stay at Nantes, I make myself very intimate with Williams, insomuch that he took me to all his Magazines and Shew me every bundle or Box of Goods which is to go out this Fall - Amongst the Number was the Eighty thousand Stands of Arms, Pistols, Swords, &c - likewise three hundred Bales of Woolens &c - he also Carried me to see Eighty thousand Suits of Uniform for the Rebel Soldiers, which is making at that place - all or the greatest part of which will go out in a Ship which they are building at that Place for Nicholson, tho' I believe unknown to the

french or indeed to almost any person – She will be a very fine Ship – her Keel is One hundred and Eight long – 30 feet Beam – 550 Tons – She will Carry twenty Six twelve pounders on her Gun deck – twelve of which is Brass and which I have seen – exclusive of this She is to Carry out all the Cordage, duck – Sail Cloth &c for 7 - Seventy four Guns Ships which they are about building at Present in America – likewise fifty Tons of Brass Ordonnance which is to Come from the french Kings Arsenal, and which will be cleared out from that place as Copper & bound to Martinico – but which they mean to Proceed to America with immediately – he has already 70 English, Irish and American Seamen engaged to go with him & a house of Rendavous appointed for that purpose, but is not to go out alone – Weeks will be ordered round from St Malo – and Johnson from Morlax to Join them exclusive of which Hynson has a Ship at Havre which mounts 20 - Six pounders and who will also be loaded with a very Valuable Cargo – I say he is also ordered round to Join them at Nantes – I was not mistaken in my conjecture some time ago when I informed you that something of Consequence was going on at Rouen, there are the Goods which is to be Shipped by the way of Havre; – You will have time to send Orders to all your Ships of War Cruizing in the Bay before they leave their diffirent Ports, therefore would advice if I might be allowed the Liberty, that one of your Ships Should cruze of[f] each of the different Ports. If they Should be so fortunate as to meet at Nantes, their force will be Sufficent when they Sail to Cope with One of you[r] Ships, as many other Vessell will be ready about that time – Exclusive of this their is 14 Different Marchand men at Nantes, all which will Sail in the Course of the months of Sepr & October – the chief of them will go to Boston unless they Should hear of your fleet and army being at that place – in that Case they will make the best of their Way to South Carolina – Charles town in Preference to any other – Their is a Number of frenchmen at Nantes who have Joined and built Six Brigantine, Carrying from 14 to Eighteen each – three of which is in the Water and one ready to Sail. they are the best Calculated Vessell for the American Purpose I ever saw – their plan in building those Vessell is to Carry out a Cargo of Goods, to be Sold in the Continent, after which the Vessells will be offered to the Congress at first Cost, in Case this plan Succeeds they Propose sending out two monthly. I am Confident they will Sail very fast – as they are as Sharpe as a Wedge – They will be manned with frenchmen entirely, and will Clear out for some of the french West India Islands. . I think 'twill not be improper to mention here, and which I can assure you from the best Authority, that the Havanna is Open to all American Vessells – this if you recollect Sir was never granted to any Power on Earth before – possibly you may have know[n] it before but as I imagine its a matter of the Greatest Consequence, have noted it here – I also Conclude from the Above, that if one port is Open to these people no doubt very port in their Dominion is on the Same footing. . .

From Nantes Nicholson and myself set of[f] for St Malo at which place we Arrived in two days – 'Twas there I met with Captain Weeks Again,

who related to me his being Chaced by an English Sixty four, and of his very narrow Escape, but this is not material to mention at Present I'll endeavour to answer you with the Same when I have more Leizure than at Present, – I Stay'd onbd his Ship three days with him, She now ready for Sea Again, and in better or[der] and better manned than ever She was since he has been Capt She mounts Sixteen Six pounders – twenty Swivels, and has onboard One hundred and thirty Stout fellows as ever you Saw, the greater part English and Irish – with some Americans – 'twas from him that I have learned many matters of Consequence, which you may depend on as he is the Confidant both of Deane and Franklin, and not a little esteemed by either of the Above – He informed me that One Million of dollors had been obtained from the Spaniard, as he had been informed – but Concluded with saying that he was not purfectly convinced of it as he had it only from Second hand – this Weakes is very Sly, and was obliged to engratiate myself in his favour by making him Present of few things – Such as Sword – Pistols &c – & I found he bit immediately, By these means I say I got the blind side of him and discovered Just what I could have wished from a man of his turn & which was my reason for undertaking the Journey – After he had enquired about his friends at Paris, I endeavored to work him Round, and last found that the french at that Port – Merchants I mean – propose sending in the Course of the months of September and October to America – five forty Gun Ships and two Sixty fours – they will be cleared out for the East Indies, but will Proceed to America – where their Cargoes will be landed – and I conclude they will be Offered to the Congress – the five mentioned above Lay at Port L'Orient – & from what I have learned imagine they are India Ships – The other two I conclude is at Brest – the matter was not finally settled but from appearances and from what the house of De Segray, Beaugard Fil & Compy told me, I say from What those Gentlemen mentioned, 'twill in all probability take place – As they are Owners of said Vessell and doe all Deanes and Franklin business at that port, – besides which they mean to send out many Marchand Ships which lay there – but imagine the Goods will not be Shipped from that Port – Its impossiable to Conceive the respect that is Shewn Weakes and Nicholson at St Malo: nothing is too much that can be done for them, the Commanding Officer there has had his troops reviewed merely to let them See and at Same [time] Balls & Court parties Are proposed every day for their Amusement. . .

1. Auckland Papers, III, 116-21, BL.

"STATE OF THE ACCOUNT FURNISHED BY CAPN HENRY JOHNSON OF HIS  
DISBURSEMENTS AGAINST THE BRIG *Lexington* OF WHICH HE WAS  
COMMANDER –" <sup>1</sup>

1 lb Thread, 100 Needles for Talor to mend Cloaths . . . . .	3 . . 5 . . —
Expences for Officers after the Vessel dropt down . . . . .	17 . . 17 . . —
Boat and expences down . . . . .	64 . . — . . —
Bread 7 . . 16 . . — Greens and mutton 5 livres . . . . .	12 . . 16 . . —

Boat for part of the Frenchmen Ship'd at Bourdeaux } to get to the Vessel	9	—	—
Pilotage from Blaye to Sea	99	—	—
Expences for People &c	33	—	—
Boat to carry People to Pouliar to Casteleon	6	—	—
Champains Accot paid Pilotage inwards	72	—	—
Clearance in and out Blaye	19	—	—
Brokerage . . . 24 . . . sundries inwards for Ship Use . . . 30 livres 10	54	10	—
Sealing Wax . . . 18 Sous, Expences at Royan recruiting 46 livres	46	18	—
Brooms 1 livre 4 . . . Veal 6 livres 12 . . . Royan	7	16	—
1 Months advce paid Jaque le Bayonne omd Painboeuf	42	—	—
Pilotage from Bourdeaux to Nantes	300	—	—
Blacksmiths Bill, Painboeuf	32	16	—
Expences at Painboeuf	31	—	—
1 Spar for steering sail boom	4	—	—
Boat hire from Painboeuf to S Nazaire with Provisions	10	—	—
Pilotage from S Nazaire to Sea	31	10	—
2 lb Tea 9 lb Sugar 19 livres 11 sous 11 livres rice	31	17	—
Medicines for Surgeon . . . at Painboeuf	5	10	—
Expences to Nantes to get a Master & people for Capn Nichn	12	—	—
Canoe hire to Capn Wickes on same business	4	4	—
A Stove . . . 48 . . . 1 Hhd Potatoes 24 livres	72	—	—
Boat from Bourdeaux to Poulliac for people omd	24	—	—
20 lb Beef a 14 sous Sols omd	14	—	—
Cash paid for Cork	77	6	—
ditto paid for apprehending Thomas Lyne } Jams Shilts } Deserters at Thos Colleston } Bourdx . . . 193 . . . — Jos: Colleston }			
Fish and Greens . . . 16 . . . Cheese 25 . . . 6 Oars 10 livres	51	—	—
Beef & Mutton at Blaye 46 livres frying pan, Sail needles			
Palms & paper	58	—	—
Cow hides	27	—	—
Cash advanced 7 Men . . . Peter Cashell } Fras Bruneau } Jos: Bona } B. Turnade } John Troy } John Rousseau } W. Le Gacherie }	120	—	—
Carried forward	1586	5	—
State of Capn Johnsons disbursements brought Over	1586	5	—
Sundry Slops at Bourdeaux/A pair of Breeches	5	—	—
2 Dozen Hatts	61	4	—



40 Shirts	180	—	—
8 ditto	26	—	—
33 Pair trousers	115	10	—
24 Jackets	132	—	—
12 ditto	126	—	—
6 pr breeches	24	—	—
48 Jacknives	25	—	—
2 Dozn buckles	12	—	—
188 pair Shoes 3	564	—	—
7 pr Hankerchfs	84	—	—
24 pair Hose	36	—	—

## Sundries at Nantes

5 Shirts 6 livres	30	—	—
19 Shirts 3 livres	57	—	—
21 Jackets 5 livres	105	—	—
10 pr Trowsers	25	—	—
22 livres Tobacco	66	—	—
1 doz. Mill'd caps	18	—	—
2 Shirts, 2 pr trowsers, 2 Jackets, 2 pr Hose, 1 livre Snuff, 1 pr breeches	49	—	—
61 Hatts bt at Sea	126	—	—

1866..14..—

3452..19..—

Received of Messrs Delaps Bordeaux

1080..16..8

Morlaix August 20. 1777 –

2372..2..4

Errors Excepted

Henry Johnson.

No 3 Cap: Johnson having received of Mr Williams As by the Account  
Current

No 5 – 4182..1..6 And having only accounted as above  
2372..2..4 he remains accountable for

1803..19..2 to the Commissioners or Congress –

1. Jonathan Williams Cash Books, YUL.

21 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD R. BLIGH,  
H.M. SLOOP *Wasp*, DUBLIN <sup>1</sup>

By &c.

Whereas we have ordered Captn [George] Burdon of His Majesty's  
Sloop *Drake* to repair immediately to Dublin, & taking under his command

the *Wolf* Sloop, and *Esther* & *Lurcher* Cutters to convoy the Linnen Ships and other Trade passing between Ireland and England in your stead; You are hereby required and directed (notwithstanding former Orders) to put to Sea in the Sloop you command with the first opportunity of Wind and Weather & proceed & cruize between Waterford and Milford Haven for the protection of the Trade of His Majesty's Subjects, & diligently to look out for, and to use your best endeavours to take, or destroy, any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America which you may be able to come up with.

You are to continue upon the above Service until you receive further Order calling once in 14 days at Waterford to enquire for Orders & to endeavour to procure intelligence, And in case you receive any that can be depended upon of any such Privatiers of superior force to the Sloop you command being within the Limits of your Station or in the neighbourhood of it, you are to give notice thereof to Captn Kearney the Regulating Captain at Cork, and to Mr Foxworthy the Naval Officer at Kinsale for the Information of the Captains of His Majts Ships who may come to those Ports for Intelligence; either by calling there yourself or by sending to them by Post from such other places as you can soonest land the Letters at. Given &c. the 21st August 1777 –

By &c. P.S.

Sandwich Lisburne H. Palliser

1. PRO, Admiralty 2/103, 166.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN WILLIAM P. WILLIAMS,  
H.M.S. *Venus*, SPITHEAD <sup>1</sup>

By &c.

Whereas we think fit that the Ship you command, accompanied by the *Tortoise* and *Grampus* Storeships (whose Commanding Officers are directed to follow your Orders) shall proceed to New York with the Victuallers named in the inclosed List and any other Victuallers or Storeships in His Majestys Service or Trade which may be at Spithead, or arrive there before you sail; You are hereby required & directed to take the *Tortoise* & *Grampus* under your command, and the Victuallers, Storeships & Trade abovementioned under your Convoy; and, then putting to Sea with the first opportunity of Wind & Weather, make the best of your way (consistent with their security) with them to New York; where you are to deliver the inclosed Packet to Vice Adml Ld Visct Howe, or the Commanding Officer of His Majesty's Ships there for the time being; and follow his Orders for your further proceedings.

If there are any Merchants Ships or Vessels at Spithead, bound the same way, which may be ready to sail, & whose Masters may be desirous of accompanying you, you are to take them under your convoy also; and see them in safely as far as your way & theirs may lie together.

You are to take particular care of the *Grampus* & *Tortoise*, as well as of the Victuallers and Storeships abovementioned, & to be very atten-

tive to all the other Ships & Vessels which proceed under your Convoy; keeping them together by every means in your power, & upon no Account, leaving them upon pretence of their not sailing fast enough to keep Company with you; as we expect that, in the course of your Voyage, you accomodate your Progress to that of the worst sailing Ship amongst them.

You are at the same time to take all possible care to prevent the said Ships & Vessels from seperating from you and to give their respective Masters such Orders & directions as you judge most conducive to that end; And in case (notwithstanding these precautions) any of them shall part Company with you, or disobey your Orders, you are to transmit to our Secretary a List of their Names, & disobedience; that such measures may be taken thereupon as shall be judged necessary.

And Whereas we intend that His Majestys Ship the *Fowey* shall also accompany you to New York, if she arrives at Spithead & can get her Provisions & Stores complete in time; you are, in that case, hereby further required & directed to take her under your command; but not to wait for her, if you are in every other respect, ready to proceed before she is. Given &c. 21st of August 1777.

By &c. PS

Sandwich H Penton H Palliser

[Enclosure]

Admty Office  
21st Augt 1777

A List of Victuallers having on board Four Months Provisions for Sixteen Thousand Men & a supply of Candles for the Fleet under the command of Vice Adml Lt Visct Howe; ordered to proceed to New York under Convoy of His Majts Ship *Venus*

<i>Ships Names</i>	<i>Masters Names</i>	<i>Ships Names</i>	<i>Masters Names</i>
<i>Medway</i>	Robt Anderson	<i>Mayflower</i>	James Crosby
<i>Brilliant</i>	Richd Boyman	<i>Albion</i>	John Stead
<i>Providence</i>	Ralph Richardson	<i>Lark</i>	John Stavers
<i>Elizabeth</i>	Levi Preston	<i>Lucy</i>	Wm Brinkley
<i>Saville</i>	Botteril Wilson	<i>Esther</i>	Richd Ledger
<i>Hope</i>	John Hyde	<i>Edward</i>	Thos Snaith
<i>Charming Nelly</i>	John Walker	<i>Nelly</i>	Andw Stalker
<i>Fame</i>	William Blake	<i>Yowart</i>	Henry Barnes
		<i>Queen</i>	Robt Lovelace

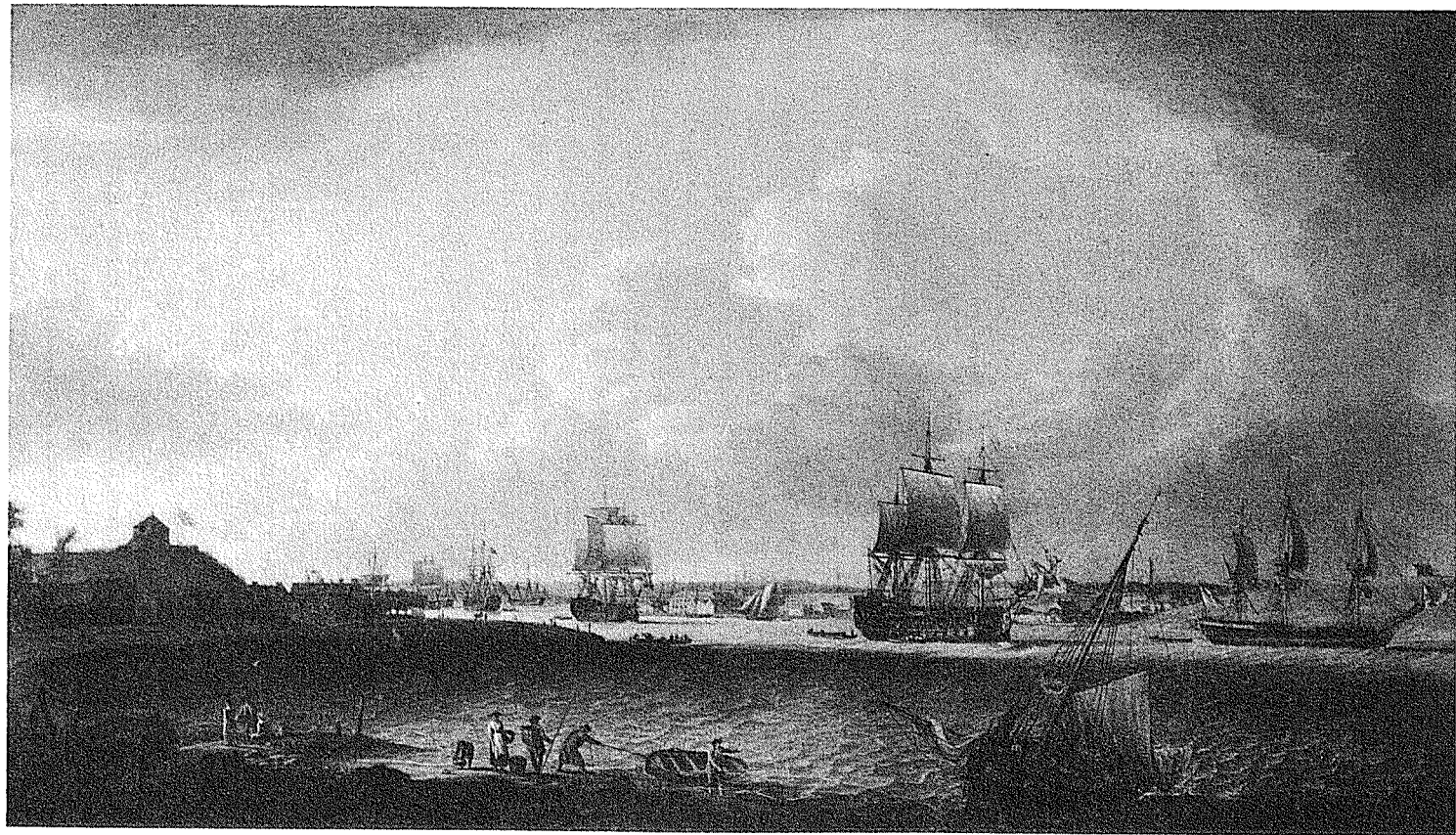
1. PRO, Admiralty 2/103, 167-68.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN GEORGE BURDON,  
H.M. SLOOP *Drake*, PLYMOUTH<sup>1</sup>

By &c.

Whereas we intend that the Sloop you command together with the Sloop & Cutters named in the Margin, whose Commandg Officers are directed to obey your Orders, shall be employed to convoy the Linnen Ships & Trade passing between Ireland & England up the English

Sloop *Wolf*  
Cutter *Esther*  
" *Lurcher*



*Ships at Plymouth*

Channel, You are hereby required & directed to make the best of your way in the Sloop you command to Dublin where you will either meet with, or be shortly joined by, the other Sloop & the Cutters abovemention'd, all of which you are to take under your command accordingly, And so soon, as application shall be made to you for that purpose by the principal Persons concern'd you are to proceed with the said Sloops & Cutters to Belfast & Newry and having collected at those Ports all the Linnen Ships or other Trade there bound to England whose Masters may be ready to sail & desirous of accompanying you, you are to repair with them to Dublin, & having done the like there, proceed with the whole of the said Linnen Ships & Trade to Spithead, taking all possible care of them during their Passage.

Upon your arrival at Spithead you are to make enquiry for & take under your convoy any Trade bound to Ireland which may be ready to sail and whose Masters may be desirous of accompanying you, and then make the best of your way back to Dublin; seeing such Trade in safely as far as your way & theirs may lie together.

You are to contrive to act in like manner, with the abovemention'd Sloops & Cutters until you receive further Order; taking care to transmit to our Secretary once a Week, if you have it in your power to do so an Account of your proceedings, and of any interesting Intelligence you may procure, & using your best endeavours to take or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of No America, which you may fall in with; but to be very careful not to expose the Ships or Vessels which may be under your convoy to danger upon that or any other account. Given &c. the 21st of August 1777.

By &c. P:S:

Sandwich Lisburne H. Palliser

1. PRO, Admiralty 2/103, 165.

*London Chronicle*, TUESDAY, AUGUST 19, TO THURSDAY, AUGUST 21, 1777

London. Thursday, August 21.

Last Friday there was a meeting of some of the principal Merchants of Edinburgh and Leith, at Edinburgh, at which the Lord Provost presided. The intention of the meeting was to take under consideration what would be the most effectual method of protecting the trade of that part of the country from the future depredations of American privateers. By letters from Mr. Stevens [Philip Stephens], Secretary to the Admiralty, it appeared government was desirous to give every necessary aid to forward whatever scheme might be agreed upon as the most likely to answer

this salutary purpose; and for that end would pay the usual sums allowed for manning, victualling, and fitting out two or three ships of 400 tons, to carry not under 20 guns each. The meeting accordingly agreed that this plan should be adopted; but as they were not informed as to what sums were allowed by government for such vessels, and consequently could make no contract at present, resolved that a letter should be forwarded to Mr. Stevens, desiring information on that head, and likewise to know whether the men raised for the purpose of manning these ships would be allowed to remain on board them so long as the contract existed, without being liable to be turned over to any other of his Majesty's ships.

A petition will be presented in a few days, to the Admiralty from the counties in general for protections for the harvestmen, as it is to be feared that there will not be hands enough to get it in without; as poor men are afraid to go to their daily labour.

The Lords of the Admiralty have given orders to the officers of small cruisers to examine all the fishing boats on the French coast, and to make reprisals of all such as shall be found to have any extra number of men or arms, or any gunpowder or warlike stores on board; it being known that those fishing vessels supply the American privateers, without the latter putting into port.

The *Tartar*, an American vessel, laden with flour and rice, is taken by the crew, and carried into Jamaica.

The *Lady Mary*, Gray, from the coast of Africa, to the Musquetto shore, is taken and carried into Hispaniola, by an American privateer.

#### LORD GEORGE GERMAIN TO GEORGE III <sup>1</sup>

Lord George Germain has the honor of sending your Majesty the Letters he has received from Sir George Collier, tho' probably your Majesty will have received from Lord Sandwich an account of the very spirited and meritorious behaviour of Sir George Collier and of the Captain of the *Flora*.<sup>2</sup>

Kew Lane August 21<sup>t</sup> 1777  $\frac{m}{10}$  pt 10. A.M.

1. Fortescue, ed., *Correspondence of George III*, III, 469.

2. Taking of the Continental Navy frigate *Hancock* and recapture of H.M.S. *Fox*.

#### "EXTRACT OF A LETTER FROM DOVER, AUG. 21." <sup>1</sup>

A Dutch ship, named the *Spoors*, Capt. Anthunson, spoke at sea, the 28th of July, with three American privateers, viz. the *Satisfaction*, a sloop of 14 guns, a sloop of 10 guns, and a brig of 12 guns, from Rhode Island, in lat. 38. long. 40.30. West. They had taken two brigs from Jamaica, belonging to Liverpool.

July 6th, spoke with Capt. Holland, from Liverpool; he had taken a snow from Carolina, and sent her to Liverpool.<sup>2</sup>

About twenty-five leagues to the westward of Ushant, spoke with two American privateer brigs, of 14 guns each, with two Jamaica ships in

company, which they had taken the day before: one ship had engaged them two hours. They had also taken a sloop and a schooner some time before, and sent them to Nantz, and they intended to carry the ships they had with them there; this was on the 9th of August. The next day spoke with an American privateer, of 24 guns, named the *Mars*, from Boston; she was off Scilly.

1. *London Packet, or, New Lloyd's Evening Post*, August 20 to August 22, 1777.

2. *Sally*. See *Williamson's Liverpool Advertiser*, August 8.

"EXTRACT OF A LETTER DATED NANTZ, AUGUST 21, FROM A PASSENGER  
ON BOARD THE *Queen of Portugal*, CAPT. TIBBY,  
FROM CORKE TO LISBON" <sup>1</sup>

On the 5th curt. we left Cove, and in about 23 hours met the *Oliver Cromwell*, Capt. J. Cole [William Coles], who took us; he paid no attention to our Portuguese pass and colours; immediately he removed all our crew to his brig, leaving only Mr. Tibby with the passengers on board our vessel. Towards evening he went in chase of two brigs, with whom we saw him engaged at night for near an hour.<sup>2</sup> That night we lost sight of him, and never saw him more. Our prize-master had orders to proceed to America, which alarmed the whole crew, on account of the scantiness of provisions for so long a voyage.<sup>3</sup> On the Friday following we fell in with two other privateers, the *General Mercer*, Capt. [James] Babson, and *Fanny*, Capt. [John] Kendrick, each of 14 guns, just as they had taken two Jamaica-men, the *Clarendon*, Capt. [T.] Cowell, and *Hanover Planter*, Capt. [T.] Luny. As the speediest means of getting on shore, we passengers solicited Capt. Babson to receive us on board, which he did that night. We remained privateering with him till Monday following, when out of compassion to two ladies we had with us, he removed us to the *Clarendon* prize, where we remained till Sunday last, when we got into this port. We experienced much kindness from our prize-master, but not from the crew. The prize-master permitted us to take away as much of our cloathes as we could carry; but as no chests were permitted to go out, we were obliged to bundle up our apparel in sheets and blankets, and threw them into the boats, open as they were, to the sailors; what we had first collected was greatly diminished by the sudden transfers from ship to ship. No other of our papers whatever remained aboard or appeared to the *Oliver Cromwell* than the Portuguese pass and papers; but by what I can learn the Americans have a hatred to the Portuguese for forbidding them their ports, and seem resolved to retaliate when opportunity offers. The mode of introducing prizes into this port is iniquitous, and deserves to be made known; both privateers and prizes are reported under fictitious names, and from different ports; no prisoner is allowed to come on shore till the cargoes are sold, or lodged in magazines; by this means the masters are restrained from making timely protests, and when they can protest, all their endeavours to find out either the privateers or prizes are rendered fruitless; the people of the two Jamaica-men are actually confined aboard to prevent their making any protest; the

[*General*] *Mercer* and *Fanny* under other names; marks of casks and puncheons are rubbed out. These privateers had taken two other Jamaica-men, which they sent to America.<sup>4</sup>

1. *Gazetteer and New Daily Advertiser*, London, September 4, 1777.

2. *Rawlinson and Sally*. See Journal of a Cruise in Massachusetts Privateer Brigantine *Oliver Cromwell*, August 6.

3. *Queen of Portugal*, formerly Pennsylvania privateer brigantine *General Montgomery*, arrived safely at Boston towards the end of September and was libelled on October 9, *Independent Chronicle*, Boston, October 9, 1777.

4. Schooner *William*, James Webber, master, libelled on September 18, and sloop *Wolfe*, William Marshall, master, libelled on October 9, *Independent Chronicle*, Boston, September 18 and October 9, 1777.

## 22 Aug.

*The General Advertiser. Liverpool*, FRIDAY, AUGUST 22, 1777

Liverpool, August 22.

The *Priscilla*, Capt. Rd. Cassady, sailed 3d July from Sligoe, bound for Liverpool, and was taken the 6th by a rebel privateer called the *General Mifflin*. These sons of freedom seized all the captain's cloaths that were worth any thing, and 88 l. in cash; every one of his men they took on board the privateer; plundered the vessel of spare rigging, stores, &c. and one bale of linen, part of the cargo, which chiefly consisted of yarn, and after leaving several of the crew on board, ordered the captain to be bound hand and foot, and put into confinement. In this miserable situation he remained until the 19th of July, when his vessel was retaken by the *Union*, letter of marque, of London, within 10 leagues of Bourdeaux, and carried into Fowey. The privateer's people split all the sails except the foresail, by carrying, whenever they saw any vessel; Capt. Cassady was in a very poor state of health when they arrived at Fowey, and not able to stand, through the cruel treatment he received; his remaining so long bound, occasioned his flesh to swell to a shocking degree; all his prayers and intreaties were in vain, the inhuman tyrants had no compassion. Surely the fear of a single man retaking the vessel, could not induce them to this barbarity. She was a constant Irish trader, had not a gun on board, nor ammunition or warlike weapons of any kind.

## LORD SANDWICH TO GEORGE III <sup>1</sup>

As Sir George Collier in his letter to Ld Sandwich expressed a wish that the rebel flag should be laid at your Majesty's feet, Ld Sandwich takes the liberty now to send it, not having it in his possession, when he troubled your Majesty yesterday.

The flag was hoisted at the foretopmast head, & seems to be a sort of broad pendant rather than a flag.<sup>2</sup>

Hampton Court Green

Aug: 22. 1777

1. Fortescue, ed., *Correspondence of George III*, III, 471.

2. From Continental Navy frigate *Hancock*.



JOURNAL OF CHARLES HERBERT<sup>1</sup>

[Mill Prison, Plymouth]

[1777. August] 22. We hear that Ticonderoga is taken by the King's troops, and also Philadelphia; that the *Hancock*, Captain Manley, is taken, and the *Fox* retaken; but we cannot tell what to believe by what we hear; for since we have been taken we have heard, nearly twenty times, that Philadelphia was taken, and as many times that Washington was killed; that Congress was divided, that continental money was disgraced, that the Americans had laid down their arms, and that they were starving to death for want of provisions, and naked for want of clothing; all these things have been published in the newspapers, times without number, since we have been taken.

1. Herbert, *A Relic of the Revolution*, 57.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentlemen,

St Malo 22d August 1777 –

I should be very glad to know my future destination and how I am to Act in Regard to the proceedings of the Admiralty Officers at this Port. If I am not dispatched Soon think it Will be Neccessary to hawl the Ship on Shore again & Clean her as She is very Dirty and will not Sail without being Clean. I am informed Capt [John] Green of Philadelphia is now at Nantes unemployed, as he is Married & has a Wife and family in Philada. If you have any Employ for him, think you may Safely Confide in him, as I am Perswaded he will do every thing in his power to Serve the American Cause & is Very Capible of Commanding either a Merchant man or Vessell of War – Please let us have all the News you Can – I remain [&c.]

Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 201, APS.

CAPTAIN LAMBERT WICKES TO JONATHAN WILLIAMS, JR.<sup>1</sup>

Sir.

St Malo Augt 22d 1777 –

I received your favour of the 17th and note the Contents as to the Man you mention in your last. I cannot see how he can possibly Claim or expect to be paid any Share or part of Prize Money, as he Absolutely Run away from the Ship & thereby forfeited his Prize Money, As there is an Express Resolve of Congress that Says any Person or Persons whom deserts or Runs away from any Vessall in the Service of the United States of America, Shall forfeit all his Wages & Prize Money and every thing belonging to him, As I did not make this Resolve cannot break it, but if Doctor Franklin thinks it Neccessary so to do & will furnish me with an Order for so doing for my justification I will Cheerfully Submit and pay the Money, tho' I must Confess I do not think so great a Sacrafice is Neccessary & am Very Sorry to hear My Charactor is So bad in France, tho'

for my Vindication Can Assure you Not one farthing of Money ever Was or ever Can be put in my Pocket – I ever was & hope ever Shall be Content wth my Own with[out] Coveting or desiring other Peoples Goods – Please Communicate this to the Honble Ben: Franklin Esqr & if he will give me an order for paying their Respective Shares, I will Cheerfully comply and pay them – I think this highly Neccessary for my Vindication – there has three of my People Run away since I have been here, whom I think may with More Justice Demand their Wages & Prize Money, as they have done More for it, tho' I am Perswaded they Never will demand it, or do I think any but those at Nantes are equal to so great a Task – I would beg you to Propose this Simple Question to their Lawyer, Whether Men Employed on Board a french Man of War, After Runing Away before the expiration of the time they Agree'd for is intitled to Wages or Punnishment I am perswaded his Answer will be the Latter, if so in their Own Ship's Cannot Conceive why it should be otherwise in Our Navy as they Certainly Subject themselves to the Rules & Laws of our Navy when they Come & Sign our Articles Volentarily of their Own free Will and Accord, As those two Men you Mention did – The Pilots Account Shall be made out & his Ballance Sent you by Next Post, for wch Please take his Receipt in full to prevent further trouble, from [&c.]  
Lamb<sup>t</sup> Wickes

1. Franklin Papers, vol. 6, pt. 2, 201½, APS.

VICE ADMIRAL ROBERT MAN TO PHILIP STEPHENS <sup>1</sup>

No 1  
Sir,

Medway in Gibraltar Bay  
22d August 1777

I send you enclosed for the information of my Lords Commissrs of the Admiralty Copies of two Letters that were found on board two American Vessels taken by the *Levant*: <sup>2</sup> they are both address'd to Messrs Duff & Welch who are British Subjects, & Merchants at Cadiz, and seem to carry on mutual Correspondence with the Rebels of America (as I apprehend) contrary to Law. In the Letter dated 2d June, <sup>3</sup> are found the names of John Bailey of Liverpool & Alexr Elmsley of London who seem likewise to hold correspondence with the said Rebels. You will please to lay these Letters before their Lordships, as I judge they will not think this notice of the behaviour of English Merchants unnecessary.

The Vessels that have been taken by His Majestys Ships under my Command are few in number and (except the *Argo*) of inconsiderable value; they are as follows, Vizt

By the *Enterprize*. Ship *Aurora*, Jacob Getsheues, Master 350 tons; with Wheat and Flour.

Ship *Belville*, John Cunningham, Master 250 tons; Staves & Bees Wax.

Schooner *Polly*, John Briggs, Master, 58 tons; Fish.

By the *Levant*. Ship *Argo*, Thomas Mackenzie, Master 200 Tons. Rice and Indigo.

Brig *General Montgomery*, Ben. Hill, Commr 180 tons,  
18 Guns, 87 Men, A privateer.

Schooner *Gorham*, James Davis, Master 85 tons. Rice.  
Sloop *Centurion*, Thos Folger, Master 86 tons. Staves.

By the *Zephyr*.  
I am Sir [&c.]

Schooner *Betsy*, Wm Le Cras, Master 65 tons. Fish.

R Man

[Endorsed] R 19 Sepr Asd 13 Octr Send Copies to Lord Geo Germn  
for H M information.

1. PRO, Admiralty 1/386.

2. *Gorham* and *Centurion*. See *Journal of H.M.S. Levant*, July 20 and 21.

3. See Hewes & Smith to Duff & Welch, June 2.

23 Aug.

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

My Lord.

[Admiralty Office] 23d August 1777.

Since closing my Letters to your Lordship of the 20th Instant, I have had the honor to receive Yesterday your Lordships dispatches of the 18th & 29th June & of the 3rd 5 & 9th of last Month numbered from 32 to 36 both inclusive with the several Papers accompanying them, which came by the Packet; & this day Duplicates of the said Letters & Papers which came by Capt Talbot of the *Niger*, all of which I have communicated to my Lords Commrs of the Admty & expect to receive their directions to answer them in detail, by the next conveyance; there not being sufficient time for it to be done by this.

I have also, since closing the said Letters had the satisfaction to receive & communicate to their Lordships, a Letter from Sir George Collier dated at Halifax the 12th of last Month given an Account of his having taken & brought into that Port, the *Hancock* Privatier of 32 Guns — Manley Commander; & of the *Flora's* having re-taken & carried into the same place His Majts Ship the *Fox* which had been taken by the *Hancock* on the Banks of Newfoundland, And their Lordships understanding, by the Officer who brought the Letter; that Sir George Collier had sent, or intended to send, to your Lordship Capt Fotheringham who commanded the *Fox* at the time she was taken, and who, with some of his people, were found on board the *Hancock*; I have their directions to recommend it to you, when he & such a Number of His Officers & Men as may be judged sufficient for the purpose, shall arrive, to cause a Court Martial to be assembled as soon as conveniently may be, to inquire into the cause of the Capture of the said Ship, & to try the said Captain, his Officers & Men, for their Conduct upon that Occasion.

I have at the same time their Lordships commands to signify their directions to you & to cause her to be put into condition again, as soon as possible, to re-commission the *Fox*; to direct the Naval Officer at Hallifax to purchase the *Hancock* by Appraisement, if she is found fit for His Majesty's Service, drawing upon the Navy Board for the expence, And then to commission her as a Ship of 32 Guns, & to cause

her to be put into proper Condition also employing them both afterwards as you shall judge best for His Majesty's Service entrusted to your Care. I have the honor to be &ca

P: S:

vice Adml Lord Viscount Howe, By the *Venus*. Duplicate by the *Maidstone* 20 Sept -

1. PRO, Admiralty 2/555, 303-04.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN JACKSON,  
H.M.S. *Ariel*, NORE <sup>1</sup>

By &c

So soon as the Complement of the Ship you command shall be completed for which we have given directions to the Senior Officer at the Nore, you are hereby required & directed to put to Sea, without a moment's loss of time & proceed and Cruize between the Naze of Norway, the Coast of Jutland & the Entrance to Gottenburg for the protection of the Trade of His Majestys Subjects in those parts & diligently to look out for, & to use your best endeavours to take or destroy, any Privatiers, or other Ships or Vessels, belonging to the Rebellious Colonies in No America which you may be able to come up with.

And in case you shall receive well founded Intelligence that any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies abovementioned are Cruizing in parts contiguous to tho' not actually within the Station you are hereby directed to Cruize upon, you are at liberty to proceed in quest of them, taking care to return immediately to the said Station so soon as you shall have taken destroyed or driven them away or be thoroughly satisfied that none such are there.

You are, on your way to the abovementioned Station, to call off Hamburg to gain Intelligence from the Pilot Boats if any such Privatiers are in those Parts, and to inform Mr Mathias the British Resident there by Letter of your being in those Seas; And when you get off Gottenburgh you are to make the same enquiry, & to send the like information to the British Consul there.

You are to continue upon the above Station for the space of one Month after your arrival thereupon, & then repair without loss of time to the Downes & remain there until you receive further order sending to our Secretary an Account of your arrival & proceedings. Given &c.  
23d Augt 1777.

By &c. PS

Sandwich H Penton H Palliser

1. PRO, Admiralty 2/103, 171-72.

SILAS DEANE TO ROBERT MORRIS <sup>1</sup>

[Extract]

Paris, 23rd August, 1777.

. . . In a word Cunningham by his first and second bold Expedition, is become the terror of all the Eastern Coast of England & Scot-

land, and is more dreaded than Thurot was in the last War – But though this distresses our Enemies it embarrasses us, we solicited his enlargement & Mr Hodge engaged for his going directly for America – I know not how his engagement was expressed, but to appease the British Ministry and drive off an instant War Mr Hodge has been arrested and Confined – His friends need not be in distress for him, he will soon be at Liberty – He merits much from his Country being ready at all Times to serve and promote its Interests –

. . . the Ship *General Mifflin* after Cruizing some time on the Coast of England and Ireland put into Brest and there under Continental Colours Saluted the Admiral, who after consulting His officers returned the Salute which caused much Speculation and shows that the Officers as well as the other Orders in this Kingdom are much in our Interest – But the Politicks of this Country are intricate & embarrassed with connections & alliances on the Continent of Europe which with the State of their Fleet and their Sailors being abroad in the Fishery &c puts off bold & decisive measures. some other Prizes have arrived in different Ports – particularly two valuable Jamaica Men at L'Orient<sup>2</sup> a few Days since sent in by the Capts Babson & Kendricks – This is the brief state of the Proceedings of our Cruizers who have put into the Ports of this Kingdom – The Prizes are sold without Condemnation & consequently to a very great Loss as the whole is conducted Secretly & put too much in the Power of Agents –

Tho' these Cruizes have not been profitable to us they have been of infinite Prejudice to our Enemies, both to their Commerce & reputation – Nothing can be more humiliating to these once Proud Lords of the Ocean then the Insults they receive on their own Coasts And from those they so lately despised. . .

1. Papers of Robert Morris, LC.

2. *Clarendon* and *Hanover Planter*.

#### HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 59.

My Lord.

Corunna 23d Aug: 1777.

I most humbly beg leave to acquaint your Lordship that the Rebel Privateers mentioned in my last of the 6th Instant are still cruising off this Harbour in order to intercept the Letter of Marque the *King of Spain* and her Prize, which has determined the Commander Mr Hamilton to leave the Prize here at the Disposal of the Proprietors in England, having for that end had her legally and in due Form adjudged and condemned before the Auditor of War and the Commissary of Marine, without any Objections or Difficulties being made.<sup>2</sup>

I have just received Advice that a Rebel Privateer, and an American Vessel laden with Salt from Bilboa to Marblehead are run on Shore near Llanes in the Province of Asturias in order to escape from one of

His Majesty's Frigates,<sup>3</sup> and that a Sloop laden with Butter for Bilboa is taken and carried into Rivadesella in the same Province by an American Privateer. Three American Merchantmen are now fitting out in Bilboa in order to return to America with Cargoes of Silks and Woolens, and have bought and taken on board twelve or fourteen Pieces of Cannon without any Objection being made to it by the Comissary of Marine or others, and a Mr Terry from Philadelphia who is settled there as a private Agent or Consul for the Congress, has purchased a Ship of 200 Tons Burthen, and is fitting her out in a warlike manner with fourteen six and four Pounders, however it is thought they will not be able to obtain any Gunpowder in that Port. . . .

1. PRO, State Papers 94/204, 136-37.

2. *Emperor of Germany*.

3. The vessel bound to Marblehead was the schooner *Glover*, John Harris, Jr., master. See Gardoqui & Sons to Savage, August 31. On August 28 Lord Weymouth received the following from Chevalier de Escarano:

San Vicente de la Barquera 4th August 1777

A Sloop from Boston ran on shore yesterday at 5 o'clock in the evening on the sandbar of the Rabia. She had the misfortune to meet an English privateer frigate of 30. guns, which chased her for 6. hours since morning. The captain of the Sloop, and five seamen came to seek refuge on Spanish territory. The English captain sent his long boat on board, his Ship being well armed with swivels, and muskets, to plunder the provisions, and some chests, that were found on board the Sloop, all of whose rigging and sails he destroyed. The cargo, which consisted of salt, and ordinary blankets, had been purchased in Bilbao.

PRO, State Papers 94/204, 100.

## 24 Aug. (Sunday)

ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

at Brest 24th August 1777

. . . I have just learned that there are two rebel privateers with two prizes anchored at Bertaume. I am dispatching immediately the lugger *le Chasseur* under the command of M. de Chenpanie second lieutenant of M. de Bavre to notify them to weigh anchor and to prevent them from taking on board any of our seamen. . .

1. AN, Marine B4129, 67, LC Photocopy.

CAPTAIN GUSTAVUS CONYNGHAM TO SILAS DEANE <sup>1</sup>

Sir.

Ferroll, 24th Augt 1777 -

Agreeable to instructions I on the Evening of the 17th July made Sail from Dunkirk and proceeded with Caution to the Noward for some time. On the succeeding Eveing we saw a Frigate which gave us chase and fired severall Guns at us and on the following day were chased by another, both of which we outsailed. from thence we proceeded into the No Sea, and passing severall vessells the people were so much dissatisfied that on the following day I took a Scotch smuggling Sloop which we Plundered of some Gin for Stores and Burned her, taking the prisoners on Board. On the following day we took the Brig *North-*

ampton Capt Grey from Weyburgh Bound for and belonging to Lynn Laden with Boards &c which we sent for Bilboa under Care of Prize-Master Bailey. after dispatching this Brig we made Sail & gave Chase to two other Brigs & came up with them at Evening they both Struck to us and being light in Ballast we Burned One and made a Merit of Necessity by ransoming the other for Six Hundred Guineas. on Board of which we put the Prisoners of the four Vessells which were too numerous to be Kept on Board. the Bills for this Ransom were drawn by Capt John Green of the Brig *Patty* on Messrs Muillman & Sons of Amsterdam at Thirty days Sight. which Bills I transmitted to Mr Deane by three severall Conveyances by way of Holland. wish Safe to hand and well paid of which please to inform me by the Earliest opportunity as I have a ransomer on Board untill the Bills are paid. after this nothing taken untill 4th Augt when we took the Brig *Venus* from Greenland bound for and belonging Liverpool Commanded by Capt Week with 33 Men on Board. her I sent for Martinico under care of Prize-Master Hutchinson after taking the Prisoners on Board. She had on Board One Whale. we afterwards put into Broad Haven Bay in the West of Ireland where we watered and put Our Prisoners on Shore. from thence we proceeded and unfortunately in a Gale of Wind Carried away Our Boltsprit & were obliged to cut away Nine foot off it. this with the having Carried away the Irons from Our Masthead from which we Prevented the advantage of setting our Topsails the Vessells Bottom growing foul and the Want of Provisions of which we were exceedingly scarce, rendered it impossible to proceed on our Voyage without touching at some part of Europe I therefore determined to Put into Spain to Victuall & refit. On the 22d Inst: the day before we arrived we took the Brig *Black Prince* Capt Thomas Belonging to Plymouth Bound thence from Opporto Laden with Wines and fruit. her I ordered into Bilboa or other Convenient Port in Spain under Care of Prize-Master Cruise. immediatly under the Land at the Entrance of Corruna we fell in with an English Ship of War She fired severall Shots at us but coming close in with the Entrance of this Harbour and under the Gunns of the Fort she was obliged to Desist and Sheer Off. Should you have a necessity to send any dispatches to the Continent I would wish to be the Bearer, as the Cutter sails so well that the risque of Our being taken is not so great as that of other Vessells. The Crew I had from Dunkirk was very unfit for my purpose and those are mostly determined to Leave the vessell here, so that if I cant get hands here to Equip me properly I shall be incapable of doing any otherwise than proceeding home. If I can get Hands here and you think proper to leave the managment of Cruising to myself you may depend I shall endeavour to take the most Prudent Steps in my power and shall distress the Trade of England in another Quarter

By this Post I write to Messrs Gardoquie at Bilboa desiring the establishment of a Credit either here or at the Groine to enable me to proceed in refitting & furnishing necessaries for whatever voyage

you think proper to Order (of which I beg to be informed) and hope you will take Speedy Care that such Credit is fixed. While in the North Sea I acted as Capt Allen of the *Pegasus* agreeable to order but it was impossible to Keep a Secret of this Kind long among such a Crew. Our whole transactions in Dunkirk were known here Previous to our Arrival, So that it was unnecessary to disguise here I shall be busy in getting Every thing in Order untill I have the Pleasure of Hearing from you which I hope will be Soon as I only Stand in Need of Credit and further Orders I am Sir [&c.]

1. Silas Deane Papers, ConnHS.

25 Aug.

GABRIEL DE SARTINE TO M. VIGER, LORIENT <sup>1</sup>

At Versailles, 25th August, 1777.

You pointed out to me, Sir, in your letter of the first of this month that the Anglo-American privateer the *General Wisslin* [*General Mifflin*], Captain William Day, had entered the roads of Port Louis under the pretext of taking in provisions and replenishing her fresh water, and that you had sent her an order to get underway within 24 hours; I have sent word to you that in the action which you had taken in this regard, you have done nothing but what conforms to the rules, I presume in consequence that this Ship will have sailed; if however she has not yet done so, you will see that she departs without delay, and you will report on the carrying out of my orders. I am, Sir [&c.]

de Sartine

1. APL, 1E479, 116.

CAPTAIN SAMUEL NICHOLSON TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Dr Johnson

St Mallo Augst 25th 1777 -

Yours of the 22d Inst came Safe to hand, till wch You was in my debt, & beleave me it is with Pleasure I recd Yours, the Corespondance is not yet broke between us, therefore let this be A Caution to You, take care You dont neglet or forget me, & rest assured I will with Pleasure write my friend Johnson & let him know how matters go with me - I have now the Pleasure to informe You of my being appointed to A Frigate now on the stocks at Nantes, Mountg 24 twelve Pounders on her Gun Deck, 8 fours on Qutr deck & 2 sixes on fore Castle & am gettg all the Men I possably can for her, she will be launched by Contract in A fortnight from this, Capt Tanner who goes out my Master is shipg Men for me at Nantes, if You have any to spare You may know where to send them, Mr [Arthur] Dillaway I have made A Lieutt. Capt Wickes's Lieutt of Marines [John Elliot] is made Capt of Marines for my Ship, I hope You have sent my VaDemacum to Nantes, as it would be of great use to me, Pray dont let what I wrote You about my Ship go out of Yours, as it is as yet A secret at Nantes, the People we ship there dont



know what Ship they are for, I have been Ill with a fever for three or four Days, owing to Fatueing myself by Constantly Danceing & rompg with the Ladys; Adieu I am Dr Johnson [&c.]

Sam Nicholson

1. PRO, Colonial Office 5/7, 103.

LORD GRANTHAM TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 48:

My Lord.

St Ildefonso 25: Aug: 1777

I have received the Honour of your Lordship's Letters No 18 & No 19, & have explained very fully to M: Florida blanca the Transactions relative to the *Northampton* Prize: I likewise laid before him such Advices as I had received from Cadiz & from Ferrol, distinguishing those to which I gave Credit, from those which I had only reason to suspect. For I had heard that there was strong ground to believe, that the Governor of Cadiz, notwithstanding his Professions, had suffered the Carolina Vessel lately in that Port to depart with Arms, & a greater Crew on board, than she came in with. I apprized him further that I was informed of two or three Vessels having received Arms at Bilbao, & represented very explicitly to him that nothing was more important at this Juncture than a very strict Observation of the Orders, which he had promised me should be issued, & of which I expected the [*sic*] see the Effect as soon as they could be supposed to have reached the Several Ports.

He assured me that he had already signed & sent most of them, that the Remainder should be forwarded without Loss of Time & strictly obeyed, & that he would make the fullest Enquiry into the Cases which I had mentioned to him. . . .

1. PRO, State Papers 94/204, 122-24.

26 Aug.

LORD WEYMOUTH TO LORD GRANTHAM <sup>1</sup>

No 20/

St James's 26th August 1777.

I am to acquaint your Excellency that application has been made to me respecting the *Juno*, a Vessel taken by an american Privateer and carried into Bilbao. I inclose to your Excellency the particulars that I have been transmitted, and am to recommend to you to use your utmost endeavours to recover this Vessel for the Owners.

There is reason to apprehend that two Vessels from Jamaica bound to London have been taken and may probably be also sent to Bilbao, you will please to make enquiry into the fact and use such proper means as may enable the owners to recover them.

Your Letters to No 44, and those by Mann have been received and shall speedily be taken into Consideration. I am &c

Weymouth

[Enclosure]

Messrs John & Thos Fry  
Sirs

Poole 17th Augt 1777

I wait'd to thank you for your civilities, in hopes to have said the *Juno* is arrived at one time, but am now sorry to inform you, that this day I recd a letter from Capt Barns advising me that on 19th Ult Latt 50. 30 N & Long. 13. 0 W he was taken by a Rebel Brig<sup>2</sup> — Giddings Mastr of 14 Carriage & 10 Swivel Guns & carried into Bilboa & believes the Vessell & Cargo is to be sold there.<sup>3</sup> The Captain & Crew are coming home in a Spanish Vessell. Your advice how to act in regard of protesting &c &c &c will much oblige me & am with respects to Mrs Fry & yourselves [&c.]

John H Slade

P.S. I am not certain the quantity of her Lading but presume can't be more than 80 Tons

1. PRO, State Papers 94/204, 97-98, 99.

2. *Civil Usage*.

3. *Juno* was not sold at Bilbao but was sent to Salem where she was libelled on December 4, *Independent Chronicle*, Boston, December 4, 1777.

CAPTAIN HENRY JOHNSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentn —

Morlaix Augt [26]<sup>2</sup> 1777 —

Should have wrote you eir this, I had no subject to write upon, knowing you have enough else to do besides reading a Scrawl, which signified nothing. — Yours of the 19th Inst came safe to hand, have to say I have done tolerable well with the French Sailors, many of them finding I would pay them no money have decamped others (some few) have gone on board, Waiting for the orders from Court. I wait with the greatest patience as I doubt not it will answer a good purpose our detention — I have let my Sailors have a little money, they are wanting some Clothes also, they grumble continually about their prize money as they say they have been in two months, and can't get it settled. — I saw a letter of yours Yesterday to one Mr David here from you, paying him a Compliment respecting his assisting me. Hence it is he speaks English, he has done me some little service tho' none of any consequence. In fact I do not want him as a linguister, as I speak the French well enough to do my own business — I do not think it a house that can be relied on. The house I applied to here is a excellent house, a man that can be relied on on a matter of secrecy, he sent a Vessel from here with your dispatches some time past, and I am well persuaded not a man in the town except myself knows anything of it, even his own mother who is the partner in the house knows nothing, he is likewise a friend to Monsr Chaumont. — I am satisfied it would not have been the Case with the other, as Yesterday after he recd the letter it was ask'd him per Chance when I sailed, he gave them out hints that was not agreeable to me. — I don't mean and would wish that your Honours do not think that I mean to give advice to your Honrs. I should be

very sorry after the pains the trouble &c Mr [Veuve] Cornic has taken with me to see a man who has done nothing for me give me my dispatches. The one is steady, the other is flighty – Mr Chaumont is well acquainted with Mr Cornic, and likewise with your honours, he likewise can give you a Character of him.

1. PRO, Colonial Office 5/7, 87.

2. Date is approximated on the basis of Johnson acknowledging the Commissioners' letter of August 19.

27 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

By &c.

Whereas we think fit that the *Oliver Cromwell* Privatier lately taken by His Majts Sloop *Beaver* <sup>2</sup> shall, if found fit for the Service, be purchased for His Majesty, and be employed under your command; You are hereby required and directed to cause the said Ship (if found fit for the Service) to be purchased for His Majesty accordingly, upon the best & cheapest terms you can, directing the Naval Officer at Antigua to draw upon the Navy Board for the Expence.

And whereas we intend that she shall be registered on the List of the Royal Navy as a 6th Rate of 24. Guns, by the Name of the *Convert*, & that her established Complement shall consist of 160. Men; You are hereby further required and directed to call her by that Name, & to appoint a Captain, Lieut and such other Officers, to her, as are allow'd to Ships of that Class.

You are then to cause her to be manned with the above Complement of Men, arm'd, fitted, victualled, & stored, in all respects in a proper manner for the Service on which she is to be employed, & to direct the proper Officers to take charge of, & indent for, the Provisions, Stores & Ordnance, which may be supplied to her, in order that they may account for the same according to the Rules of the Navy.

As the manning this Ship from the King's other Ships under your command may prove inconvenient to His Majts Service, you are to take the most adviseable means you can to prevent such inconvenience calling on the Merchants &c. settled on the Islands to give all the assistance in their power towards procuring the Men wanted for her, with which it is expected they will be more ready to comply as she is intended to be employed for their protection. Given &c. the 27th Augt 1777.

By &c. P.S.

Sandwich Lisburne H. Palliser

1. PRO, Admiralty 2/103, 179–80.

2. See Volume 8, 999, 1029.

LORD STORMONT TO VERGENNES <sup>1</sup>

Sir

at Paris Wednesday 27 August 1777

I did not lose a Moment in Communicating to Your Excellency some important Information which I have just received from an En-

glish Gentleman who is arrived from Nantes. Two Ships of the Jamaica fleet, which have been taken by American Privateers, have been carried into the said Port; But in order to elude the Orders given by this Court on the last such occasion they were allowed to come in fraudulently, that is to say under assumed Names. They are entered in the Customs Registers as two American Ships, bound from St. Eustatius, and bearing the Names *Hancock* and *Boston*.

I do not know yet the real Names of these two Ships but do know that they belong to English subjects and as such I reclaim them and demand, as it is my Duty to demand, that they might be sequestered until the Owners or Their Agents are able to produce their Titles.

I have received at the same time other Information on the Subject of the Ship about which I have already had the honor to speak to Your Excellency. This Vessel (which is very formidable), which was built, armed and fitted out in the Port of Nantes for the use of the Rebels, is at this very moment in the River where she dropped down in public, and is preparing to set Sail. No one at Nantes can be unaware of the Destination of this Ship, which mounts Twenty or so Guns and is laden with Arms, Rigging, Munitions of War and many other goods for the use of the Rebels.

I did not wait an instant in giving this Information to Your Excellency, being well persuaded that this Court will immediately dispatch the Necessary Orders to detain permanently this Vessel which, as you can see Sir, is a Ship built, armed and fitted out in peacetime in one of your Ports in order to carry the most Effectual Aid to the Rebellious Subjects of a Nation linked to France by Friendship and the most Solemn Treaties.

It would impose on your Time, M. le Comte, to produce the Proofs in support of this request. A Minister as enlightened as your Excellency will at once realise how just it is, it will suffice thus to add that the Facts could no longer be regarded as in doubt. I speak at this moment with complete Knowledge and after taking the Depositions of an Eyewitness. I have the honor to be with the most perfect Attachment Sir [&c.]

Stormont

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 399-400, LC Photocopy.

#### VERGENNES TO LORD STORMONT <sup>1</sup>

Sir

Versailles 27th august 1777

I received the letter dated today with which Your Excellency has honored me. I can only thank you for the information that you were willing to Communicate to me concerning the two prizes which must have been disguised as American vessels Bound from St. Eustatius, as well as the report of the one which is Supposedly laden with prohibited Merchandise for North America. I waited on M. de Sartine in the Evening who was in Paris for the last two days, and I arranged with him immediately to have orders dispatched to curb such Infractions,

similar to Those which the King has forwarded in the most explicit Manner to all of the Ports and Courts of Admiralty. I beg Your Excellency to be convinced of My eagerness to contribute to all That can remove distrust, and to Maintain the harmony and good understanding subsisting between the two Nations based upon the Treaties. I have the honor to be [&c.]

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 403, LC Photocopy.

BEEF AND BREAD ACCOUNT, CONTINENTAL NAVY BRIG *Lexington*<sup>1</sup>

Account of Beef & Bread from Murloue [Morlaix] from  
the 27 of June to the 27 of August [1777]

Beef ——— 5663 Pounds

Bread ——— 3841 lb

1. PRO, High Court of Admiralty 30/733, 84.

BÉRARD FRÈRES & CO. TO CAPTAIN HENRY JOHNSON<sup>1</sup>

[Extract]

Sir

L'orient 27th August 1777.

... We have nothing new to communicate. You have no doubt been informed of the two West Indiamen arrived to Nantes by 2 Boston Privateers.

Capn [William] Day is upon a Cruize Since 10 or 12 days – a Swedish Ship come in yesterday has met him off Ushant with the American *Success* Capn [John] Fletcher cruizing in Company; good luck may attend them: if any thing comes in shall let you know;

... We are in want of an American Private clearance in order to Copy out a few to have ready to fill up whenever any Prize comes in here, as it is necessary to Show a clearance in our offices to prove they are American Vessels, and no prizes. if you have one or can get us one it may be of good use to your Country men, and you will oblige us: if you have none but remember the form, pray write one that will get copied with the name of the person that generally signs them in America;

1. PRO, Colonial Office 5/7, 100-01.

HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

No 60.

My Lord.

Corunna 27 Aug 1777.

I have the Honor to acquaint Your Lordship that the *Revenge* a Rebel Privateer mounting fourteen Guns and ten Swivels commanded by Cunningham who took the Harwich Packet,<sup>2</sup> arrived in Ferrol the 23d Instant, where she is fixing a new Main Mast and Bowsprit, and taking in Provisions, without any Objections being made to her Stay there notwithstanding the Assurances on that Subject lately given to My Lord Grantham. The last Prize she made was the Brig *Black Prince* Captain Evan Thomas of Plymouth bound thither with Wine from

Port: the said Captain and his Crew are Prisoners on board the Privateer, and it is said Cunningham intends to set them at Liberty, if he does not I propose to petition the Governor of Ferrol for their Release, tho' I have no Hopes of Succeeding.

I am informed that the Orders which have been sent here and Ferrol in consequence of the abovementioned Assurances given to My Lord Grantham respecting the Treatment of American Privateers and their Prizes in the Ports of Spain, are couched in very ambiguous Terms, and are not so satisfactory as His Excellency might have expected, and that the whole amounts to no more than that a strict Neutrality shall be observed, and no favor shown to either Party, which if true is only a repetition of former Orders.

I most humbly beg leave to recommend myself to Your Lordship's further Protection, having the Honor to be [&c.]

H Katencamp

1. PRO, State Papers 94/204, 138-39.

2: *Prince of Orange*. See Volume 8.

28 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN <sup>1</sup>

My Lord

Admty Office 28th Aug 1777.

Having received a Letter from Vice Admiral Young, Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, dated the 12th June last,<sup>2</sup> wherein he acquaints Us that an Action had been brought against Captain Dumeresq, of His Majesty's Ship the *Portland*, for having taken the Men from the Sloop *Hammond*, one of the Vessels mentioned in the Admiral's Letters of the 8th of March<sup>3</sup> (Copy of which was transmitted in Ours to Your Lordship of the 6th of May last) to have been fitted out and armed to cruize without Commission or other Authority, for so doing; which Action, he observes, was grounded on an Act of Parliament of the 19th of His late Majesty, entitled "An Act for the better Encouragement of the Trade of the Sugar Colonies" and having further acquainted Us that a Verdict has been obtained against the Captain for £ 950 Sterling, We have thought it of Consequence to inclose in this a Copy of the Admiral's aforementioned Letter, and desire the Same may be laid before His Majesty, and that Your Lordship will please to represent to His Majesty, the Necessity there is of some Method being taken to protect the King's Officers from such Prosecutions, without which, if the Construction that, in the present Instance, has been put on the aforesaid Act, is allowed to prevail in future, it will not be possible for the Officers Commanding His Majesty's Ships in the West Indies to keep them manned. We are &c

Sandwich. Lisburne. H. Palliser.

1. PRO, Colonial Office 5/259, 96-97.

2. See Vice Admiral Young to Stephens, June 12.

3. See Volume 8, 62-64.

LORDS COMMISSIONERS, ADMIRALTY, TO THE BRITISH NAVY BOARD <sup>1</sup>

Gentn

Admty Office 28th Augst 1777.

Lord George Germain, one of His Majesty's Principal Secretaries of State having acquainted us by his Letter of the 21st inst that as the issue of the present Campaign in North America cannot be known here in time to prepare for the operation of another, if another shall become necessary, His Majesty has come to a Resolution of making every preparation for the further prosecution of the War that depends upon this Country, so early that in case the Rebellion is not subdued this Campaign, the next may open the moment the Season will admit; and his Lordship having at the sametime signified His Majts Pleasure that Ships be provided of sufficient strength to defend themselves against any of the Rebel Cruizers, for the conveyance of 3,000 Tons of Tents, Camp Equipage, and other Stores to North America, and that they be in readiness to receive the same by the end of December, it being His Majts express Command that the whole should be assembled at Spithead in readiness to sail from thence under Convoy on the 1st day of February – We are to acquaint you that it was in obedience to His Majts said pleasure that we directed you to purchase the four or five Ships of 600 Tons or upwards mentioned in our Order of the 22d inst and that those Ships are intended to be appointed to this Service, and as it is apprehended a larger quantity of tonnage will be wanted for the said Service; We do hereby desire & direct you to purchase Six Ships of the description abovementioned, letting us from time to time [know] when you purchase them, & when they will be ready to receive Men, and proposing what Number & Nature of Guns, and Complement of Men it may be proper to establish upon them. We are [&c.]

A Copy

J Buller. H Penton. H Palliser.

1. Shelburne Papers, CL.

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

Sir,

[Admiralty Office] 28th Augt 1777

I receiv'd by Captain Brine on the 31st Ultimo your several Letters of the 12th June, all which with their several inclosures were immediately communicated to my Lords Commissrs of the Admty, and Copies & extracts of such of them as were judged proper to be laid before His Majesty transmitted to the Secretarys of State for that purpose.

Their Lordships command me to acquaint You that there can be no doubt of proper measures being taken not only to indemnify you & the Officers serving under you in the Actions which have been brought against you for the discharge of your Duty, but to support you in the Execution of it in future, and with that view your Letter marked No 1 of those abovementioned has also been laid before the Attorney & Solicitor General for their Opinion and Advice as to the steps that may be necessary to be taken thereupon.

Their Lordships have sent an Extract of your Letter No 2 to the

Navy Board, so far as relates to the Equipment of the Ships of Lord Howes Squadron in addition to those of your own, and have directed them to encrease the Establishment of the Yard at Antigua in such manner as they shall judge proper to enable you to carry that service with Dispatch.

My Lords approve of the Complement you have ordered for the *Snake Sloop*; <sup>2</sup> as also of the Orders you have given for purchasing the *Bermudas Sloop* <sup>3</sup> taken by the *Endeavour* & *Antigua* Brigs to supply the place of the *Pelican* Brig, & for converting the latter into a Vessel for cleaning the Harbour in the room of the *Denbeigh* Tender which is worn out; And they have directed the Navy Board to pay the Bills you have ordered the Naval officer to draw for the purchase of those two Sloops as well as the *Comet Sloop*.

Their Lordships are highly satisfied with the Gallant Behaviour of Captain Jones of the *Beaver Sloop* in the action with the *Oliver Cromwell* Rebel Privatier, as well as with the account he has given of that of the Officers & crew of the sloop, and as a mark of their Approbation were immediately pleased to sign a Commission for him to be Captain of the *Fowey*, to give him the Rank of a Post Captain, which will be sent to you by this Conveyance to be delivered to him. You will at the same time receive their Lordships Order for purchasing the Privatier to serve as a 6th Rate in the Squadron under your Command, if she is found fit for His Majestys service, And it is their Lordships pleasure that you appoint Captain Jones to the Command of her. I have the honor to be &c

P. S.

Vice Adml Young Antigua By the *Yarmouth* Duplicate sent the 3d Sepr by the Packet

1. PRO, Admiralty 2/555, 311-12.

2. Formerly *la Seine*, Stephen Morin, master.

3. *Adriana*, George Codwise, master.

*Daily Advertiser*, THURSDAY, AUGUST 28, 1777

London.

The *Restoration*, Robbins, from Quebec to Oporto, in Ballast, is taken by the *Oliver Cromwell* Privateer.<sup>1</sup> The Captain was put on board a French Ship and landed at Bourdeaux. Capt. Robbins the Day before he was taken, fell in with a Privateer of 10 Guns and full of Men, which he engaged some Time, and beat her off, though he mounted 10 Guns, and had only 14 People on board, Half of whom were Boys.

Yesterday Advice was received from Dover, that the *Pacifick* armed Ship, Capt. [J.] Dun, from Quebec and Halifax, was safe arrived off Dover, and that just before she got into the Soundings, she fell in with an American Schooner, which she engaged, and soon after the Captain of the Schooner struck to the *Pacifick*. She is laden with Molasses, and was bound to France, but is brought safe into Dover.

1. Connecticut Navy ship, Captain Seth Harding.



AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN LAMBERT WICKES<sup>1</sup>

Paris 28th Augt 1777

Sir — We conclude by this orders are recd for permitting you to depart for America on Condition of not Cruising in these Seas nor returning into the Ports of France with the *reprisal*. We therefore desire you to put yr Ship into the proper State for Sailing & to Supply her with the Provisions necessary for the Voyage. We must wait to know from you what quantity of Heavy Articles the *reprisal* will carry without prejudice to her Sailing. The Goods we have in view are Salt Petre Anchors Large Cordage &c. We have wrote to Capt Johnson to the same purpose & hope he will be ready by the Time you are. Your Letter of the inst is before us & yr Sentiments correspond with ours on the Subject. We are fully convinced that the previous measures are merely temporary and that affairs must soon take a very different turn — but at all Events the *reprisal* & *Lexington* may be of as much or more Service to America by returning with some necessaries as by continuing in Europe. We hope for yr Answer by the return of this Post after which we shall write you more particularly in the mean time we are &c.

P. S. As we are in effect Guaranties for yr Complying with these conditions we rely on yr honor not to break them<sup>2</sup>

1. Silas Deane Letter Book (August, 1777 — March, 1778), 4, ConnHS.

2. This date a similar letter was sent to Captain Henry Johnson, Silas Deane Letter Book (August, 1777 — March, 1778), 4, ConnHS.

29 Aug.

MARQUIS DE NOAILLES TO VERGENNES<sup>1</sup>

[Extract]

No 36/

London 29th August 1777.

... I come now, M. le Comte, to the details of the conversation that I had yesterday morning with Lord Suffolk. I went over with him the various matters upon which you had had the goodness to give me clarification, and the Instructions which it remained for me to implement. I spoke again of Mr. Cunningham, and I gave equally plausible reasons for both his detention and his Release. As for his Ship which, in spite of the securities that had been taken, sailed from Dunkerque to return to Privateering, I have omitted none of the circumstances that seemed justifiable to us, I insisted among other things on the extant proof of our fairness, by the imprisonment of Mr. Hodge in the Bastille. I likewise observed that, if they had found 16 Frenchmen as part of the Crew of the Ship taken by Mr. Cunningham, he should not draw any favorable inference as to the intentions of our Government. I strongly asserted that in making inquiries, it had been stated that these Frenchmen had signed on at the Port of Dunkerque: that besides the Admiralty of this Port could have neither great activity nor much scope.

I then related what had happened with respect to an American

Privateer which, having run into the Port of Brest, had been obliged to put to sea again immediately after making some necessary repairs.<sup>2</sup> To demonstrate how far our fair dealings could go, I again referred to an action more positive than the others, namely, that an English Ship, chased to the entrance of the river to Bordeaux by an American Privateer, had been rescued by a French frigate, which had considered it her duty to oppose such a chase in proximity to our Coasts. . .

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 414-21, LC Photocopy.

2. *General Mifflin*.

*London Chronicle*, THURSDAY, AUGUST 28, TO SATURDAY, AUGUST 30, 1777

London. Friday, August 29.

A Letter from Douglas, in the Isle of Man, dated Aug. 20, says, "We have at length got time to breathe a little, and recover ourselves from the panic we were thrown into by the number of American privateers which for some time infested this island. The effect it had on some people here was very strange; they were going to sell off their houses and goods, and retire to the Continent. One estate was actually advertised, and would have been sold had there been any buyers. Some thought the Americans would land here, and set up their standard."

On Wednesday arrived at Dover the ship *Farmer*, Capt. Dennis, from New York, a prize taken by his Majesty's ships *Brune* and *Preston*.

The *Swift*, Edwards, from Dublin to Jamaica, is taken by the Americans and carried into Boston.

The *Devonshire*, Fisher, from Tortola, is taken by the *Hawke* and *Revenge* privateers, and the crew put on board a Frenchman, who has landed them at Bourdeaux.

"HUMANITAS" TO LORDS COMMISSIONERS, ADMIRALTY <sup>1</sup>

(Copy)

My Lords

Plymouth. August. 29th 1777.

Being persuaded of your Lordships tender feelings, flowing from those truly humane principles which have ever distinguish'd Britains from the more barbarous Nations; I cannot but flatter my self with hope of your Lordships immediate interposition in behalf of the American prisoners, who are now Actually perishing with hunger,

My Lords, the relation of Facts I humbly beg leave to lay before your Lordships, & what you may depend upon as Real, without any exaggeration, does not emerge from any attachment to the prisoners, considered as Americans; no but purely from a principle of humanity, nor can I quiet my consence without letting your Lordships know how government is impos'd upon, and the prisoners treated. What discretionary power is lodged in the Agent, your Lordships are the most competent judges, my charge against him is included in the

following particulars which upon the strictest enquiry will be found just -

Charge 1st For reasons well known, Mr Cowdry<sup>2</sup> connives at the Butcher's (Mr Hall of Plymouth) serving in Hucks and Necks of Beef instead of whole Quarters, some times tainted that the maggots drop out of it, being the refuse of the Market, & bad in Quality,

Charge 2d he does not give the prisoners, Government Allowance, which he says is three pounds of Beef to four men Pr day - this allowance, tho very scanty, if well served, & the water in which tis boild was converted to Broth, might render their lives supportable, But their allowance, when boild, being repeatedly weighed amounts to no more then, from a pound & half to two pounds, Bones included Query what must the meat be considering the first, charge the 3d the meat tho' bad in Quality, is so much boild, that all the Fat & marrow might be extracted for the chandler which affords a considerable perquisite, Charge 4th he robs the Prisoners of their money, & other little things of value they brought into the Prison, has denied them the priveledge of working & the public of having access to buy of them, or give to them, has set up a Charity Box to beg money of the publick for the poor Prisoners the greatest part of which is put into his own Pocket, but one dividend has been made to the prisoners of a penny pr Man which is notoriously known, would have amounted to many Shillings. Charge 5th the prisoners put into the black hole for attempting to escape, are put on half the abovementioned allowance on which it is impossible for them to live.

Charge 6th the Black hole into which they are put being low, the water lies upon the Floor like a Hogstie, & the prisoners lie all night upon an old door or two they found there,

Charge 7th he allows the prisoners in the Black hole, but one hour in the day to take fresh Air: and other prisoners are not allowed fresh air but a few hours in the heat of the day.

Charge 8th he denied the prisoners a sufficient quantity of water, untill a worthy Captn of the guard insisted they should have what they stood in need of - Thro' these unheard of Scences of cruelty many of the prisoners last week were actually perishing with hunger, and in a Delirium whose ravings peirce the hearts of all who pass'd and re-pass'd near this horrible Inquisition & infernal Slaughter house of American Victims.

Charge 9th he has removed a poor woman who sold small articles to the prisoners, and is now turn'd huckster himself, that he may exact upon them without mercy, and open another vein of profit.

Charge 10th he has made a hogstie of a place within the walls of the prison where Coals were kept in the French War, and has now near 20 hogs feeding there, on what the prisoners ought to have, otherways would be no profit to him, this must corrupt the Air, & may breed a fever among the prisoners which will be injurious to the Country,

Charge 11th thro' carelessness one day, a Dog eat the Flesh of four mens allowance, the prisoners seeing it, refused to pick the gnaw'd Bones. – The Agent ordered all the prisoners out into the Yard with the parrade of a Nero, insisted upon knowing who objected, and if they did not deliver them up, he would put all the prisoners on half allowance however he thought proper not to put his threats into execution.

Charge 12th The Small beer is mixt with water to make a saving in that Article for himself.

My Lords, such a scene of horrors this country never saw before, Town & Country are alarmed & what may be the consequence I know not if not timely remedied, Cowdry pleads his own innocence, & says it is no fault of his, it is Governments Orders: which is in affect to say, Government has ordered me indirectly to murder all the prisoners. I doubt not but the principles of humanity & ties of nature will excite your Lordships to exculpate Government from the odium, relieve the miserable & teach the barbarous Culprit his duty by bringing him to condign punishment which will relieve the anguish of mind your Lordships real friends labour under amongst which number is

Your Lordships in Duty & respect  
Humanitas

[Endorsed] Recd in Mr Stephens's Letter of the 3d Septemr<sup>3</sup>

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.
2. William Cowdry was keeper of Mill Prison, Plymouth. See Volume 8, 783–84.
3. A Commission was sent to Mill Prison to investigate the charges made against Cowdry. However, he was still keeper at the prison as late as 1782. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE<sup>1</sup>

Your Excellency at Brest 29th August 1777

They were in error to tell you that when the anglo-american Privateer *capt. mifflin* [*General Mifflin*] entered the port of Brest she was saluted, but it is certainly true that when she came into the roads she saluted the King's flag with 13 guns. I returned 3 to her. I beg you to inform me whether I did right or wrong. In all foreign roads, I have always seen salutes rendered to various nations. I am with respect Your Excellency [&c.]

duchaffault

1. AN, Marine B4129, 74, LC Photocopy.

JOURNAL OF H.M.S. *Bienfaisant*, CAPTAIN JOHN MACBRIDE<sup>1</sup>

August 1777 Corvo S1½E 139 Leagues

Thursday 28th at 5 AM: Saw a Sail in the NW Quatr Gave Chace –  
Latitude 46° 54' Longitude 26° 40' –

These 24 Hours Fresh Gales & Squally Weathr with

Friday 29th

rain at 4 PM. Fired a Twelve Pounder Shotted at the Chace, kept firing Chace Guns, Fired in all Twenty Seven 12 poundrs and Eight 6 poundrs with Grape & Cannister Shott. at 10 PM: Fired two Guns, shotted at the Chace & brot her too. She prov'd to be an American Privateer, called the *Tartar*,<sup>2</sup> belonging to Boston, Mountg 24 Guns (She had taken Eight Prizes off the Naes of Norway) Sent the first Lieutt on board her, and took out [blank] Men. At 1½ past 2 AM: Made Sail in Company with the Prize. at 7 in 2nd reef Topsails, Clew'd up the Main & F: Top Sail, Sailmaker empld repairg them. at 10 AM: Brot too, sent the 4th Lieutent 3 Petty Officers & 50 Men, to take Charge of the Prize. at 12 Sett the Main & Fore Top Sail. Punishd Thos Donnovan, Isaac Bacon, Thos Farrell, Jas Lucas, & Jno Brieston, for Drunkenness & Neglect of duty - Lattitude 47° 16' Longitude 28° 40' - Corvo S17E 151 Leagues - These 24 Hours, the first part, Strong Gales and Squally Weathr at 3 PM: Handed the Fore & Main Topsail. at 4 Wore ship, Prize in Compy -

1. PRO, Admiralty 51/97.

2. Massachusetts privateer ship *American Tartar*, Captain John Grimes.

30 Aug.

"A LETTER FROM NEWCASTLE, DATED AUG. 30, SAYS,"<sup>1</sup>

In consequence of a petition from the masters and owners of ships of this port to his Majesty, seconded by Sir Matthew White Ridley, Bart. one of our worthy Members, an order from his Majesty in Council has this week been received here, to permit the ships in the coal trade to take on board guns and stores for defence, in case of an attack from an enemy, on giving security that the same be not sold or otherwise disposed of; and the same permission is also given to every other port on this coast.

1. *London Chronicle*, August 30 to September 2, 1777.

#### PHILIP STEPHENS TO COMMISSIONERS FOR SICK AND HURT SEAMEN<sup>1</sup>

Gentn

Admty Office 30 Augst 1777

Having laid before my Lords Commrs of the Admty your Letter of the 27t Instant, informing them that there are now 123 Rebel Prisoners confined at Forton, and more soon expected to be committed there, and 234 at Plymouth, and desiring if their Lordships should judge it proper that any farther provision should be made at those Places for other such Prisoners, you may receive their Orders for it, and to ascertain the Number to be provided for at each place; I am commanded by their Lordships to signify their direction to you, to let

them know, for what farther Number of Prisoners provision can conveniently be made in each of the said Prisons, and the time it will require. I am Gentn [&c.]

Ph<sup>p</sup> Stephens

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, Adm/M/404, NMM.

JOSEPH DOWSON TO LORD WEYMOUTH<sup>1</sup>

My Lord

I troubled your Lordship the 4th ult with a petition setting forth the capture of the *Prince Masserano* by the *Warren* Privateer Capt Nichols Ogilvie and of her being carried into Bilboa in Spain begging at the same time your Lordships intercession for her release: –

I have now the additional mortification to acquaint your Lordship that the aforesaid Ship and Cargo is sold at Bilboa and that when the mate of the aforesaid *Prince Masserano* came from there the 14th inst the *Warren* & the *Civil Usage* privateers were both refitting for another cruise I being sole owner of the ship am much injured by the event: submitting this intelligence to your Lordship and begging pardon for the intrusion am [&c.]

Augt 30th 1777 Virginia Street

Joseph Dowson

Ratcliff Highway: London –

P S The above ship is loaded at Bilboa for Cadiz and her name is now the *St Joseph* –<sup>2</sup>

1. PRO, State Papers 94/204, 110.

2. Prize was sent to Boston and was libelled on October 9, *Independent Chronicle*, Boston, October 9, 1777.

HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 61.

My Lord.

Corunna 30th August 1777.

I most humbly beg Leave to refer to my last No 60. and have the Honor to acquaint Your Lordship that Cunningham contrary to what might have been expected from the Assurances lately given to My Lord Grantham, meets with the kindest Reception both here and in Ferrol, and is freely permitted to purchase and take on board whatever is necessary for refitting his Vessel except warlike Stores. He came hither from Ferrol the Day before yesterday, and obtained Orders from the Captain General for confining untill he should return on board James Macgrath an Irish Seaman who escaped from his Vessel and came to claim my Protection. All the Answer I could obtain from the Captain General to the strong Remonstrances I made on this Occasion was that he acted according to the Orders he lately received, which were to keep and observe the strictest Neutrality, that the man who escaped had signed Articles of Agreement with Cunningham, and was bound to fulfill them. the Seaman in his Defence said he was compell'd by Force to

sign the Agreement as were many others now on board the Vessel. I supported him with the best Arguments I could make use of, but in vain, he was hurried to the Guard House. The next Morning however the General privately sent for Cunningham and desired him to consent to the Sailors Release, which being agreed to, the Man was at length set at Liberty.

As Cunningham with his Vessel is to come over here for some Rigging which he cannot get in Ferrol, I am in anxious Hopes His Excellency My Lord Grantham, to whom I have wrote fully on this Subject, will be able to obtain the Release of the Prisoners, and such others as are detained on board against their Will, before he departs; my Petition to the Governor of Ferrol for that End having proved ineffectual. I plainly see My Lord we are to expect no Favor here in the Interpretation of the circular Orders that have been lately given respecting American Privateers, and make no Doubt that Cunningham will be allowed to stay as long as he pleases, for tho' it is expressed in the said Orders that no American Privateer is to remain in the Ports of Spain, yet as they are permitted to enter, without any Time being fixed or limited for their Departure, that Expression will have very little weight with a man so partial in favor of the Rebels as our Captain General. . . .

I. PRO, State Papers 94/204, 149-50.

**31 Aug. (Sunday)**

JOURNAL OF CHARLES HERBERT <sup>1</sup>

[Mill Prison, Plymouth]

[1777. August] 31. Sunday. To-day we had a newspaper, where-in was a confirmation of Ticonderoga and Philadelphia being taken; also, of the *Hancock* frigate and *Fox* being retaken; this news is very disagreeable to us, for we are sorry to hear of the enemy being in any way victorious; for should they conquer the country, or even get the upper hands of it, we are positive that the gallows or the East Indies will be our destiny. But as to conquering the country, it never disturbed, for me, an hour's rest, though it appears that they are in a fairer way for doing it now, than ever before. We have trouble enough here, without hearing bad news; for it is enough to break the heart of a stone to see so many strong, hearty men, almost starved to death through want of provisions. A great part of those in prison, eat at one meal what they draw for twenty long hours, and then go without until the next day. Many are strongly tempted to pick up the grass in the yard, and eat it, and some pick up old bones in the yard, that have been laying in the dirt a week or ten days, and pound them to pieces and suck them. Some will pick up snails out of the holes in the wall, and from among the grass and weeds in the yard, boil them and eat them, and drink the broth. Often the cooks, after they have picked over our cabbage, will cut off some of the but-ends of the stalks and throw them over the gate

into the yard, and I have often seen, after a rain, when the mud would be over shoes, as these stumps were thrown over the gate, the men running from all parts of the yard, regardless of the mud, to catch at them, and nearly trample one another under feet to get a piece. These same cabbage stumps, hogs in America would scarcely eat if they had them; and as to our broth, I know very well hogs in America would scarcely put their noses into it. Our meat is very poor in general; we scarcely see a good piece once in a month. Many are driven to such necessity by want of provisions, that they have sold most of the clothes off their backs for the sake of getting a little money to buy them some bread. I find it very hard, myself, but it is not so hard with me and a few others, who have got into a way of making boxes and punch ladles, for which we get a trifle, as it is with the prisoners, in general, who are obliged to live upon their allowance; but I expect that boxes and punch ladles will soon become an old thing, for many who buy them now, buy them more out of charity than any thing else.

1. Herbert, *A Relic of the Revolution*, 58–60.

CAPTAIN LAMBERT WICKES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen

St Malo 31st Augt 1777 –

I this day received orders from the Minester of Marine at Paris, Notified me by the Comissary & Judge of Admiralty to depart this Port emediately and not to enter again on any Consideration – I was much Surprized to receive those orders without a line from you – I told them I would Sail the first fair Wind and am now Prepairing for Sea, as fast as Possible, but shall endeavour to gain time, to Receive your Orders, As I apprehand those orders will be very Strictly executed here, think it will be Neccessary to Send yours by the first Oppertunity, unless you Can prevail on the Minester to let us Wait you time, as I am now Permitted and have Promised to Sail the first fair Wind, I hope you will order Me emediately to America – We Purpose Sending the Sloop *Dolphin* Round with a French Captain & Crew, as I dont think it Advisable to Send Capt Nicholson's Officers & Men round in her, as I am Creditably inform'd that there is 10 or 12 sail of Brittish Ships of Warr & Privatiers Cruizing off Nantes – If your orders are not already dispatch'd hope you will dispatch them, as Soon as Possible – Please give me all the News you have both from England and America, I Remain [&c.]

Lamb<sup>t</sup> Wickes

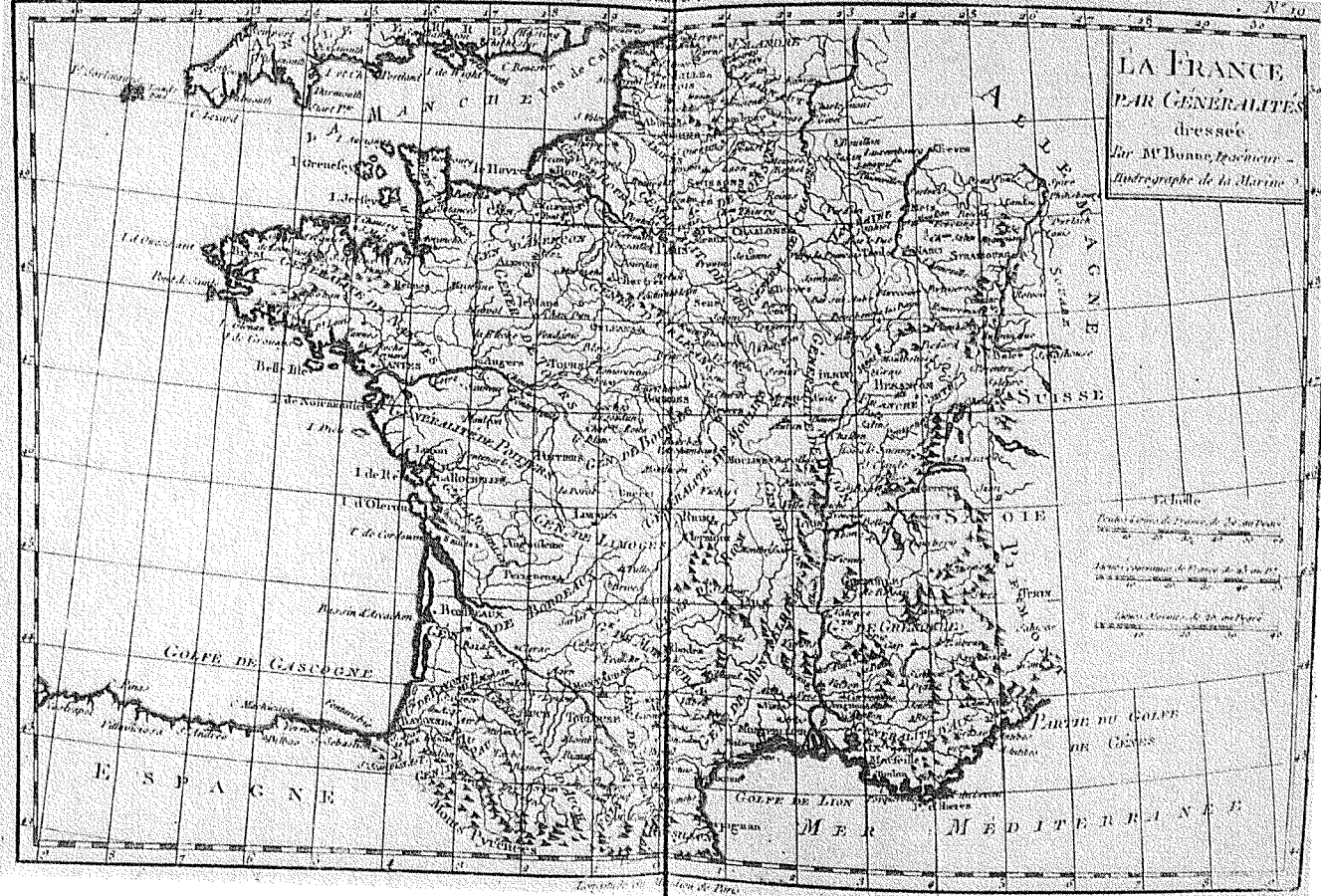
1. Franklin Papers, vol. 6, pt. 2, 217, APS.

ACCOUNT OF BRANDY ISSUED ON BOARD CONTINENTAL NAVY BRIG *Lexington* <sup>1</sup>

[Morlaix]

Augt 1 To the Warde Room	Half a Gall [brandy]
2 To Capt Cirk	1 Quart





LA FRANCE  
PAR GÉNÉRALITÉS  
dressée  
par M. Bonne Trévoux -  
Hydrographe de la Marine

Echelle  
Pieds de France de 1000  
Lignes de France de 1000  
Lignes de France de 1000

3	To the People for Watering	1 Quart
	To the Warde Room	Half a Gall
	To the Warde Room	Half a Gall
	To the Warde Room	Half a Gall
	To the Steerage	1 Quart 2 Quarts
4	To the Prise Ship	1 Gall
	To the Warde Room	Half a G
	To the People for Saile Makeg	1 Pint
5	To the Warde Room	Half G
	To the Warde Room	Half G
6	To the Steerage	Half a Gall
	To the New Hands	3 Pints
7	To the Warde Room	Half a G
	To the Steerage	1 Quart 2 Quarts
8	To the Warde Room	Half a Ga
	To the Warde Room	Half a Ga
9	To the Warde Room	Half a G
10	To the Warde Room	Half a G
11	To the Warde Room	Half a G
12	To the Warde Room	Half a G
13	To the Warde Room	Half a G
	To the Steerage	1 Quart of Brandy
14	To the Warde Room	Half a G
15	To the Warde Room	Half a G
	To the Cutters	1 Pint of B
	To the Steerage	1 Quart
15	To the Warde Room	Half a Gal
	To the Steerage	1 Quart
16	To the Warde Room	H G
17	To the Warde Room	H G
18	To the Warde Room	H G
	To the Warde Room	H G
	To the People saile Makg	1 Qu 2 Half Pin[ts]
	To the Barge Men	1 Q
19	To Warde Room	H G
	To the Cutters	1 Pint
	To the Frensh Bote Men	1 Quart
	To the Steerage	1 Quart
Augt the 22	To the Warde Room	Ha Gal
23	To the Warde Room	Half a Ga
	Do	Half a Gallon
24	Do	Half a Gallon
	Do	Half a Gallon

To the Frensh Pylot	12 lb of Beef & 12 lb Bread And Half a Gallon of Brandy
25 To the Warde Room	Half a Gallon
26 Do	Half a Gallon
Do	Half a Gallon
27 Do	Half a Gallon
28 Do	Half a Gallon
To the Frensh Bote	
Men	1 Quart
29 To the Warde Room	Half a Gallon
Do	Half a Gallon
30 Do	Half a Gallon
31 Do	Half a Gallon

1. PRO, High Court of Admiralty 30/733, 81.

JOURNAL OF A CRUISE IN MASSACHUSETTS PRIVATEER BRIGANTINE  
*Oliver Cromwell*, CAPTAIN WILLIAM COLES <sup>1</sup>

[1777. August] 24 Sabbath. Fair & hot – The Small-Pox Rife – Several buried in a Day & all the Ships Crews which had not had it were inoculated

25 Monday. Fair & hot – This Day I was obliged to be inoculatd which was performed by Doct of the Brig *Civil Usage* At Night took a Mercurial Pill

26 Tuesday. Fair & hot. 7 Motions from the Pills – Low in Spirit. Five more of our People were inoculated.

27 Wednesday. Fair & very hot. Took Cath. Jallap. PM. went up to Bilboa Town Bot a Peice of Holland Yd at pr yd Waistcoat Breeches

28 Thursday. Thick Air. Sultry AM walked on Shore, & diverted my Self in innocent Company & Amusement. – Meloncholly Apprehensions respecting the Small-Pox; however, endeavour to commit myself & Case to the Disposal of a Divine Providence. At Night took 6 Gr Calomel

29 Friday. Fair & hot. Calomel produced 2 Motions. Had an itching in my Arm, where it was inoculated & Pain in my Head & Limbs, with alternate Heats & Colds A restless Night. Gave my inoculated Patients Elect. Con. Ros. R & Mers Dulc.

30 Saturday. Fair & Hot. AM. walk'd on Shore – waited upon Dr of the *True American* to the Hospital where he had 37 of the Crew under the Operation – Symtoms coming on. The Doct. & Several Gentlemen came off & Dined with us. PM went on Board Capn Swasey from Newbury by the Capn Desire to See his Mate. At Night gave 5 Small-Patiant's Mrs Dulc 3 Gr – took a Dose myself Gave our Gunner Sundries for the Clap & Mr Mt Do for his Leg.

31 Sabbath. Cloudy & Some Rain Early AM. arose, & took a bath. Jalap & Gave the same to my fellow-Poxmen. also 2 Doses Physick to

2, others, & an Emet to another. – I begin to feel the Symtoms more & more viz. Alternate Heats & Colds Head-Ach – Eye Balls sore & ach &c & a great Sinking & Lassitude.

1. El.

JOSEPH GARDOQUI & SONS TO SAMUEL PHILLIPS SAVAGE <sup>1</sup>

[Extract]

Bilbao the 31st Augt 1777

∴ Capt John Harris Jur departted hence the 30th Ultio butt are not a little sorry to advice you that on the 5th Instant we Received a letter from said Master datted in Port Ravia on 3d informing us that haveing been Chased for 8 hours by an English Frigate & seing that she gained fast upon him he had been oblig'd to Run the Sckooner on Shoar & to fight untill the Spaniards came to his assistance which haveing been percived by the English they went off after haveing destroyd & plundered on Board the sckooner all they could & as the place where he Runed her ashoar is unluckly the very worst in all our Western Coast & about 30 leagues distance from hence have thought it your Interest to send a person on whom we can trust downe there to help Capt Harris not only in getting if possible the Sckooner off butt also that he may not be cheatted in the charges that must necessarily attend this unfortunatte accident <sup>2</sup>. . .

We have Just now Received advice from St Anders that Capt Harris haveing with the assistance of the person we sent downe to him gott the sckooner off she safely putt into St Anders & tho' she was sadly shattered yet depend that no time will be lost in Refitting her as also in dispatching her back with the utmost Speed & as this disagreeable Jobb will have been attended with charges be assured that our next will informe you what these have ammounted to for your government <sup>3</sup>. . .

1. Mass.Arch., vol. 152, Board of War Letters, 1776–1777, 364–65.

2. Harris commanded the schooner *Glover* sent to Bilbao with a cargo of fish by the Massachusetts Board of War. See Volume 8, 906.

3. This letter was not sent for another month and a half. On the back of the letter another was written dated October 18 informing Savage that *Glover* had sailed the beginning of September but sprung her main mast and had to return. She went out again on her homeward voyage to Marblehead September 17.

1 Sept.

“COPY OF A LETTER FROM MR DE SARTINE, MINISTER OF STATE FOR THE  
NAVAL DEPARTMENT IN FRANCE, TO THE JUDGES & CONSULS IN NANTES  
DATED – VERSAILLES SEPTR 1. 1777.” <sup>1</sup>

You can't be ignorant Gentlemen of the Order which his Majesty has repeatedly given to his Courts of Admiralty establish'd in his Ports, not to permit the Sale of Prizes made at Sea by Strange Armed Vessels, in any of his Ports, & to take care that neither such Armed Vessels or their prizes be allowed to remain in his Ports longer than is necessary to obtain such

Succours and Aid as from humanity they may be entitled to. This prohibition, which is founded on the principle of faithfully adhering to Treatys, ought not to be evaded under any pretext whatever, & his Majesty learns with great Concern that to elude the vigilance of his Courts of Admiralty & to get possession of Goods coming out of prises, divers means have been devised, such as feign'd Contracts, substituting false Names for the Vessels & disguising the voyages & their destination. His Majesty charges me to inform The Chambers of Commerce & thro' them the Merchants of every place, that agreeable to the terms of his Treaties no effects taken from Prises bro't into his Ports or harbours can be purchased directly or indirectly, on pain of the goods being confiscated, & the holder or purchaser, answerg personally for the same & being compelled to make restitution of the goods or their value. I wou'd have you Gentlemen clearly understand & accordingly inform the Merchts of your place that his Majesty will not suffer the most distant attempt to be made to contravene these orders.

I am persuaded that the Merchts will be anxious to give proofs of their submission to the Kings pleasure, and of their acknowledgements for the active protection which his Majesty always gives to Commerce. I must farther inform you that the Attorneys of the Courts of Admiralty have orders to prosecute every defaulter. I am &c,

signed (De Sartine)

P.S. I inform you farther, that the Ports of the Kingdom being always open to all Nations for Commerce, The Mercht Vessels of North America shall continue to be admitted with their Cargoes, & that they may take in return, such Merchandise as is admitted to be exported. His Majesty excepts ammunition & he hopes that this permission will not be abused by introducing prizes under the pretext of ordinary & allowable Commerce.

Everyone is left to make his own Comments on this Letter I will only observe that it is the first open & formal declaration of Countenanceing & encourageing Commerce with the American States.

1. Lee Family Papers, UVL. This copy in English was likely sent to the American Commissioners in France by Jonathan Williams or William Lee. A copy in French is in the Auckland Papers, III, 132-33, BL.

#### GABRIEL DE SARTINE TO LOUIS XVI<sup>1</sup>

[Versailles] Navy Office Sepr [1] 1777<sup>2</sup>

Your Majesty has already repeated several times His Orders to His Ports, to the effect that Privateers, of any nation whatever, are admitted there only for the time which is absolutely necessary for them to obtain Provisions which they have need of, and that, under no pretext whatever, can Prizes be sold there. Orders have been reiterated to the Admiralty Courts and the Officers of the Registry of Seamen so that they will see to the execution of Your Majesty's orders and the observance of treaties; but no matter what might be their zeal and attention in this regard, it is impossible that their vigilance extends along the entire course of Rivers, such as those which form the Ports of Bordeaux, Nantes and Le Havre: it would appear necessary, therefore, to establish an Inspection Station in the

Roads themselves or even at the Mouths of the Rivers; this could only take effect by establishing a Frigate or Corvette there on Station, to observe and inspect every Ship which comes in or goes out.

However, after the departure of the three Frigates that are convoying the troops to America, only 4 Frigates and 2 Corvettes will remain attached to the Squadron of Comte Duchaffault, and that this number would be insufficient to furnish at the same time Service to the Squadron, to the Cruisers at sea and to the Stations in the Rivers; I have the honor to propose to Your Majesty, to order the fitting out of two new Frigates, one of which would be fitted out at L'Orient, and the other at Brest, and to establish 4 Ships, Frigates or Corvettes, on Station at the entrance to the Ports, Namely: 1 at Bordeaux, 1 at Nantes, 1 at Le Havre, 1 at L'Orient.

S.

Approved by the King's hand. Good

1. AN, Marine B4129, 15, LC Photocopy.

2. Date is arbitrary. Restrictive orders relative to American privateers and their prizes, issued to the French port authorities, were reemphasized in August.

LORD GRANTHAM TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 49.

My Lord.

St Ildefonso 1. Septr 1777

Since I had the Honour of writing to your Lordship, on the 25th of last Month, I have received fresh Assurances that the Orders which M: Florida blanca had promised to issue, were actually all dispatched. I have communicated to him the Particulars, relating to a Vessel provided with French & American Colours, concealing half the Crew, and all her Guns during her Stay at Alicante, & being allowed to quit that Port, under Pretence of the French Flag, tho' the Governor was so well apprized of the Circumstances which left no doubt of her being an American Privateer, that he promised at first to detain her. . . .

1. PRO, State Papers 94/204, 140-42.

3 Sept.

*Public Advertiser*, WEDNESDAY, SEPTEMBER 3, 1777

London.

The *Three Sisters*, Malone, from Cork, for Lisbon, is taken by the *Oliver Cromwell* Privateer, and sent for Bilboa.

The *William and Mary*, Platt, is taken by the same Privateer.<sup>1</sup> The Prisoners were put on board the *Douglas*, M'Gill, and landed in Ireland.

The *Kinnoul*, [William] Ramsay, from Barcelona to Stettin, is taken by a Privateer,<sup>2</sup> and carried into Bilboa.

The *Exeter* Man of War, Capt. [Matthew] Moore, of 64 Guns, sailed the 22d of August from Cork on a Cruise, in Search of the *Oliver Cromwell* Privateer, which has taken several Prizes off the Coast of Ireland.

1. This prize was sent to Boston and was libelled on December 25, *Independent Chronicle*, Boston, December 25, 1777.

2. Fancy. See Mark Gregory to Weymouth, September 4.

LORD STORMONT TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 137/

Separate &amp; Secret.

Paris 3rd Sepr 1777.

When I spoke of the Mischiefs that had arisen from the clandestine Sale of the Prizes and dwelt upon the Necessity of a Sequestration, and Restitution to the Owners, he [Vergennes] stopped me a Moment, and very politely desired Leave to interrupt me, to mention the Precautions they had already taken. These Precautions, My Lord, which M. de Maurepas alluded to, are 1st a Circular Order to the Courts of Admiralty in all the different Ports (which Order will as usual be published and stuck up in the Streets) to take every possible Care to prevent the Sale of any Prizes or their Cargoes, and to make the Purchase penal.

2nd An Order to the *Procureur General des Cours de L'Amirauté* to prosecute those who violate this Law, by making any such Purchase, and that immediately, and without waiting for any further Directions from hence.

There is likewise an Order to all the different Commanders of Forts upon the Coast, to make all the American Privateers that are within Distance bring to, and come to an Anchor under the Fort, and if they want Water or Provisions, to detain them there, till those Succours which common Humanity will not Suffer to be refused, can be procured them, but not to let them come into the Ports of France under any Pretence whatever. At the same time that I applauded these Measures, I observed to M. de Vergennes that nothing but Sequestration and Restitution would effectually cure the Evil, that if no Prizes were carried into their Ports hereafter (He had in the Course of our Conversation more than once insinuated, that they would not be admitted) They would have none for the future to Sequester, or deliver, but I insisted strongly on the Sequestration and Restitution of those that are actually in their Ports, *nommément* the two Jamaica Ships: told him, that I had received a Power of Attorney from the Owner of the *Clarendon*; that it was certain, that the Ships that passed under the feigned Names of the *Hancock* and the *Boston*, were the *Clarendon* and the *Hanover Planter*; that their coming in *en fraude*, and under false Names, was a strong additional Reason for the Restitution I claimed, *et venoit à l'Appui de ma juste Demande*. His Excellency was as reserved in his Answers as M. de Maurepas had been, and neither promised, nor refused the Restitution. . . .

1. PRO, State Papers 78/304, 19-21.

SILAS DEANE TO THE COMMITTEE OF COMMERCE <sup>1</sup>

Gentlemen

Paris Sepr 3d 1777

Capt. Landai is the Bearer of this. He comes with the *heureux* Loaded with Stores for America. This Cargo has by a Succession of Obstacles thrown in the way been detained from January last at a most prodigious expence. I hope however that it may finally arrive in season to be of essential

Service. Capt. Landay whom I have mentioned in my former Letters will offer his Service to the United States. I must repeat here what I have written before that I find him to be a Skilful Seaman of Long Experience in every Part of the World, of Good Judgement and the most unsuspicious honor & Probity, I can but consider him as a valuable acquisition to our Navy. My Agreement with Mr Motieue [Monthieu] the owner of this Ship in Case she should not be sold in America is that she be dispatched with a Cargo of Tobacco as soon as possible if the Article is to be had, if not with such articles as can be procured as I have engaged for the Freight outward & Homewards & you are sensible of the necessity of having remittances by every opportunity. whatever this Ship may be Loaded with I pray that the Cargo may come Care of Messrs Rodrique Hortalez & Co as they have advanced for the Arms & many other Articles of this Cargo over & above their other Large advances. Tobacco is the best Article at present in the Ports of France or indeed any part of Europe & must Continue so for a very considerable time yet to come most probably for 12 months. You will please to send me an Acct of the Cargo whatever it may be that you ship in this Vessel & duplicates by others. I have the Honor to be &c

S. D.

1. Silas Deane Letter Book (August, 1777 – March, 1778), 5, ConnHS. Although the Secret Committee had been renamed the Committee of Commerce on July 5, Deane was still addressing it as the Secret Committee.

#### CAPTAIN WILLIAM DAY TO BENJAMIN FRANKLIN <sup>1</sup>

Honour'd sir,

Port Louis. 3 Sept 1777

It is with the, Greatest, pleasure, I embrace this Conveyance, P Monsier Rochette who says, he has the Honour, of being, personally, Known to You, and has promised, to deliver'd, my Letter, himself. The Thought, that, it was my duty, (to inform You of the Occurrences, of my Cruize,) must appologize, for my Freedom of troubling, a Gentlemen, of Your Character with a scrawl, and doubt, not, Your Goodness, will Pardon my boldness. –

We left Boston 21st May in Company, with, the *Hancock*, of 36 Guns, John Manley Esq. the *Boston*, of 28 Gun, Hector McNeill, Esq. the *Tarter* of 20 Guns, a Private Ship of Warr, & several, other small Privateers. We engaged to Cruize, for 25 days, in the Service of the United States, under the Command of John Manley Esq. After Expiration, of the said time, agreed for, We steerd for the Irish Channel, nothing remarkable occurr'd. The Linnen Ships being stop'd (by reason of Commr Wickes, & Co going through, the Channel a short time before) disapointed, us greatly. –

We took nine Prizes, six of which, we sent to different Ports, which hope has arivd safe, sunk one, & two we gave the prisoners. –

We shall sail for America, in about 8 days, and if You have any Publick, or Private Commands that way, will execute, them, to the Utmost of my Power – As every opportunity of serving my Country and its Friends gives me the greatest pleasure. –

Cannot Conclude, without, Congratulating You on the success, of our



Countrymen, (in the Jerseys,) on the 10 & 11<sup>th</sup> of June & hope the, success, of that Day is followed, by many more – As there, is many different acct's thereof, – Should esteem, it a Particular favour if You write, Just to mention, the true Loss sustaind by the Enemy, with ours – I remain Honour'd Sr [&c.]

On board the *Genl Mifflin*

William Day

1. Franklin Papers, vol. 7, pt. 1, 10, APS.

#### HERMAN KATENCAMP TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 62.

My Lord.

Corunna 3 September 1777.

I most humbly beg leave to refer to my last of the 30<sup>th</sup> Past, and have the Honor to acquaint Your Lordship that Cunningham, in Consequence of a Petition presented by him to the Inspector of the American Packets for that Purpose, having been provided with a Mast and other Necessaries for refitting his Vessel from the King's Stores, is now ready to sail, and intends to proceed in Company with his Prize the *Black Prince* directly to America. He has promised my Vice Consul in Ferrol to set the Prisoners at Liberty before he departs, in which Case I shall immediately send them to Oporto the nearest Place where there is any Probability for them to get a Passage home. . . .

1. PRO, State Papers 94/204, 161–62.

4 Sept.

#### MARK GREGORY TO LORD WEYMOUTH<sup>1</sup>

My Lord,

Little Trinity Lane

London 4<sup>th</sup> Sept 1777.

Presuming that every intelligence regarding captures by Rebbel privateers, (especially when carried into any Port in Europe), may be of use to Government; I beg Leave to acquaint your Lordship that the Sloop *Kennoul*, William Ramsey master loaded by my account in Barcelona with about 75 Tons of Oil & Wine, was lately taken in the chops of the Channell by a Rebbel Privateer called the *Fancy* & sent to Bilbao in Spain, where she is arrived; – and I have this week had advice that the American Prize Master was landing & selling the said Cargo of Oil & Wine at Bilbao, & also offering the Sloop for Sale, which proceedings were permitted by the Spanish Government – I am Your Lordship's [&c.]

Mark Gregory

1. PRO, State Papers 94/204, 112.

#### LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

No 139

Paris Thursday Evening Sepr 4<sup>th</sup> 1777

. . . He [de Maurepas] repeatedly said that we should have no farther reason to complain of the American Privateers – that Monsr de Chaffault

had orders to keep them off the Coast and not let any of them into the Ports of France except in cases of real Distress – That henceforward neither they, nor their Prizes should be admitted into any of the French Ports, that they did Harm to both Nations, debauched the French Sailors, and raised a Piratical Spirit among them, that in a Word, he was determined to get rid of *Ces gens la, et de Chasser cette Vermine*. He told me he did not yet know if the three Privateers were gone out of Port,<sup>2</sup> that is *qu'il n'en avoit pas encore la Nouvelle*, but assured me, that the Orders were sent, and would be punctually executed.

He solemnly promised that the two Jamaica Men,<sup>3</sup> and as much of their Cargoes as it has been, or shall be possible to recover, should be restored to the Proprietors, on their producing a legal Title.

He would not promise the Sequestration and Restitution of all the Prizes that are in the Ports of France, or shall be brought into them, though I repeatedly pressed it, as the only sure expedient: However, My Lord, if the Order given to admit no Prizes is punctually executed, the Advantage to us, will, I think, be nearly the same. I know of no Prizes of any Consequence now in the Ports of France, except these two Jamaica Men, the Restitution of which was formally promised me, both by M. de Maurepas, and M. de Vergennes, whom I saw afterwards for a few Minutes. . .

1. PRO, State Papers 78/304, 27–32.

2. Continental Navy ships *Reprisal*, *Lexington* and *Dolphin*.

3. *Clarendon* and *Hanover Planter*.

## 5 Sept.

“EXTRACT OF A LETTER FROM ON BOARD THE *Jupiter*, CAPT. CAMPBELL, DATED CORKE, SEPT. 5, RECEIVED YESTERDAY BY THE IRISH MAIL.”<sup>1</sup>

Being under Convoy of his Majesty's Ships *Camel*, of 20 Guns, Commodore, the *Weazle* of 16 Guns, the *Druid* of 14 Guns, in Lat. 45, at Half past Four, P. M. a large American Privateer of 32 Guns well manned, and of a formidable warlike Appearance,<sup>2</sup> got into the Rear of the Fleet, attacked his Majesty's Ship the *Druid*; after a warm Engagement of 20 Minutes, or thereabouts, the Commodore then led the Van of the Fleet, wore his Ship, and made the Signal for a general Chace, when he and the *Weazle*, together with all the armed Ships of the Fleet steered towards the Place of Engagement, but before they could give the *Druid* any Assistance, the Enemy sheered off towards her Consort with flying Colours, about the Distance of one League, seemingly of the same Force.<sup>3</sup> At Six P. M. the *Weazle* joined the *Druid*, who was left in a most shattered Condition, while the Commodore continued his Chace towards the Enemy, who were both waiting her Reception. At Night the armed Ships stook back, and wore off from the Body of the Fleet, which then consisted of 100 Sail. The Night proved very dark, and the Want of a Commodore's Light to direct the Courses as formerly, scattered the whole Fleet so much, that we could count but 38 Sail from our Mast-Head at Day-break, all of which steered various Courses in a vain Search of the Commodore. Saturday being all spent in a

fruitless Search for our small Navy, at Night the Wind proving fair, I stood on my Course, but the following Monday, Tuesday, and Wednesday, was chased by three different small Privateers, with whom I had the good Fortune of gaining the Weather Gauge, which I kept all Day, and at Night flung them by altering the Course. By the Regularity of the Station of these small Privateers, it appeared to me that the whole Atlantic was in a Manner covered by them, at least from the Banks of Newfoundland to the Western Isles. If so, their Plan was well concerted by sending the said two Privateers to break the Body of our Fleet, that the smaller Vermin might come in for their Share.

1. *Daily Advertiser*, London, October 4, 1777.

2. Continental Navy frigate *Raleigh*.

3. Continental Navy ship *Alfred*.

*Public Advertiser*, SATURDAY, SEPTEMBER 6, 1777

London.

Admiralty Office, Sept. 5, 1777.

The *Hawke* Letter of Marque, of London, Samuel Gribble, Commander, has taken the following Prizes:

The Brig *Charles*, from South Carolina, laden with Rice, which she fell in with off Bellisle.

The Schooner *Elizabeth*, laden with Rice, Turpentine, Indigo and Deer Skins, and also in Company with the *Union*, another Letter of Marque, the Brig *Industry*, from South Carolina, bound to Bourdeaux, laden with Rice; and the Snow *Bourdeaux Yacht*, from Cork, bound to Bourdeaux, with Provisions.

SILAS DEANE TO CAPTAIN PIERRE LANDAIS <sup>1</sup>

Paris 5th Sept 1777

Sir Yours of the 15 & 20th ulto should have been answered sooner but I recd them only three days ago & Mr Montieu being determined to go himself for Marsailles I determined to send to you by him as the matter will now be finished and I trust you will sail in a few days after his arrival. my advice is that you Clear out in form for Saint Domingo & be careful that you have no Papers onboard that may shew the Contrary except what are in your own Power, & these have always ready to be sunk in case of an Attack or danger in a Search. You will stand directly for the Continent of North America, and endeavour to fall in as far to the North as Portsmouth in New Hampshire or Boston. on your Arrival you are to apply to the Authority or Magistrates of the Place where you may arrive for Assistance in Securing the Vessel & Cargo for Acct of Congress and you will immediately inform Congress by express of the Place you are at and the Cargo onboard and attend their Orders. with respect to the Sale of the Vessel Mr Montieu will give you his instructions. As you will tarry in the Country if the Vessel is sent Back you are to urge the person who has the Care of the Expedition to send her away as early as Possible & Procure a good Pilot

for her return. You will be able to inform the Congress of the Reasons of yr delay more particularly than I can do in a Letter but I have wrote them on the Subject [in] the inclosed Letter which you will deliver with your own Hand. Before sailing make out an exact acct of the Cargo wh you will have onboard and the number of Tons it makes, also the Number of Tons which the Vessel will carry if intirely filled up, which I am uncertain whether the articles to be sent will do or not, but my desire is that you take as much onboard as will be consistent with your Sailing to advantage. If any artillery Officers insist on going you must order them to be disguised like marines or enter as common Passengers for St Domingo.<sup>2</sup> You will carefully avoid falling in with any english Vessel of War if Possible but should you be attacked must defend yourself in the best manner & to the utmost. with Esteem I am &c

S. D.

1. Silas Deane Letter Book (August, 1777 – March, 1778), 6, ConnHS.

2. On September 10 Deane wrote again to Landais rescinding the order regarding artillery officers – “indeed they must not on any terms be permitted to go out to America,” Silas Deane Letter Book (August, 1777 – March, 1778), 13–14, ConnHS.

CAPTAIN LAMBERT WICKES TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Dear Sir,

St Malo 5th September 1777 –

I received yours of the 1st Instant and am very glad to hear you have liberty to depart as I have the Same – am in hopes of going home together – I Received a letter from the Honble Commissioners at Paris, informing of the Terms of our being Admited to depart, as they wrote you, think it Needless to give you the Particulars, We are to go directly to America & Not to Return into any French Port again or make any Prizes on this Coast, these are the Principal heads, & Shall refer you to them for Particulars – It Appears to be thier intention, that we should Proceed Home together, but Cannot tell Where to Join or what Port we Shall be sent to as yet – I am all Ready to Sail, only wait the Arrival of thier orders from Parris – If you have any More News of Capt [William] Day Please let me Know or any other News you have from Brest – In Mine of the first instant Mentioned my Acquaintance with Capt [John] Green, who is an intimate Acquaintance of Mine, as we Commanded Ships in the Same employ out of Philadelphia – he is a Very hearty friend to America & a Very good Companion – If it is in your Power to do him any Service, Shall be Much Oblidged and will Render every acknowledgment in my Power at all times.

I have Wrote Several letters to Mr [Thomas] Morris respecting the Setling & paying our Prize Money but he has not So much as Answered one of my letters, As to the Money you got for the Sloop<sup>2</sup> I think you had best Apply it to your Own Use as you think Proper, as it is So triffling it is Not Worth dividing – I think we had best Appoint Mr Williams to Settle the Whole for the last Cruize, as Part of it is in his hands already & May Perhaps in time get the Remainder – Capt Nicholson sends you a list of his People, which I think you had best send to Mr Williams, wth Mine &

Yours, and an Acct of the Amount of the Sloop you Sold and let him Settle the Whole, I would do it but have lost the list you Sent me from Morlaix of your Officers & Men – I Remain, Sir [&c.]

Lamb<sup>t</sup> Wickes

1. PRO, Colonial Office 5/7, 106-07.

2. *Jason*.

6 Sept.

GABRIEL DE SARTINE TO ADMIRAL LOUIS CHARLES DUCHAFFAULT <sup>1</sup>

[Extract]

Versailles 6th Sepr 1777

. . . The King commands me to order you to see very precisely to the complete execution of the orders relating to Privateers which were contained in His Majesty's Letter dated 28th February. You will request Captains of Ships which you will detach on cruises to watch with the greatest attention so that no Privateer of any Nation whatever will take up Station off the Coasts of France, and to stop those that they should find established there after the first warning to withdraw. You will order them to make the said Privateers leave our Ports, Roads and Rivers, that is those which will have entered therein; to not allow that they stay any longer than is absolutely necessary to procure aid for Subsistence which they might have need of, which ought to be limited to a period of 24 hours; and to inform them that they should not return again, if they do not want to be seized and detained. You will direct the Captains likewise not to allow the said Privateers to bring prizes into our Ports, and to make them leave with their prizes. The King's intention is that if the Captains of His Ships should find in one of His Ports a Privateer to whom they have already given a warning to retire, they will seize her and Turn her over to the Officers of the Admiralty in order to be held in detention there until they have received His Majesty's orders.

You will order the Captains to punctually inspect foreign Vessels which they will fall in with in the Ports, and they will take off all the French Seamen that might be found thereon.

As soon as you have received this Letter you will detach a frigate from your Squadron to take up Station at the entrance to the River to Bordeaux where she can anchor if the Captain judges that he is within range to maintain order and to watch the movements of Privateers. You will give him the Instructions contained in this Letter regarding Privateers, Prizes and the Inspection of foreign Vessels to take off French Seamen and you will prescribe the very greatest Vigilance. He may leave that Station when you give him the order, and turn over those instructions which have been addressed to you on this Subject.

I see that I mentioned to M. [Louis Cavelier] de Cuvérville Commander of *l'Inconstante* that the King's intention is that while waiting for the Transports to be ready to set sail, he watch the movements of Privateers and execute the King's orders in this regard. You will write this Command-

er by the frigate which you will detach to let him know that she is ordered to take his place on this Station.

I see from one of your Letters that you have been saluted with 13 Guns by the Privateer the *Captain Mifflin* [*General Mifflin*], to which you had returned 3. This Salute was polite and can not lead to any consequence: but you know that since the King does not recognize the Independence of the Americans, their flag may not be looked upon as belonging to a Nation and that a Salute must not be rendered to a Flag which is not recognized.

The King has seen the account which had been addressed to me by M. [Jean-Baptiste] de Breuil de Rays of the encounters he had at sea with the Privateers the *Captain Mifflin* and the *Saxon*, and His Britannic Majesty's brigantines the *Hawke* and the *Union*:<sup>2</sup> His Majesty approved the conduct of this Officer in every respect. . . .

1. AN, Marine B4134, 329, LC Photocopy.

2. British letters of marque.

CAPTAINS LAMBERT WICKES AND SAMUEL NICHOLSON TO THE  
AMERICAN COMMISSIONERS IN FRANCE<sup>1</sup>

Gentlemen,

St Malo 6th September 1777 -

We your humble petitioners beg leave to inform you of the distressed Situation of our Brother Officers now Prisoners in England, particularly John Nicholson Esqr & his Officers who was taken in the Sloop *Hornet* in the Service of the United States of America & Thomas Norwood and Nine Men that was put on Board of one of our late prizes, who was taken & Carried into Falmouth and Many other Unfortunate Country Men, who are Now Suffering in Prison & Cannot get a farthing to furnish the Necessarys of Life -

We pray your Honours would Please to Appoint some mode or Method to furnish them with a trifle of Money in order to Relieve their present Necessity's, as such a Conduct on your parts will tend to the Softning & Relieving their Sufferings & thereby prevent them from joining our Enemies and fighting against us, which they will be obliged to do if not Relieved - We our Selves will Readily & Willingly assist them as far as our Money or Credit will go - As we don't know how soon it may be our Case, as we are all liable to Such Misfortunes, We therefore Recommend them to your honours Notice & hope you will be graciously Pleased to give them the Most Speedy Assistance in your Power, from Gentlemen, [&c.]

Lamb<sup>t</sup> Wickes Sam Nicholson

1. Franklin Papers, vol. 60, 26, APS.

7 Sept. (Sunday)

WILLIAM LEE TO CAPTAIN LAMBERT WICKES<sup>1</sup>

Sir.

Nantes 7th Sept 1777.

In consequence of a letter from you to Mr Williams (who is still absent on a Journey to Paris) I have prevailed on Capt Thompson to go

over to St Malo's to take charge of Capt Nicholsons Cutter <sup>2</sup> to bring her round to this place. Capt Thompson has kindly undertaken this charge as Capt [Francis] Brown is gone I believe on private business.

I presume you know that the Congress has appointed Mr Thos Morris & myself to take care & dispose of such prizes as may be bro't into the European ports, by the Continental ships of War You will please to give directions accordingly to all the other Continental Cpts, as I understand you are appointed Commodore in these Seas. Any persons that you or any of the other Captains may please to appoint to receive your particular share of any prizes, will be duely attended to & paid your proportion according to the resolutions of Congress. Please to communicate this to Capt Johnson & the other Captains under you. I am Sir &c.

Cops to Capt Johnson (P Capt Thompson) & Nicholson

1. William Lee Folders, Letter Book (August 9, 1777 – June 24, 1778), 33, VHS.

2. *Dolphin*.

"EXTRACT OF A LETTER FROM BILBOA, SEPT. 7." <sup>1</sup>

Several English vessels have been brought in here as prizes to the American privateers within these last six weeks, before which time we had not seen any American vessels for some months; we suppose, the ports of France being shut, they have brought such of their prizes as they do not think worth sending home into our harbours. About ten days ago a vessel belonging to Scotland, and another to Ireland, were brought in here by an American privateer, the masters of which, as soon as they came on shore, applied to their Consul, and a memorial was sent up to the English Ambassador at Madrid, the effect of which we have not as yet learnt. We have just now heard that a prize is carried into St. Sebastian's by an American privateer.

1. *Gazetteer and New Daily Advertiser*, London, October 2, 1777.

8 Sept.

*Public Advertiser*, MONDAY, SEPTEMBER 8, 1777

London.

The *Margaret and Mary*, Izat, from Halifax to London, was taken the 28th ult. off Scilly by the *Mars* Privateer of Boston, of 22 Guns, the Island bearing East by North, 12 Leagues. The same Privateer had also taken the *Ferry-boat* [William] Channel, from Waterford to Halifax,<sup>1</sup> and the ———, [Péter] Scott, from Cadiz to Glasgow.<sup>2</sup> The *Margaret and Mary* was ordered for Nantz.

The *Thomas*, Reeves, an American Brig, with Rice and Indigo, is taken by the Crew, and carried into Lisbon.

The *Sally*, Buffington, from South Carolina to Bilboa, with Rice and Indigo, was taken the 2d of August off Cape Finisterre by the *Ambuscade* Letter of Marque, and carried into Gibraltar.

1. Prize was sent to Boston and was libelled on October 30, *Independent Chronicle*, Boston, October 30, 1777.

2. Sloop *Jenny* arrived safely at Salem and was libelled on December 4, *Independent Chronicle*, Boston, December 4, 1777.

AMERICAN COMMISSIONERS IN FRANCE TO THE COMMITTEE FOR  
FOREIGN AFFAIRS <sup>1</sup>

[Extract]

(Duplicate)

Passy, near Paris Sept. 8 1777.

. . . This Court continues the same Conduct that it has held ever since our arrival. It professes to England a Resolution to observe all Treaties, and proves it by restoring Prizes too openly brought into their Ports, imprisoning such Persons as are found to be concerned in fitting out armed Vessels against England from France, warning frequently those from America to depart, and repeating Orders against the Exportation of War-like Stores. To us it privately professes a real Friendship, wishes success to our Cause, winks at the Supplies we obtain here as much as it can without giving open grounds of Complaint to England, privately affords us very essential Aids; and goes on preparing for War. How long these two Parts will continue to be acted at the same time, and which will finally predominate, may be a Question. As it is the true Interest of France to prevent our being re-annexed to Britain, that so the British Power may be diminished and the French Commerce augmented, we are enclined to believe the Sincerity is towards us; more especially as the universal Bent of the Nation is manifestly in our Favour. There not having yet commenc'd a War, is accounted for by various Reasons: the Treaties subsisting among the Powers of Europe, by which they are obliged to aid those attacked more than those attacking, which it is supposed will make some Difference; the not being fully prepar'd; the Absence of their Seamen in the Fishery and West Indies, and the Treasure expected from New-Spain, with the Sugars from the Islands; have all, it is said, hitherto contributed to restrain the National Desire of a Breach with England, in which her troublesome Power may be reduced, the Wealth and Strength of France increased, and some Satisfaction obtained for the Injuries received in the unfair Commencement of the last War. England is extremely exasperated at the Sight of her lost Commerce enjoyed by France, the Favour our armed Vessels have met with here, and the Distress of their remaining Trade by our Cruizers even on their own Coasts; and yet she seems afraid of beginning a War with this Country & Spain together while she has our War upon her Hands. In such a Situation some Accident may probably bring on a War sooner than desired by either Party. In the mean time, perhaps the Delay may have this good Effect for us, that enjoying the whole Harvest of Plunder upon the British Commerce; which otherwise France and Spain would divide with us, our infant naval Power finds such plentiful Nourishment, as has increased and must increase its Growth & Strength most marvelously. —

It gave us great Joy to hear of the Arrival of the *Mercury*, *Amphitrite*, and other Vessels carrying Supplies. Another Ship with a similar Cargo which had long been detained at Marsailles we hope will soon arrive with you. We hope also that you will receive between 20 & 30 thousand Suits of Cloathes before Winter, and from time to time Quantities of new and good Arms which we are purchasing in different Parts of Europe. But we



must desire you to remember that we are hitherto disappointed in your Promises of Remittance either by the Difficulties you find in Shipping or by Captures, and that tho' far short of compleating your Orders we are in Danger of being greatly embarrass'd by Debts, of failing in performance of our Contracts, and losing our Credit with that of the Congress. . . .

As the English Goods cannot in foreign Markets face those of the French or Dutch, loaded as they are with the high Insurance from which their Competitors are exempted; it is certain the Trade of Britain must diminish while she is at War with us, & the rest of Europe in Peace. To evade this Mischiefe, she now begins to make Use of French Bottoms: But as we have yet no Treaty with France or any other Power that gives to Free Ships the Privilege of making free Goods, we may weaken that Project by taking the Goods of our Enemy wherever we find them paying the Freight. And it is imagined that the Captains of the Vessels so freighted may by a little Encouragement be prevail'd on to facilitate the necessary Discovery.

Spain not having yet resolved to receive a Minister from the Congress, Mr Franklin still remains here. She has however afforded the Aids we formerly Mentioned; and Supplies of various Articles have continued 'till lately to be sent consigned to Mr Gerry, much of which we hear have safely arrived. We shall use our best Endeavours to obtain a Continuance and Encrease of those Aids. . . .

1. Auckland Papers, III, 144-48, BL.

#### GABRIEL DE SARTINE TO M. VIGER, LORIENT <sup>1</sup>

[Extract]

Versailles 8th Sepr 1777.

You pointed out, Sir, in your Letter of the 3rd of this month, that The Captain of the Privateer The *general Wislin* [*General Mifflin*] did not appear disposed to carry out the order which you had given him to set sail, although The wind was favorable. You will notify him that if he does not Sail, he will be treated as insubordinate to the King's orders; and moreover if, after having repeated to him The Order that you had already given, he does not Comply with it, it will be necessary to seize The Ship. I am writing to the officers of the Admiralty about this. . . .

1. APL, 1E479, 170.

#### LORD GRANTHAM TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 50:

St Ildefonso. 8. Sepr 1777

. . . I have received Accounts from some of the Ports, of the Orders which have been issued with regard to American Ships, being received there; and apprehending that the enclosed Copy of them is authentic, I remit it, together with it's Translation to your Lordship. G: Cunningham with his Privateer the *Revenge* has been at Ferrol, and at the Coruna, and the last prize which he had taken called the *Black Prince*. Thomas Evans Master, of Plymouth, likewise came into Ferrol, upon which both

were immediately ordered out of that Port; but Cunningham had remained there for some days. I have communicated this Circumstance to M. Florida blanca, as I shall every other event of the like Nature, in order that the Measures taken, may not be eluded, & that they may be as extensive as possible. . . .

[Enclosure]

Translation

Advices received from France and England give reason to suspect that certain Captains of American Privateers purpose to make an ill use of the King's Ports, by entering into them with prizes, with a view to dispose of them by Sale. As the System adopted & constantly pursued by His Majesty with respect to the said Americans, has been that of a perfect Neutrality, without countenancing any abuses or Disorders inconsistent with it, as is manifest from the orders dispatched upon these Affairs from the beginning; I now communicate to you the Advices above mentioned in order that in the Ports under your Jurisdiction, you may prevent these Excesses & others of a Similar Nature, such as the Entry of those Privateers or their Stay without legitimate Cause in order to watch the Opportunity of taking Prizes. Nevertheless this Order is not intended to introduce any Novelty as to the Admission of such American Vessels as come to carry on a legal Commerce, or may be driven by Weather or for want of Necessaries to seek a Port. But immediately upon their being repaired or assisted, it shall be intimated to such as are Ships of War or Privateers that they quit the Port without delay, nor shall they be permitted to sell their Prizes. Observing at the same time that what I have said with regard to the treatment of American Privateers, is to be understood of all others whatever, in order that nobody may make an ill Use of the Territory of Spain.

1. PRO, State Papers 94/204, 165-69.

9 Sept.

MINUTES OF THE BRITISH NAVY BOARD <sup>1</sup>

[London] Tuesday 9th Sept 1777.

This being the day published for Sale of the *Rising States* Rebel Privateer; She was sold accordingly to Mr Peter Packard, for the Sum of £805, who paid a Deposit of £200. Write to the Treasurer as usual. Acquaint Portso Officers, and direct them to send us as soon as possible their opinion of the Value of her Hull, Masts, Yards, Furniture & Stores, in which they are not to have any regard to the Sum she is sold for.

1. PRO, Admiralty 106/2596.

GEORGE LE HUNTE, DEPUTY GOVERNOR OF JERSEY, TO  
VICE ADMIRAL MOLYNEUX SHULDHAM <sup>1</sup>

My Lord

Island of Jersey 9th Sept 1777

I have the honor to acquaint Your Lordship, that I have received Information from undoubted Authority, that the two American Privateers,

the one of Sixteen, and the other of ten Guns, that were chased into St Malo Some time ago by one of His Majesty's Ships of War, are now refitted, armed and are to Sail in a Short Time for America,<sup>2</sup> as a Convoy to other Vessels loaded for the Congress, of this; as Deputy Governor of this Island; I think it My Duty to acquaint Your Lordship, that You May take the proper Steps to intercept them, if possible. I have the honor to be My Lord [&c.]

Geo Le Hunte

1. PRO, Admiralty 1/806, 371.

2. *Reprisal* and *Dolphin*.

ARTHUR LEE TO ROBERT MORRIS, CHAIRMAN OF THE SECRET COMMITTEE <sup>1</sup>

Sir -

Paris Sept 9th 1777.

I have not heard from Berlin relative to their determination about opening their ports to our Cruisers.

The Abbé Raynal, who has just returned from a tour in England, tells me that nothing disgusts the English Nation so much with the continuance of the war, as the seeing their ports filled with french Ships to carry on their Commerce with other Nations. Their Merchants are obliged to have recourse to this expedient to screene their merchandize. I say screene, because they cannot expect, that according to the Law of Nations, it will be a protection when discovered. They have been driven to this necessity by the number & success of our Cruisers in & about the channel; which has raised Insurance so high, that their Manufactures are in danger of being augmented thereby in their Price too much for the European Markets.

I thought it would be useful to inform you of these facts to show the utility of continuing & encouraging Cruisers in these Seas, as they may perhaps be so discouragd by the late measures in this Country, which I trust will not be of long continuance, as to confine their Course to the american Seas. I have the honor &c.

A L.

1. Arthur Lee Papers, vol. 8, 17, HU.

AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN LAMBERT WICKES <sup>1</sup>

Paris Sept 9th 1777

Sir We recd yours informing of your being ready for sea & that orders had been recd for your Leaving the Port. we hope this by Capt. Bell who goes express will find you Still at St Maloes. We send by him Dispatches for America wh you will take the Charge of & have them ready for being sunk in case of Accident. We advise your Settling the Bills for your repairs &c & that you draw for the amount on us forwarding at the same time the Bills to us Pr Capt. Bell. We have purchased of Messrs Desegray Beauguard fils & Co a quantity of Salt Petre designed for your Ballast, but as you have fitted your ship for Sea without it and as there may not be time for any new arrangement it must be omitted unless you can take it without occasioning

delay. of this you will be the best judge and if you can take it or any part apply to the house of Messrs Desegray Beauguard Fils & Co who will deliver it. we advise your going for Portsmouth in New Hampshire or Boston as we think you will by that Rout be the least exposed to meet with Vessels of the Enemy of Superior Force. Our Letters to the Congress will do justice to your Conduct since under our Observation & Direction & the obstructions you have met with have given us pain, it is with pleasure we inform the Congress that nothing has been wanting on your Part to render your Cruizes in these Seas as Succesful as we could have wished for. Wishing you a prosperous Voyage we are with much Esteem Sir Yours &c.

B F. S. D. & A. L.

P. S. The officer who comes with Capt. Bell to take a Passage with you for America will act if occasion requires as a marine on board. he is recommended as a brave man and we have agreed to give him a Passage. Hope it will not be inconvenient to you and that he may be of Service as well on his Passage as after his arrival.<sup>2</sup>

1. Silas Deane Letter Book (August, 1777 – March, 1778), 10, ConnHS.

2. Before receiving this letter and dispatches, Wickes wrote to the American Commissioners on September 12 again requesting orders, Franklin Papers, vol. 7, pt. 1, 31, APS.

# AMERICAN COMMISSIONERS IN FRANCE TO CAPTAIN HENRY JOHNSON <sup>1</sup>

Capt Johnson – Sir

Paris Sepr 9th 1777

Yours informing us of your being ready for Sea we recd and by Capt. Bell advise you to settle your accts of Disbursements & give Bills on us for the Amount forwarding to us at the same time Copies thereof, after which you are to take the first favourable opportunity to go for America endeavouring to make either the Port of Portsmouth in New Hampshire or Boston as the most likely to avoid the Enemies Vessels of a Superior Force. The Dispatches sent you you will keep in readiness to be sunk in Case of Danger and on your safe arrival instantly forward them to the Congress. it gives us pain that you are obliged to return without an opportunity of more effectually annoying our Enemy & advancing your own Fortune. at the same time we shall with pleasure acquaint the Congress that your Conduct has been such as merits our approbation and we doubt not that they will take Notice of our representations on the Subject, by giving you a more favorable opportunity of distinguishing yourself in the service of your Country. With respect to your Affairs at Morlaix it was never our intention that you shd apply to any other than the house of M Cornic & Co with whose reputation we are well Satisfied, nor was Mr Deanes Letter other than Merely accepting Mr Days [David's] proposals of Correspondence generally and without any intention of Putting any Affairs particularly under his direction. We are wishing you a Prosperous Voyage, with due respect Sir [&c.]

B. F. S. D. A. L.

P. S. You will please to send us an Acct of what Sums you recd on acct of Prizes & how much of it has been applied to repairs of yr Vessels.

1. Silas Deane Letter Book (August, 1777 – March, 1778), 10–11, ConnHS.

10 Sept.

ANONYMOUS LETTER TO VICE ADMIRAL MOLYNEUX SHULDHAM <sup>1</sup>

Sir

Cork 10th 7bre 1777

There are now loading here 4 Vessels for Bordeaux & other Ports of France, with 3000 barrels of beef & a large quantity of butter. Two of them are nearly ready to sail; Viz. The *Speedwell*, a Collier built Brig of 130 tuns, & A Snow of about 90 tuns – These Vessels clear out for London or other British ports, but are bound to France – 2000 barrels of beef were bought here last week by an Agent for the French Navy.<sup>2</sup>

1. PRO, State Papers 42/51, 182.

2. Shuldham forwarded the letter to the Admiralty which in turn sent it on September 26 to Sir Stanier Porten for Lord Weymouth's information, PRO, State Papers 42/51, 180–81.

*Gazetteer and New Daily Advertiser*,  
WEDNESDAY, SEPTEMBER 10, 1777

London.

The *Centurion*, Capt. Forger [Thomas Folger], from North-Carolina to Cadiz, is taken by his Majesty's frigate *Levant*, and sent into Gibraltar.

The *Mercury*, Rowland, from Leith to Gibraltar, was taken off Ushant by the *General Miffin* privateer; the crew were put into a boat, and met with the *Beehive* off Guernsey.

The *Active*, Clark, from Quebec to Great Britain, of eight four-pounders, was taken by the *Speedwell* schooner privateer, of eight four-pounders;<sup>1</sup> and thirteen men, without firing a gun; but afterwards retaken by the *Amazon* man of war, and carried into Halifax.

1. Massachusetts privateer, Captain Jonathan Greely.

11 Sept.

PHILIP STEPHENS TO VICE ADMIRAL ROBERT MAN <sup>1</sup>

Sr

[Admiralty Office] 11th Septemr 1777

I have received and communicated to My Lords Commissrs of the Admty your three Letters of the 10th 19th 21st July last with their several Inclosures, And in return I am to acquaint you that a Frigate will soon be stationed on the Coast of Portugal, which it is hoped will take or drive away the Privatiers mentioned in the Intelligence contain'd in one of your said Letters. I am &c.

P: S:

Vice Adml Man } By the Post. Duplicate sent 11 Octr by the *Exeter*  
at Gibraltar.

1. PRO, Admiralty 2/555, 331.

12 Sept.

DEPOSITION OF JOSEPH DIXON, MATE OF THE SHIP *Rebecca*,  
AND JAMES FAGAN, SEAMAN <sup>1</sup>

Cumberland, to wit, On the twelfth Day of September One thousand and Seven hundred and Seventy Seven, Before me Joseph Farrer, Notary

Publick and one of the Masters Extraordinary in Chancery Personally Appeared Joseph Dixon late Mate of the ship *Rebecca* of Workington and James Fagan a Seaman on board the said Vessel at the time she was taken by the American privateer called the *General Miffling*, Captain William Day, And jointly, and severally made Oath, and say, That on the Sixth day of July last, the said Vessel *Rebecca* being off of Inster hull met and were taken by the said Privateer, and on the Eighth of July Captain Day ordered the prize Master of the *Rebecca* (with these Deponents on board) to proceed to the first port they could touch at in France, and in Consequence of such directions they proceeded and arrived at Morlaix in France on the twenty fifth day of July aforesaid. And these Deponents further say, that the same Day they Arrived at Morlaix in the *Rebecca*, Captain Johnston of the *Lexington* came on board and ordered, the Word or Name, *Rebecca*, which was printed on her Stern to be Tared out, and the Vessel in future to be called *Baltimore*, and farther Ordered all hands (if any Questions were asked) to say she was bound from Calais to Baltimore and waited for a fair Wind, and ordered the Deponent Joseph Dixon on board the *Lexington* where he was Confined for a fortnight and afterwards allowed to go on Shore, That whilst the Deponents remained on shore a part of the *Rebecca's* Cargo was discharged, and on the twenty fifth of August the *Rebecca* (Now the *Baltimore*) Sailed from Morlaix under French Colours, with a Captain and Crew all french, but where bound, these Deponents could not learn; --

Sworn at Workington. -- in the  
said County the Twelfth Day of  
September 1777 before

Joseph Dixon  
James Fagan

Jo<sup>s</sup> Farrer One of the Masters Extray in Chancery and Notary Publick

[Endorsed] In Letter from Mr [Samuel] Martin of Whitehaven of 12th Sepr 1777. -- with the letter of Viscount Stormont of 24 [September].

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 493-94, LC Photocopy.

14 Sept. (Sunday)

SAFE CONDUCT PASS. FOR SHIP *Harriott*<sup>1</sup>

To the Commanders of Ships of War or other armed Vessells belonging to the United States of North America, or to any of the Subjects of sd States,

This Certifies, that the Ship *Harriott*, Isaac All at present Commander or whoever may Command her for the time being is owned by Matthew Mease Esqr of Philadelphia, and having been detained in England since the commencement of the War, has obtained Clearance from thence, as if English property, but in reality, with the sole purpose of carrying a Cargo of Salt and other Goods -- not the manufactory of Great Britain, or Ireland, to some of the united States, which by means of said papers may be effected with little risque --

It is therefore requested of the said Commanders, that they permit the said Ship, to pass for the purpose, and on the Voyage aforsd without detention, and that they would Afford her any assistance or protection she

may be in want of, in the same way and manner as is usual to other Vessells of their Countrymen –

Given under our hands at Paris this 14 Sepr 1777

(Copy) (Sign'd) B: Franklin Silas Deane Arthur Lee

1. Auckland Papers, III, 151, BL.

CAPTAIN LAMBERT WICKES TO CAPTAIN HENRY JOHNSON<sup>1</sup>

Dear Sir,

St Malo 14th Septemr 1777

I this day Received my dispatches from the Honourable Commissioners at Paris, brought by Capt Bell, who Comes express and brings yours also – I should be very glad if Could Join and proceed home in Company. I shall pass as Near the Port of Morlaix as Possible & if you are Ready, beg you would Join Me – You are to Attend to our former Signals & if you Should see us, you may Make the Meeting Signal & I will Answer it, if you are Taken destroy your Signals and don't let the Enemy get them, I will do the Same –

I shall endeavour to get into Portsmouth in New Hampshire & imagine they have Recommended the Same Port to you – Where I hope to have the Pleasure of Seeing you If Not sooner, the Wind is Now fair & Shall depart immediately if it Continues, Please Make my Compliments to your Officers – I Remain Sir [&c.]

Lamb<sup>t</sup> Wickes

1. PRO, Colonial Office 5/7, 108.

15 Sept.

PHILIP STEPHENS TO CAPTAIN GEORGE KEITH ELPHINSTONE,  
H.M.S. *Perseus*<sup>1</sup>

Sir,

Admiralty-Office 15th Sepr 1777

The Navy Board having represented to my Lords Commissioners of the Admiralty, That the 16th Article of the Act of Parliament passed in the 31st Year of His late Majesty's Reign, for the Encouragement of Seamen employed in the Royal Navy, which strictly enjoins the Commanders of His Majesty's Ships to send home compleat Muster-Books every Two Months, is not properly complied with; which occasions much Inconvenience to the Service, and may be of great Detriment to the Public, in case of the Loss of any Ship: I am commanded by their Lordships to signify their Direction to you, to pay due Observance to the said Article, as you must not expect to receive a Certificate from the Navy Board to entitle you to the Payment of your Wages, if such Books are neglected to be sent to them, or to be delivered to one of their Naval Officers, to be forwarded to them. I am, Sir [&c.]

Php Stephens

1. Keith Papers, KEI/2/2, NMM.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentn

St Malo Sepr 15th 1777 -

This will informe you of our Worthy friend Capt Wickes leavg this Yesterday Eve with a fine Easterly Wind (the *Dolphin* Capt [Francis] Brown) Sailed in Compy at Sun Settg they Discharged their Pilôts, when they were Clear of the Rocks &c since wch the wind has Continued fresh from the Eastward, so that I make no doubt but by Noon this Day (Monday) he is off Ushant. he has A french Pilot that far; that in case he shou'd meet with any more *Beaufords* [*Burford*] he may go into port Imediately, We recd Letters from Johnson Yesterday informg us that he was afraid he shou'd be obliged to leave the Port of Morlaix Yesterday, if he woud endeavour to get into A little port close at hand where he woud wait the arrival of your Dispatches; Capt Bell Set out with them Yesterday Eve from this, I wish he may reach Johnson in time before he is obliged to leave Morlaix - I am waitg here till the Arrival of the Morrows Post in Order to receive any letters that may Come for Capt Wickes or my self, in wch time I Shall get the *Dolphins* Accts Settled with Mr Desegray Duplicates of wch I shall deliver to Mr Williams at Nantes to forward You if proper; I Shall Accordg to Capt Wickes's Orders draw on You for the whole amount of the *Dolphins* Disburstts &c Capt Wickes's Lieutt of Marine Mr [John] Elliot is with me, Particularly recomended by Capt W——s for Capt Marines in my Ship, he goes to Nantes with me where I hope to meet with *Dolphin* with the Rest of my Officers & Men I am Gentn [&c.]

Sam Nicholson

1. Franklin Papers, vol. 7, pt. 1, 38, APS.

16 Sept.

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

Sir

[Admiralty Office] 16th Sepr 1777

My Lords Commissrs of the Admty having received from Mr [William] Frazer Secretary to the Earl of Suffolk, a Paper giving an Account that two Ships called *de Watergus*, Capt Chatelain from St Eustatia to Middleburg, and *de Hoop*, Captn Hogerzeyl also from St Eustatia to Wissingen, were taken on the 19th of June, by His Majesty's Ship the *Seaford*, & carried into Antigua; <sup>2</sup> I am commanded by their Lordships to send you herewith a Copy of the said Paper, & to signify their direction to you, to let them know the Ground upon which the said Ships have been seized, & what has since been done with them. I am &ca.

P: S:

Vice Adml Young } By the Packet 1 Octr  
at Antigua }  
Duplicate sent 30 Octr by the *Niger*

1. PRO, Admiralty 2/555, 339.

2. See Young to Stephens, June 12.



ACCOUNTS OF CONTINENTAL NAVY CUTTER *Revenge*,  
CAPTAIN GUSTAVUS CONYNGHAM<sup>1</sup>

Account of the Various expenditures made by Don Miguel Lagoanere and Compa of Corunna for the Expenses, repairs and berthing of the Armed Sloop of War named the *Revenge* property of the Congress of the thirteen united Provinces of America Capn Gustavus Conyngham, who brought his vessel into port in the Ria del Ferrol As Follows

Itemized -

For a main mast 46 Cubits long, Five planks, iron nails, pitch, tar, Grease and various other items taken from the Warehouses of the Director of the Packet boats at Corunna according to the Account submitted by the Capn of the yard and keeper of the warehouse amounting to .....	9025	16
For the Wages of Carpenters employed to make the main-mast according to the Account and receipt signed by Domingo de Murcia Foreman of the Carpenters employed in the Packet boats' yard .....	691	—
For the Export Duties on the main mast and one of the planks paid to the Royal Custom House of Corunna and a real for the permit .....	607	21
For Four Quintals of Cheese bought from Sres Gerner and Compa according to receipt .....	800	—
For twelve Measures of White Beans according to receipt of Anto Montero .....	192	—
For Four Quintals of Levant Rice according to receipt of Franco Pissany and Compa .....	432	—
For two barrels of Fine French Flour bought from Sres Lagoanere and Compa .....	320	—
For one barrel of Vinegar according to receipt of Don Isidro Dalman .....	115	—
For two Quintals of Brown Sugar according to receipt of Don Jhp de Llano .....	344	—
For Twenty Five Pounds of Wax Candles bought from Don Pedro Marich .....	238	—
<hr/>		
Carried forward	R	12765 3
Carried and Brought forward	R	12765 3
For eight barrels of Rum and Six pipes of Cane Brandy bought from Don Joseph de Llano y Murrietta at twelve pesos a barrel .....	1920	—
Paid to the Royal Custom House at Corunna for export Duties on all the foregoing Provisions including a real for the permit .....	502	33
For three Empty barrels for the beans and rice .....	15	—

For three Carts for the transportation to the Custom House and all provisions and the boy including the embarkation on board the sloop .....	28	—
For freightage of the barge which transported the mast and provisions to Ferrol as adjusted .....	120	—
For the following Bought in Ferrol and Charged to the Account of Don Juan Lembeye for Don Miguel Lagoanere and Compa 40 Quintals and 35 Pounds of Sea Biscuit at 100 ron a Quintal ... 4035 ..—	9926 .. 27	11488 .. 27
15 Quintals and 35 Pounds of Salt pork at 240 r ditto .....		
15 Quintals and 77 Pounds Salt Beef at 140 r ditto .....		
2207 .. 27		
For Custom House duties for these three items .....	1352 ..—	1562 ..—
For Excise ditto .....	200 ..—	
Cartage of Grain and Portage .....	10 ..—	
For Amount of Various sums of money advanced to Capn Conyngham According to His nine receipts collected by Don Juan Lembeye of Ferrol who Charged them to the Account of Sres Lagoanere and Compa  .....	9288	—
	R	36127 .. 29
For a Commission for expenditures and in anticipation of a share of the Above in the Amount of 4% .....	1445	5
	R	37573 ..—
To Deducting an Amount equal to that given to us by Capn Conyngham .....	12000	—
forward	Total	R 25573 ..—

Proved

Error and Omission: We Certify the foregoing Account Which Amounts to Twenty five thousand five hundred and seventy-three reales de Vellon having received a draft for the Same Amount payable at forty days drawn by Gustavus Conyngham to our order and Charged on Sres Gardoquie and sons of Bilbao payable in Madrid, for the first, second and third: and in Settlement of which we sign this at Ferrol the Sixteenth of September One Thousand Seven hundred and Seventy Seven.

For Sres Don Migl Lagoanere and Compa  
Miguel Lagoanere Junr

I Gustavus Conyngham acknowledge that Messrs Lagoanere & Compe of Corunna have made the disbursements mentioned in this Account amounting to the sum of Twenty Five thousand Five hundred and Seventy-three reales de Vellon for the payment of which I have given them my draft for the same amount payable at forty days from today and to their order on Messrs Gardoquie & sons of Bilbao payable in Madrid, and in payment of which I pledge in case of need my person my goods present & future & generally & especially the Armed sloop of War the *Revenge* which I Command and the prizes & ransoms that I have already taken & will take in virtue of a Commission from the Congress of the thirteen united Provinces of america which I hold, Intending and expecting that the present obligation will have the same force as if it had been signed before a notary: In faith of which I have Signed it and for greater authenticity I have also had it Signed by various officers of my ship as witnesses. done in triplicate, at Ferrol the same day and year as above.

G, Conyngham  
Thomas Hease

1. Papers of Gustavus Conyngham, Naval History Society Collection, NYHS.

17 Sept.

DEPOSITION OF WILLIAM MARSHALL, MASTER OF THE SLOOP *Wolf*<sup>1</sup>

Copy/

At Port Glasgow the Seventeenth day of September, One Thousand Seven Hundred and Seventy seven Years,

In the Presence of Mr John Martine, Judge Admiral Substitute at Port Glasgow, Compeared Wm Marshall late Commannr of the Sloop *Wolf* of that Place, And voluntarily made Oath. That upon the Twentyth of June last he sail'd with the said Sloop from the Island of Jamaica loaded with Rum & Sugar along with the Fleet bound for Great Britain under Convoy of His Majs Ships *Lively* & *Kent*. That the Deponant kept Company with the Fleet until the Seventh of August when he was taken in latitude 49. 30 Longitude 11 By two American Privatiers, one called the *General Mercer*, James Babson, The other the *Fanny*, John Kendrick Master, Each mounting Fourteen Carriage Guns besides Swivels: That these two Privatiers were seen dogging the Fleet for four Weeks before he was taken and afterwards they Acknowledged they had done so. That the day after the Sloop *Wolf* was taken, the Two American Privatiers also took the Ships *C[l]arendon* and *Hanover Planter* both of London.<sup>2</sup> At the time of their being taken they Could discover from the Main Top, fifty sail of the Fleet. That about four hours after the *Wolf* was taken every paper belonging to her Together with the Crew were taken out and carried on board the *Mercer* and the Sloop Manned by American Sailors with Instructions to carry her to Boston. Immediately after the London Ships were taken the Privatiers discontinued following the Fleet and made the best of their way with these two Prizes for Nantz in France w[h]ere they arrived on the 17th of August last.

And further maketh Oath That when he arrived in the *Mercer* in the River Nantz there were three American Vessels lying there, One of which he was informed was loaded with Tobacco – That the same Night on which they arrived, a Broker came on board and informed Captain Babson of the *Mercer* that no armed Vessels belonging to America were allowed to come there, And that he behoved to take care what he was about, upon which the Privatiers hauled in their Guns, unshipped their Swivels, and shut their Ports that they might have the appearance of Merchant Ships, And the names of the two London Ships, which were Painted on their Sterns were altered the same Night, One to the *Hancock* and the other to the *Boston*. The Cargoes of both which Ships were afterwards taken out and sold as American Property. That from the time he was taken to the Second of September Instant, he was close confined with his whole Crew on board the *Mercer* and not allowed the Liberty of Pen, Ink or Paper. That he was put on board a Dutch Vessel bound for Ostend and procured his Passage to Clyde where he arrived last night. That at the time he left Nantz the Privatiers were taking in large Quantities of Gun Powder. And this Deponant was credibly informed there were several Vessels building at Nantz for the Americans. And he knows that one Vessel of Sixteen Guns sailed the same day he arrived at Nantz under French Colours and mostly navigated by Americans. That there was another Vessel mostly clear to sail for South Carolina Commanded by one John Hatter, mounting between twenty and Thirty guns, the Crew of which consisted of French & Americans, All which he declares to be [the] Truth as he shall Answer to God.

W<sup>m</sup> Marshall

John Martine.

1. PRO, State Papers 42/51, 213–16.

2. See William Lee to the American Commissioners in France, August 18.

LORD STORMONT TO LORD WEYMOUTH<sup>1</sup>

[Extract]

Confidential/

Paris Sept 17th 1777

. . . The Rebel Agents Have not relinquished the project of sending Arms & naval stores from Nantz, & whatever professions may be made us, they will always be secretly favored by France in every project of that kind – Our only security against the success of such undertakings is in the vigilance of our Cruizers, who cannot pay too much attention to the Coast of Brittany – The Rebels likewise expect that their ships from Marseilles will sail soon, but these cannot I think escape us if they are properly watched as they attempt to pass the Streights – The repeated intimation I have given to M: de Vergennes of this project, & the secret knowledge we have of the Captain's names are surely Circumstances sufficient to justify the Capture & authorize us to consider these as American Vessels to all intents & purposes, to which consequently the French Flag can give no protection – A Frenchman who lives at Bourdeaux, whose

name is La Farque, & who is protected by the Marquis de Poyanne, has had twelve Congress commissions from Franklin, he has actually fitted out several Privateers & is fitting out more – Monsr Foucault a considerable Merchant at Leghorn has a share in this Enterprise & La Rochette a French Spy well known in London is likewise concerned in it. Those Ships are fitted out from Blay near Bourdeaux & from Quimper, Quimperley, Audierne, & Conquerneau – small Ports in Brittany; these small Ports are purposely chosen, the better to escape our Attention. I have the Honor to be With great Truth & Respect My Lord [ &c.]

Stormont

1. PRO, State Papers 78/304, 64–67.

CAPTAIN HENRY JOHNSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gent

Morlaix Sepr 17th 1777 <sup>2</sup>

Your agreeable favour of the 9th Inst was handed me by Capt Bell, with the different packets & letters tomorrow morning shall sail God willing – I forward by Capt Bell my Accots I find a Ballance. I find in favour of the Congress which I shall give Credit if I find no Errors – If any shall settle the same with the agent in America – as every thing has gone thro' my hands perhaps I may have made some mistake –

I am much Obligated to your honours for well wishes – Likewise for your Interesting yourselves in behalf of me to the Congress. Be assured it shall ever be my greatest ambition to do every thing in my power to give Satisfaction to your honours, as well as the Hon'ble body the Congress. I am extremely glad to find your honours are pleased With the house of Messrs Cornics – I can assure your honours he is a worthy man & is much Interested in favour of America. We sold the sloop *Jason* here and have passed her Ballance to the Brigs Accot – I likewise forward you an Accot from Messrs Cornics – they have Chd me 3 P Cent Commission as they did not do all my Business. If it is too much or more then is Chd you in general, You will please to acquaint them of it, as I am ignorant of the Customs.

1. PRO, Colonial Office 5/7, 84.

2. Unfinished draft with "17" written over "16".

JOURNAL OF CONTINENTAL NAVY BRIG *Lexington*, CAPTAIN HENRY JOHNSON <sup>1</sup>

A Logg Book kept on board the Brig *Lexington* from Moliac [Morlaix] bound on a Cruse Henny Johnson Esqr Commander –

H	K	HK	Courses	Winds	Remarks on Thursday september 18d 1777. – [sic Wednesday, September 17]
1				North	Moderate Breezes of Wind and Clare
2				NE	Weather At 1 PM the pilot Came on board. At 4 Do hove up and got under
3					way in Moliac River Beat out to
4				ENE	sea At half past 5 Do we suluted the
5					

6				fourt with 7 guns	At half past 6	Do
7				the pilot Left ous	At half past 7	Do
8	6	WNW		the Island of Bas [Batz]	Bour West	
9	3			Distance 1 League	At 11	Do hawld up
10	4	West	EbS	the fore sail and handed the top gallant		
11	4			sails and Lower the Main sail and hawld		
12				Down the gibb and stay sails	Lade her	
				too under the two top sails with her		
				head to the Northward	At 12	wore
				ship and Lade her head to the southward		

1. PRO, High Court of Admiralty 30/733, 13.

ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

Your Excellency

I have the honor to report to you on the return of the corvette *la Silphide*, commanded by M. de Rensanne [Le Breton de Ransanne], which I sent on the lookout off Ouessant [Ushant] 10 days ago. You will find attached the particulars on the various Vessels she saw on her cruise, during which she found several English frigate-built Ships cruising off Ouessant very close in shore. Don't you think, Your Excellency, that I ought to put a stop to corvettes, frigates or Ships of the line cruising off Ouessant? It seems to me by their diligence that they wish to find out what is happening here, and perhaps to stop the fleet when it leaves. It is most humiliating to see the enemy at the door every day. Give me your orders and they will be promptly executed. . . .

at Brest 17th Sepr 1777

1. AN, Marine B4129, 80, LC Photocopy.

"EXTRACT OF A LETTER FROM BILBOA, SEPT. 17." <sup>1</sup>

The Anglo-American cruizer, the *Oliver Cromwell*, commanded by capt. Wm. Coles, and mounting 16 guns, arrived here about a month ago. He had sent in, but a few days before, a prize loaded with raisins; and, not long afterwards, another loaded with butter. These two vessels were not the only ones he had taken. During a cruize of only 28 days he had captured eight more, including a Danish and a French brigantine, called the *Town of Bayonne*, from the port of Rouen, master's name Peter Regnier, whom he had the rashness to take, notwithstanding the neutrality of their colours, and the respect which he owed them. The French brigantine was from a port in the West of England, entirely laden with bale goods upon freight, bound for Genoa and Leghorn. This cruizer, or rather pirate, Wm. Coles, after having taken the vessel, sent it to Boston, taking first out all the crew, except the master and two sailors: <sup>2</sup> meeting afterwards with a French ship going from St. Malo to Cadiz, he put on board of her the crew of his capture.

1. *London Packet*, or, *New Lloyd's Evening Post*, October 15 to October 17, 1777.

2. See *Journal of a Cruise in Massachusetts Privateer Brigantine Oliver Cromwell*, August 16.

18 Sept.

MINUTES OF THE BRITISH NAVY BOARD<sup>1</sup>

[London] Thursday 18th Sept 1777.

Write to Captn [John] Bourmaster & desire him he will acquaint the Board with the particular circumstances respecting the Capture of the *Crawford* Transport, whether she had her proper Complement of Men, & whether the Master & Men behaved properly on the occasion, or could either have made a better defence, or have got off from the Enemy.<sup>2</sup>

1. PRO, Admiralty 106/2596.

2. *Crawford*, with Highland troops on board, was captured by the Continental Navy brig *Andrew Doria*, Captain Nicholas Biddle, in May 1776. Biddle noted in a letter to his brother Charles that he had taken *Crawford* with "the Speaking trumpet" – that is, no resistance was offered. See Volume 5.

WILLIAM LEE TO RICHARD HENRY LEE<sup>1</sup>

[Extract]

Nantes 18th Sept 1777

... P. S. The renewal of the order from Mr De Sartine was occasion'd by two West India Merchant prizes<sup>2</sup> bro't in here by Capts [James] Babson & [John] Kendrick Commanders of two Privateers belonging to Messrs Babcock & Blair in Boston & Winthrop Sergeant & Co at Cape Anne. These prizes and their Cargoes have been seized & are now detained by Government here after the greatest part was sold. The Capts were offered £16000 Sterg for the two and the Buyers to take all risks – this they refused, saying they wd rather burn them than take that price. – Afterwards they put them under the care of myself and Mr Jonathan Williams, a Bostonian and Nephew of Dr Franklin, to sell – But their own conduct was such that it occasion'd their seizure wch I not only foresaw but foretold to many here, therefore avoided recvg any part of the Goods or Money to stear as clear as possible of Blame. The whole negotiation was left to Mr W. the Capts Countryman I only advising every particle of which the Capts thought fit to disregard & now they blame every body but themselves, however it is a happiness that many here can witness to the probity of my conduct, particularly Mr Wm Blake a Gentleman of one of the first fortunes and families in So Carolina.

1. William Lee Folders, Letter Book (August 9, 1777 – June 24, 1778), 43–46, VHS.

2. Prizes were *Clarendon* and *Hanover Planter* entered at Nantes as American vessels under the false names of *Hancock* and *Boston*.

19 Sept.

PAUL WENTWORTH TO LORD SUFFOLK<sup>1</sup>

[Extract]

Amsterdam the 19 Sept 1777.

... The Ship with Artillery at Marseilles has been pretendedly unloaded, but it is all a Trick – She will sail in a fortnight Orders are given, by

Count Vergennes, that our Privateers shall be supplied with Amunition &c, at Sea: & it is now resolved to vex England by every species of Contrariety. . . .

1. Auckland Papers, III, 162-65, BL.

LORD WEYMOUTH TO LORD GRANTHAM <sup>1</sup>

[Extract]

No 22

My Lord

St James's 19th Sept 1777.

The Letters from Your Excellency to No 48. have been received, and laid before The King.

The strict Orders, which M: de Florida Blanca assured Your Excellency would be sent to the several Ports in Spain to prevent the sale of the Captures made by the American Privateers, had not by the last accounts reached Bilbao, or were eluded by the connivance of the Officers of that Port. Information has been received here that the *General Mercer* and the *Fanny* Privateers were to go from Nantes to Bilbao to careen. Your Excellency will take proper steps to ascertain the fact, and in case these Vessels should be admitted to refit, You will state the circumstances to M: de Florida Blanca, & represent to him how contrary such practices are to the professions of His Catholick Majesty. It would be extremely proper that Your Excellency should endeavour to gain accurate information from Bilbao of what is doing at that Port, and of the various practices of the Agents of the Rebels to evade the Orders of the Court, in order to make representations thereon. This is an object so material and important that I must recommend it very particularly to Your attention. . . .

P. S. I have just learned that the *Revenge* Privateer, Cunningham Master, is arrived at Ferrol; and, to my great astonishment, is allowed to refit, and take in provisions. I expect to hear from Your Excy the reason of this change of sentiments in the Court of Spain. -

W

1. PRO, State Papers 94/204, 144-46.

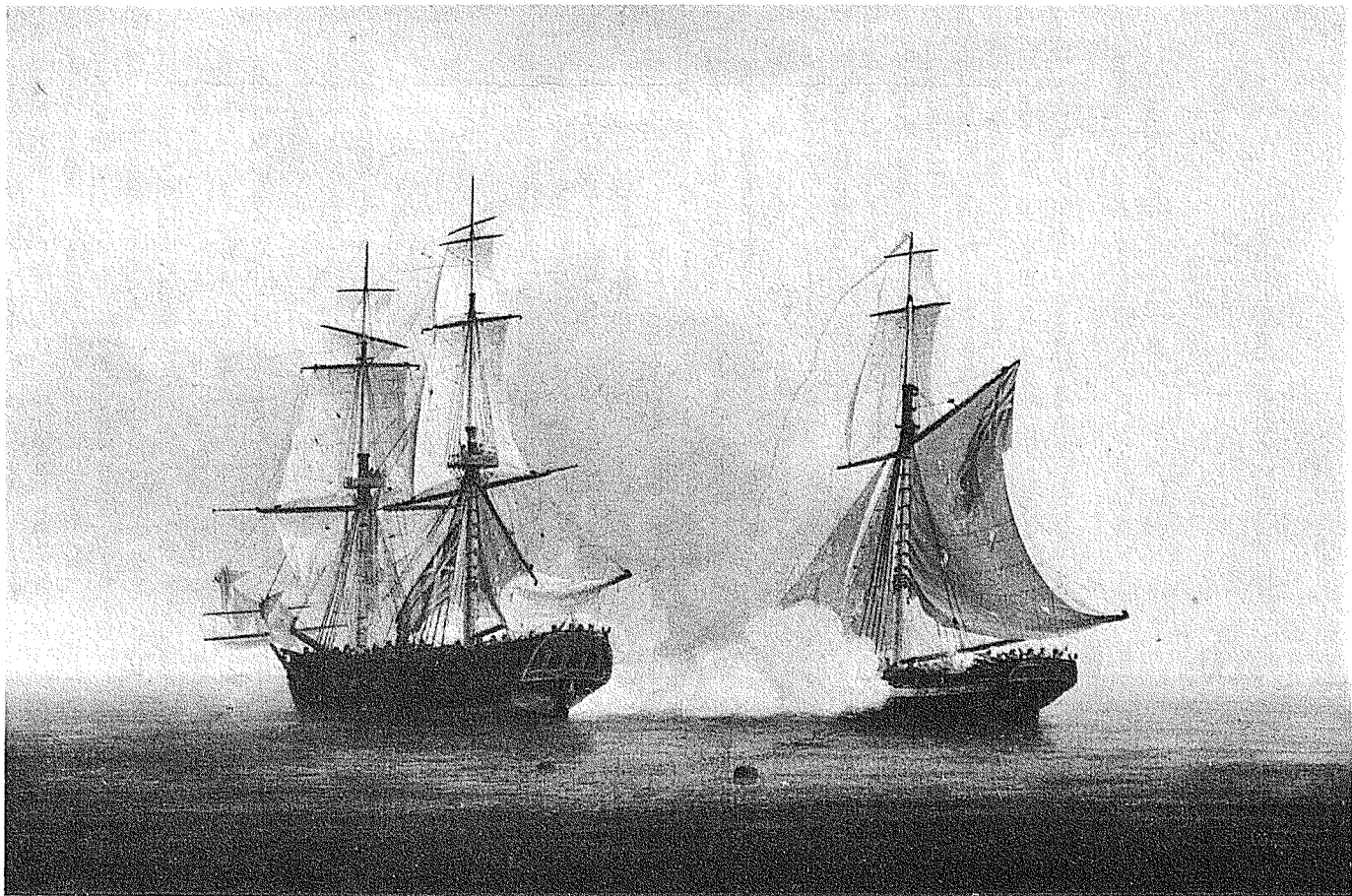
ADMIRAL LOUIS CHARLES DUCHAFFAULT TO GABRIEL DE SARTINE <sup>1</sup>

[Extract]

Your Excellency

I have the honor to report to you that M. de Grasse sent me the lugger *le Coureur*, M. de Martinet, to inform me of the report he is sending you of the encounter that he had with a brigantine belonging to the King of England which was cruising along our coasts. This is the third time that my Ships have discovered her and she has always promised to put out to sea. I even suspect that it is she who entered the river at Bordeaux in which she took prizes at the point where the trade is heavy. Give me orders on this matter if they meet with her another time. You have pre-





*Continental Navy Brig Lexington engaged by H.M. Cutter Alert*

cisely stated what I must do concerning the privateers of all nations, but nothing was said about the ships of the King of England. I would be strongly for treating them like the others. . .

at Brest 19th Sept 1777

1. AN, Marine B4129, 83, LC Photocopy.

20 Sept.

JOURNAL OF H.M. CUTTER *Alert*, LIEUTENANT JOHN BAZELY <sup>1</sup>

September 1777

Ushant N66E Dist 15 Leags

Friday 19th

Light Airs mixd with Calms at 5 AM saw a Sail to the Etward standing for the wtward, let the Reef out of the Mainsail and set the 1st Jib, got the Topsail Yard up, set the Topsail and Royal, cleard the Cutter for Action slung the Yards Gaff and Jib in Chaines at  $\frac{3}{4}$  after 6 Tack'd and stood to her fird a Swivel to bring her too, she then haild us when we answerd from whitehall, we then haild him when he answerd from Guernsey he then hauld down English Colours and hoisted American Colours gave us a broadside which we returnd and an engagement ensew'd which lasted from half past 7 to 10 O Clock when he bore up made use of his sweeps and endeavourd to get off[f] turnd the People stopperd reev'd new Rigging and made Sail after him Latd m 48° 12' N Longde m 1° 13' Wt -

First and middle parts Light Breezes and fair latter Fresh Gales with some Rain at  $\frac{1}{2}$  past 1 PM came up with the Enemy (cut and let run the small Sails overboard) renew'd the Action when at  $\frac{1}{2}$  past 2 she struck found her to be the *Lexington* Brig Arm'd by the American Congress Henry Johnstone Master, mounting 14 four & 2 six Pounders 12 Swivels & 84 Men the Enemy had 7 Men kill'd and 11 wounded in the former was the Master & Lieutenant of Marines in the latter was the 1st Lieut & Gunner, the loss on our side was three Men wounded and two kill'd with both our Mast & Rigging &c very much dammag'd sent a Midn & 17 Men onboard to take charge of the Prize receiv'd 68 Prisoners from her, empd stoppering the Rigging & reeveing new handed the Topt sent the Yard down upon Deck and struck the Top mast in the Toprope in 1st & 2nd reef Mainsail and set the 3rd Jib at 9 made Sail the Prize in Compy at 7 AM the Prize lost her Mainmast at 8 brought too at Noon the Prize in Compy Scilly N31 .. 13E Dist 32 Leags

Saturdy 20th

Fresh Breezes and Cloudy Wr at 4 PM handed the Main-

sail & set Topsail hauld down the 3d & set the 4th  
Jib at 10 lost sight of the Prize

1. PRO, Admiralty 51/51, 48-49.

### HERMAN KATENCAMP TO LORD WEYMOUTH <sup>1</sup>

No 63.

My Lord.

Corunna 20th Sept 1777.

I most humbly beg leave to refer to my last of the 3d Instant.

Notwithstanding the Orders that have been given respecting the Reception and Treatment of American Privateers and their Prizes in the Ports of this Kingdom, Cunningham is still permitted to remain in Ferrol, and has found Means to dispose of his Prize the *Black Prince* to Arnaud Faular Master of a French Brig called the *Postillon de Bayonne*, who has sent her to France.<sup>2</sup> I have provided the Prisoners whom Cunningham has set at Liberty, with a Passage to Oporto, where they will find Opportunities to return home. I am sorry to see the uncommon Favor shown this Man, and the great Facility with which the aforesaid Orders are eluded. I am equally concerned to hear that in Bilboa where there are four Privateers and eleven Prizes, they are permitted to enter, remain, and fit out with as much Liberty as ever. I have the Honor to be with the most profound Respect and Veneration, My Lord [&c.]

H Katencamp

[Endorsed] R 13 October

1. PRO, State Papers 94/204, 212.

2. "Narrative of the proceedings of Captain Gustavus Conyngham, Commander of Cutter *Revenge*, 1777-1779," states:

as she could not be sold at that Port she was ordered to Bayonne under French Colours where she arrived - it was discovered that she was a Prize and ordered out of Port - she proceeded to St John de Luce [St. Jean-de-Luz] which is a free Port - there she discharged her Cargo which was put on board small Vessels & carried back to Bayonne - The American Commissioners were fully advised respecting this Vessel

Henry Laurens Papers, Box 24, SCHS.

21 Sept. (Sunday)

THOMAS HALEY TO THE COMMISSIONERS FOR SICK AND HURT SEAMEN <sup>1</sup>

[Mill Prison, Plymouth]

To the Honble the Commissioners for Sick & lame Seamen, the Petition of Thomas Haley Humbly Sheweth,

That your Petitioner is an Englishman and was one year in his Majestys Service in Virginia under the Earl of Dunmore, and that he was one of the Crew, belonging to a Vessell sent from Norfolk in that Colony to the Island Bermuda by order of the said Earl of Dunmore, and on his return was taken by an American Privateer calld the *Lexington* <sup>2</sup> belonging to Philadelphia at which place he was set on Shore and from several obligations, he could find no other mode of subsisting honestly unless that of entring into the service of the United states of America, which he was

compell'd to do totally against his inclination, That Your Petitioner always entertain'd hopes of quitting the American service, but never had an opportunity for effecting that purpose, & that he was taken on board a Prize taken by the *Lexington* which was carried by the Men belonging to the Vessell into Falmouth.<sup>3</sup> – Your Petitioner is now a prisoner at Mill Prison near Plymouth, he is sorry he ever acted against the Interest of Great Britain, and Humbly hopes he may be plac'd on board one of his Majestys Ships of War. Sept 21st 1777.

his  
Thomas X Haley  
mark

1. Letters to Commissioners for taking care of Sick & Hurt Seamen, ADM/M/404, NMM.
2. The vessel captured by *Lexington* was the sloop *Lady Susan*, William Goodrich, master.  
See Volume 6.
3. The prize was the brig *Hanover*. See Volume 7.

CAPTAIN SAMUEL NICHOLSON TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Honble Gentn

Nantes Sept 21st 1777 –

On my leavg St Malo I wrote You giveg You an Acct of the Sailg of the *Reprisal & Dolphin*. Capt [Francis] Brown Arrived here in the *Dolphin* the Night before last, & Agreeable to his Orders from Capt Wickes, Under french Colours, & to the address of Monsr Peltier as Comeg from St Austatia, but haveg no Clearance from that Place or any other Papers, Mr Peltier thought it most Proper to enter her from St Malo, Put in, Inn distress, & as Capt Brown had no Commission for her, I lent him Mine to Satisfye them She was A Commissioned Vessell, upon wch they have given him Liberty to refitt his Vessell, & as Soon as that is Compleated to Depart the Port, Capt Brown informes me Capt Wickes Put his French Pilot on board him 10 OClock on Monday last off Ushant, & they Parted Compy at Noon the same Day, with a fine Easterly Wind, so that I make no Doubt but my friend Wickes has had A fine Run Off, they Saw no Vessells in Channel but made the best of their Way, they Saw Nothg of Capt Johnson – There is A Gernsey Privateer Cruzeing off the mouth of this River, who they Say have taken several Vessells Comeg from So Carolina here, she mounts 18 Guns, Capt Brown Says he Saw her standg off from Close in Under the Land but took no Notice of him, I Shall Put all my New Enlisted Men, abt 20 in Number on bd the *Dolphin*, in a Day or two, we Shall go to Strippg of her, and Prepair for gettg in A New Mast, as the old one is lost 6 feet off[f] the head, & Sprung below the Riggging in our last Cruze.

The New Ship goes on very well, & is Planked up as high as the Sills of the Gun Deck Ports, there is many hands at Work on her, & Suppose will be ready to Launch in a fortnight if the Weather Shou'd Prove Good, If I dare declare openly amongst the Saylor's what ship I was to Command I coud allmost Man my ship in little time, with my own Country men Chiefly, but they dont like to enter for A ship they dont know, Mr Williams

is not Yet Arrived I wish he was Come as he is much Wanted, I am Gentn [&c.]

Sam Nicholson

1. Franklin Papers, vol. 7, pt. 1, 48, APS.

22 Sept.

LORD GRANTHAM TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 53.

My Lord,

Madrid 22d Septemr 1777.

I have received the Honour of your Lordship's No 21. and have communicated to M. Florida blanca the Sentiments which I was instructed to convey, and this I did in the most particular and ample Manner that I could; And I am to acquaint your Lordship, that he received them with Expressions strongly professing the Desire of this Court to preserve the publick Tranquility. I was obliged however, at the same Time to repeat and to lay before him the Intelligence which I had received from Ferrol, (and communicated to him on the same Day by the enclosed Note,) of the Stay which Gustavus Cunningham and his last Prize continued to make in that Port; and I pointed out to him, that their Wants, or pretended Necessities had been liberally supplied, and that I had reason to suspect, that a collusive Sale of the Prize might take place. – I stated to him very clearly, that no Proceeding whatever could be so contrary to the Promises I had received, and that it gave me the greatest Concern on the moment I expected to see them performed to find myself obliged to complain of their not being executed. – In reply to this complaint he shewed me, that the Orders, which, upon my first complaint on this Subject had been repeated, had not yet reached Ferrol, and assured me, that those Orders were accompanied with a severe reprimand to the Commandant of that Port; and he immediately directed an Enquiry to be made into the Supply given to G. Cunningham which, according to my Information, had been furnished out of The Catholick King's Stores, and promised that he would seriously and effectually enforce The King of Spain's Intentions in the Orders that had been issued, and that they should be strictly obeyed in all the Ports, even in those of Biscay, which are not under the same Controul. I have furnished him with all the Information which I can collect of Ships, which have been fitted out there, and told him, that I could not but make an essential Difference between such Prizes as may have been sold before the Prohibition was issued, and such whose Sale might be connived at, or allowed afterwards, of which however, I do not yet know any Instance. With regard to the Cargoes of the brig *Princess Masserano*, & of the *Juno*, mentioned to me in your Lordship's No 20, and in a Letter from Mr [Anthony] Chamier of the 2d Inst, I see no hopes of Success in application for them, or their Value, unless I could ascertain that they were sold since the Orders were published, in which case, I

apprehend there would be a better Ground for claiming them, as this Court would then be more answerable for them. M. Florida blanca however assured me, that in such Cases the Tribunals of the Admiralty Courts here, with Appeal to the Council of War, would be open; But it still remains to know what would be their Decision.

I am under some difficulty for true Intelligence from Bilbao, which place has been the seat of most American Transactions in this Country, the Trading People of that Port being doubtless in that Interest. . .

[Endorsed] R 10 October

1. PRO, State Papers 94/204, 207-09.

## 23 Sept.

"EXTRACT OF A LETTER FROM DOVER, SEPT. 23." <sup>1</sup>

This Morning were landed here four Masters of Vessels that have been taken by the *Oliver Cromwell* Privateer, a Brig of 19 - 6 Pounders, and 170 Men, and her Consort, of equal Force. They came Passengers in a Spanish Ship from Bilboa, where are 17 Prizes taken by the above Privateers.

1. *Daily Advertiser*, London, September 26, 1777.

GEORGE LUPTON (JAMES VAN ZANDT) TO WILLIAM EDEN <sup>1</sup>

[Extract]

Paris 23d Sept 1777.

. . . Thos Morris - who I informed before was an Agent for the Congress at Nantes & the person appointed by them to do all their Shipping business &c - has led such a dissipated life for some months past, that Doctor Franklin and Mr Deane thought it prudent to appoint another person in his place (say Jonathan Williams a Nephew of Docr Franklins) - In Consequence of Morris's behaviour Deane & Franklin, wrote to the Congress (and not to his Brother, who put him under their protection) Complaining of the same and desiring he might be removed - As he was a detriment to their Cause, and disgrace to America in General - As soon as this News got to America, his Brother Robt Morris, apply'd to the Congress - and told them he would be happy to know if the business transacted by his Brother here, did not meet their approbation they reply'd in the Affirmative, and voted that the said Morris Should be continued in his Office, and further, they do not censure the Conduct of Deane and Franklin a little, they say he Stands too much on trifles - Morris gives out that Deane is to be recalled - which he asserts he has on Black and white - The letter from his Brother to Deane & Franklin, I have seen - Morris of Phia therein informs them, that they might have wrote to him and not to the Congress Complaining of his Brothers behaviour - and Concludes after many severe reprimands - "that 'tis not all the Commissioners in France that are able to Remove his Brother from his Present

Office, in Spite of all the Nephew or Relations they may have – or wish to provide for. . .

Weakes and Johnson, together with the other American Privateers was ordered out some time since by this Court, – the former of which sailed since my Illness with dispatches to the Congress – but the latter remains still at Morlaix – and a Capt Day at L'Orient in a Sixteen Gun Ship (private property)<sup>2</sup> the latter is affraid to go out, as he is sure of being taken if he should attempt the same, owing to the Vigilence kept by your Ships of War in those Seas – The prizes that were brought into Nantes some time since will be delivered up or forfeited to the King of France –

A Brother of Deane's arrived here last Week from America by the way of Havre his business is to go out in a Sutable Season with a Cargo for America – by the same route that he came, (say by french West Indies) I hope I Shall be able to give you sufficient notice before he sails –

The Vessell that Hynson was to have gone out in, has been stop'd by an order from this Court, and final Stop put to that business – Carmichael informs me that the French will listen to nothing since the loss of Ticonderoga – it was a place well known to them, and which they say cost the English some thousands of men last war, by a hand full of Frenchmen – Indeed within my knowledge it has hurt them exceedingly – they declare the Yankeys will not fight. . .

The Vessell that come from America are entered in those ports as if from St Eustatia &c which has often deceived the most Vigilent Eye. . .

Nicholson has got back to Nantes again to overlook and give direction for his Ship building there, which I mentiond before, – I hope you'll put stop to same as she will be a Vessell of considerable force The Vessell which Nicholson had before, lays at St Malo, she is small and Just fitted for the purpose they intend her, (say to Carry over dispatches to the Congress) – She will sail some time next month, and is commanded by a Capt Brown, 'twould be a grand Stroke to take her, which may be done Very easialy, as the Capt is a poor indelent Yankey. . . .

1. Auckland Papers, III, 176–79, BL.

2. *General Miffin*.

#### WILLIAM LEE TO LIEUTENANT JAMES ROBERTSON, PAIMBOEUF<sup>1</sup>

Nantes 23d Sep. 1777 –

I am inform'd that you have brot in a prize taken by the *Independance* Capt Young who is in the Continental Service and as I am appointed here by Congress to take care of all prizes taken by Ships in their service I beg you to come up immediately to me, & as the Governmnt here, has forbid all prizes to be sold in their Ports it is necessary for you to be extreemly cautious of what you do, The ship must not come higher up than St Lazare [St. Nazaire] 'till you see me, & if she is come to Paimbouf before you receive this, you must immediately order her down again to the mouth of the River & come up to me yourself. Be careful in speaking and do not tell

every body what you come about in short keep your own Council until you see me. I lodge at the Poste Royale in the Rue de Gordge, but Capt Tanner who bring this will show you where I live.

1. William Lee Folders, Letter Book (August 9, 1777 – June 24, 1778), 49, VHS.

24 Sept.

LIEUTENANT JOHN BAZELY, R.N., TO PHILIP STEPHENS <sup>1</sup>

Alert Cutter at Plymouth.

September 24th 1777.

Sir,

I have the pleasure to acquaint you of my Arrival here, Having mett with the *Lexington* Brig, Armed by the American Congress with Sixteen four Pounders Twelve Swivels and Eighty four Men, commanded by Henry Johnston (late Master of the *Yankee* Privateer, who made his Escape from the *Mars* at Blackstokes September 1776) which, I took the 19th instant WBS 14 leagues from Ushant, two days out from Morlaix, bound to Boston with Dispatches for the Congress, which was thrown overboard.

I gave chase at five in the Morning, and came up with him at half past Seven, had a Close Engagement till Ten, when He bore up and made Sail, as soon as I got my Rigging to rights, again gave Chace and came up with him, at half past one, renewed the Action till half past two, when he Struck. I have been so fortunate as to have had only two Men Killed and three Wounded, one of which is since Dead, with my Mast, Rigging and Sails much Cutt and Damaged.

The loss on the Rebels side, are seven men Killed, and eleven Wounded, in the former are Master and Lieutenant of Marines, in the Latter first Lieutenant and Gunner with her rigging Mast and Sails, much Damaged.

It blowing strong Easterly the Night of the 20th with a large swell and thick Weather, I parted company, but am in Expectation of her Arrival in this Port every Hour.

I am to beg you will acquaint their Lordships with the very Gallant behaviour of my Officers and people on this Occasion, I am Sir [&c.]

Jn<sup>o</sup> Bazely

[Endorsed] R, 27th by himself

1. PRO, Admiralty 1/1497.

HERMAN KATENCAMP TO LORD WEYMOUTH <sup>1</sup>

[Extract]

No 64.

My Lord.

Corunna 24th September 1777.

I have the Honor to acquaint Your Lordship with the Arrival in this Port of the Schooner *Hawke* an American Privateer mounting fourteen Guns commanded by Jeremiah Hilbert from Newbery in Massachusets Bay,<sup>2</sup> which Place she left the 26th July, having taken in her Passage and sent to Bilboa for Sale, the following Vessels.



The Brig *Wensley dale*, Atkinson Wynne from Zante to Liverpool with Currants, taken the 20th Aug:

The Brig *Thomas & Mary*, James Forrestal from Newfoundland to Bilboa with Fish, taken the 12th Instant.<sup>3</sup>

The Brig *Nancy*, William Payne with Wine and Fruit from Malaga to Dublin, taken the 19th Instant.

. . . the Privateer commanded by Cunningham is gone on a Cruize. . . .  
[Endorsed] R 17 October Sent to the Admiralty

1. PRO, State Papers 94/204, 217-18.

2. Jeremiah Hibbert, commander, mounting 10 guns and 8 swivels, with a crew of 60 men, commissioned June 18, 1777, Mass. Arch., Revolutionary Rolls, VI, 111.

3. Retaken by H.M.S. *Foudroyant* and sent into Plymouth, *Lloyd's Evening Post and British Chronicle*, London, September 29 to October 1, 1777.

## 25 Sept.

PHILIP STEPHENS TO ADMIRAL SIR THOMAS PYE, PORTSMOUTH<sup>1</sup>

Sr

[Admiralty Office] 25 Sepr 1777

My Lords Commissrs of the Admty having taken into Consideration the Petition you transmitted to me in your Letter of the 19th Inst signed by sixteen Rebel Prisoners confin'd in Forton Prison, wherein they pray to have the liberty to enter into the Service of His Majesty on board the *Monarch*; I am commanded by their Lordships to acquaint you that as the Petitioners are committed by a Magistrate for treason or Piracies, it is not in their power to order them to be discharg'd from their Confinement. I am &c.

P: S:

1. PRO, Admiralty 2/555, 354.

### "EXTRACT OF A LETTER FROM DOVER, SEPT. 25."<sup>1</sup>

This Morning arriv'd off the Harbour the *Lexington* Privateer, taken by Captain John Bazely, off the Lizard, in Lat. 27. There being but little Wind, Capt. Bazely, in the *Alert*, row'd up with the Privateer, who, thinking him an easy Prey, fired a Broadside into him, and ordered him to strike. Bazely answered he would, but was not near enough. He then received his second Broadside, and being then near to each other, a very hot Engagement continued between three and four Hours; at length the Privateer struck to the superior Valour of the Dover Boys. The Privateer is gone into the Downs to put her Wounded into the Hospital at Deal, several of whom stand in need of Amputation of Arms or Legs; Tomorrow she comes into this Harbour to be repaired before she can proceed to the River. The Lieutenant of the Privateer lost one of his Hands. By the Copy of a Letter found in the Captain's Chest, the *Lexington* appears to be one of the three which did the Mischief in the Irish Seas; he directs his Agent in France to dispose of the 14 Prizes for the joint Benefit of the three Privateers. The Midshipman who now commands the Prize is a Nephew of General Schuyler, and entered with Bazely about six Weeks ago. The

*Alert* stood for Plymouth to repair, having sustained some Damage in the Engagement. The *Lexington* had been but three Days out of St. Maloes, and was chiefly manned with Scotch and Irish.

1. *Daily Advertiser*, London, September 30, 1777.

CAPTAIN JOHN ELLIOT, R.N., TO PHILIP STEPHENS <sup>1</sup>

*Trident* in the Downes

25th September 1777.

Sir

Please to acquaint the Right Honble the Lords Commissioners of the Admiralty, that this morning came in here the *Lexington* an American Brig Privateer, fitted out by the Congress, of Sixteen Carriage Guns, Twelve Swivels and Ninety four Men, Commanded by Henry Johnson, last from Morlaix. She was taken the 19th Instant, by His Majestys Cutter the *Alert* carrying ten Carg Guns of 4 prs and 60 Men, Commanded by Lieutenant Beazley, about Thirty Leagues to the westward of Ushant, after a gallant and well disputed Action of several hours, in which the Brig suffered greatly, having lost her mainmast, and been otherwise so disabled that Mr Peter Bruff, the Petty Officer who Commands her, thinks it necessary to go into Dover Pier to refit, before She can proceed for the River.

There were several Men, killed and wounded on both sides, but Mr Bruff cannot ascertain the number on either, being sent on board to take charge of the prize, immediately after the Action, and parting from the *Alert* the night following, in bad weather.

Mr Bruff further acquaints me, that on the Morning of the 21st Inst off the Start he exchanged some Shott with an American Schooner Privateer, of Eight Carriage Guns, to which he gave Chace, but the *Lexington* being disabled, could not come up with her.

I have directed Five wounded Prisoners on board the *Lexington*, as it is thought necessary they should all undergo an Amputation, to be sent to the Hospital at Deal. I am Sir [&c.]

J<sup>o</sup> Elliot

[Endorsed] 26 Sepr Own rect desire him to use his endeavors to find out the numbr of French men who are on bd of the *Lexington* Privitr –

1. PRO, Admiralty 1/1761.

SILAS DEANE TO CAPTAIN THOMAS TRUXTUN <sup>1</sup>

Sir

Paris Sepr 25th 1777

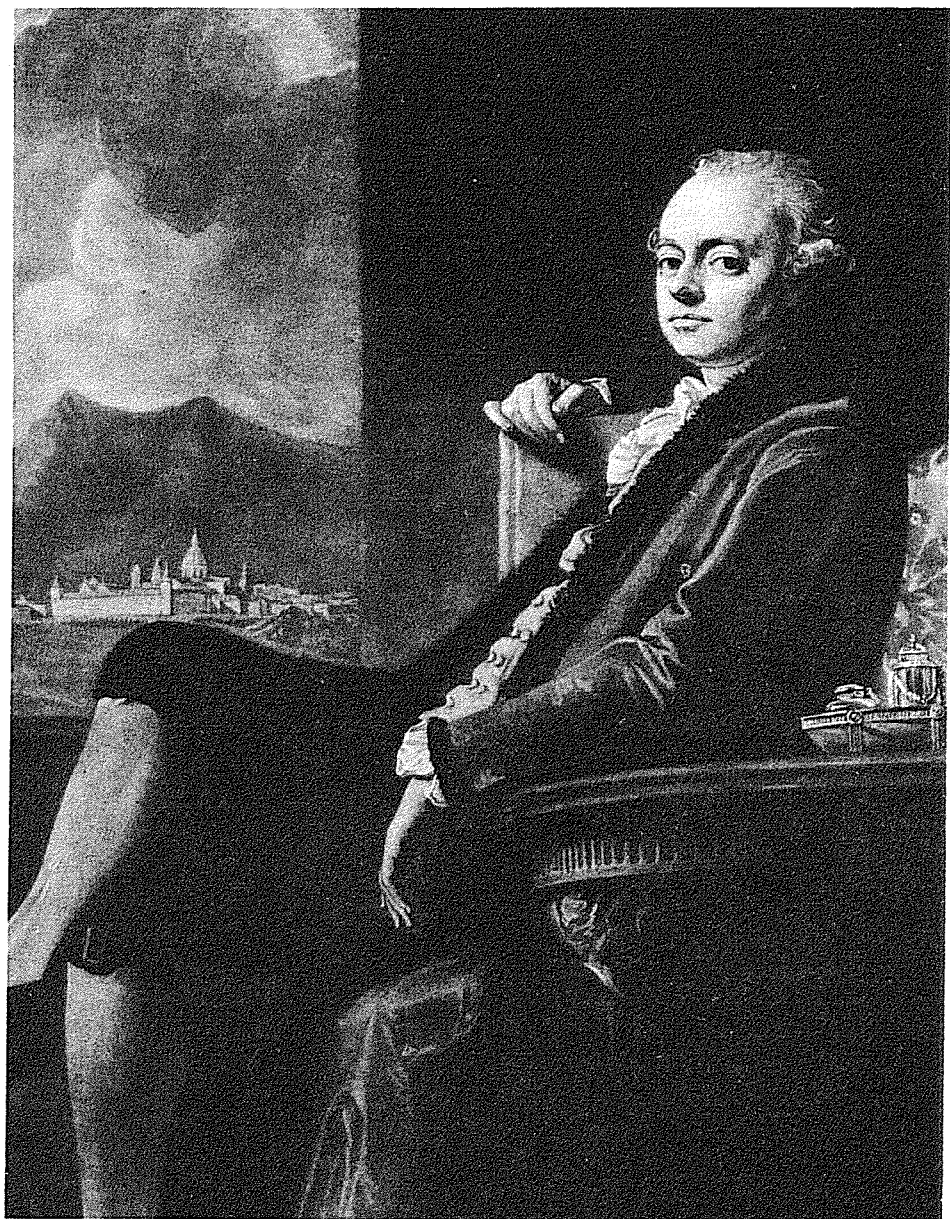
I received your Favors of the 20th & am obliged to you for your kind Offer & now send you a Letter to the honl Robt Morris Esqr which I pray You to forward to him instantly after your Arrival in America.<sup>2</sup> it is of some Consequence, & if you should meet with any Accident pray it may be destroyed. I am wishing you a successful Voyage Sir [&c.]

Captn Truxun of the *Mars* at Nantes –

S. D.

1. Silas Deane Letter Book (August, 1777 – March, 1778), 18, ConnHS.

2. Deane's letter concerned the conduct of Thomas Morris, half-brother of Robert Morris, Silas Deane Letter Book (August, 1777 – March, 1778), 24–30, ConnHS.



*Lord Grantham*

26 Sept.

LORD WEYMOUTH TO LORD GRANTHAM <sup>1</sup>

No 23.

My Lord,

St James's. 26th Sept 1777.

The information We have received confirming the account that Cunningham's Vessel has been allowed to receive every assistance in Ferrol which he stood in need of obliges Me again to recommend this important matter to Your attention, not doubting that You will very earnestly represent to M: de Florida Blanca how inconsistent such a practice is with the professions so frequently made to Your Excellency. This circumstance is the more important, as at present the French Court has most positively engaged to prevent the Rebel Privateers from refitting in their Ports, or receiving any further assistance than humanity requires.

It is also stated that several of The King's Subjects are forcibly detained on board of Cunningham's Vessel, and that such detention is supported by His Catholick Majesty's Officers; I am to recommend to Your Excellency to press M: de Florida Blanca to give precise orders that such British Subjects as are actually on board may be permitted, if they desire it, to quit this Vessel. I cannot too strongly recommend these matters to Your Excellency's attention. I am &c

Weymouth

P. S. Since writing the above I have received your Letter of the 8 inst No 50 -

1. PRO, State Papers 94/204, 170-71.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH <sup>1</sup>

My Lord

[Admiralty Office] 26th September 1777

I am commanded by my Lords Commissrs of the Admty to signify their direction to you to order the Commanders of His Majts Ships *Bedford* & *Asia* & also the *Cameleon* Sloop when she arrives at Plymouth, to put to Sea without one Moments Loss of time, & to proceed & cruize upon the Stations against each exprest on the other side hereof for the protection of the Trade of His Majesty's Subjects & to use their utmost Endeavours to take, or destroy any Privatiers or other Ships or Vessels belonging to the Rebellious Colonies of North America which they may be able to come up with, and more particularly to look out for the homeward bound West India Convoys which were to have sailed from Jamaica & the Leeward Islands on the 1st of last Month, And upon falling in with either of those Convoys to accompany them as high up the English Channel as Spithead & remain there untill they receive further Order, sending their Lordships an Account of their arrival & proceedings, But upon case of falling in with the said Convoys, or either of them, the[y] shall find that any other of His Majts Cruizers (under like orders to see them into the Channel) shall have joined them, they are in that case to continue to cruize on their respective Stations, to look out for the remainder (if any are expected) & for the other

purposes beforementioned untill the expiration of three weeks from the first passing the Meridian of Scilly, & then to return to Plymouth Sound, & remain there untill they receive further order, For which their Captains will respectively receive their Lordships orders in form the first convenient Opportunity, this being sent to save time as the West India Convoys are hourly expected, & there is reason to apprehend they may meet with some Conveyance for the American Privatiers. I am &ca.

P: S:

[On Reverse]

Bedford	{	Between the Lattitudes of 49° & 50° North,
		stretching 40 Leagues to the Westward of
Asia	{	the Meridian of Scilly –
Cameleon Slo[o]p		Between the same Lattitudes stretching 40
		Leagues to the Westward of the Meridian
		of Cape Clear –

1. PRO, Admiralty 2/555, 357.

PHILIP STEPHENS TO CAPTAIN JOHN ELLIOT, H.M.S. *Trident*<sup>1</sup>

Sir

[Admiralty Office] 26th Sepr 1777.

I have communicated to my Lords Commissrs of the Admty your Letter of Yesterdays date, informing them of the *Lexington* Privatier having brought into the Downes which had been taken on the 19th Instant, by His Majesty's Cutter the *Alert*, commanded by Lieut [John] Beazley, about 30 Leagues to the Westward of Ushant, after a gallant & well disputed Action of several Hours; And I am commanded by their Lordships to signify their directions to you, to use your endeavours to find out & let me know the number of French Men who are on board the said Privatier. I am &c.

P: S:

1. PRO, Admiralty 2/555, 359.

"AN ACCOUNT OF STORES SENT OUT IN THE SHIPS *Friendship*, *Howe*, AND *General Conway*,"<sup>1</sup>

[Treasury Chambers, September 26, 1777]<sup>2</sup>

30000 Gallons of Vinegar

40000 Pairs of Mittens

8000 Blankets

8058 Rugs

10189 Pair of Sheets

384 Bolster Cases

87 Bed Cases

1562 Iron Pots

Materials for 20000 Pair of Legging.

1. British Headquarters Papers, CW Photocopy.

2. This was an enclosure in a letter from John Robinson to General Howe of this date.

JOURNAL OF SAMUEL CUTLER <sup>1</sup>

[Mill Prison, Plymouth]

[1777. September] 26th. The new Black hole finished. Will. Ford took possession of it. Capt Henry Johnson, of the brig *Lexington*, taken the 19th inst. off Ushant by a Cutter of 12 guns, sent in the 24th, brought on shore from the *Blenheim* with six of his officers, examined and committed here. Put in the prison with Capt Burnell.

1. "Cutler's Journal," *New-England Historical and Genealogical Register*, XXXII, 396.

CAPTAIN JOHN ELLIOT, R.N., TO PHILIP STEPHENS <sup>1</sup>

*Trident* in the Downes.

Sir Sept 26. 1777.

Please to acquaint the Right Honble the Lords Commissrs of the Admiralty, that Mr Clement Smith late Surgeon, of the *Lexington* Prize, is now on board His Majesty's Ship *Trident* under my command, a Prisoner, should be glad to have the directions, of their Lordships, in what manner he is to be disposed of. I am Sir [&c.]

J<sup>o</sup> Elliot

[Endorsed] 27 Sept Send him to Spithead by the *Proserpine*, when she forwards him to be disposed of as Sr T. Pye shall direct – Sr T. Pye to cause the proper steps to be taken for committg him to Forton prison –

1. PRO, Admiralty 1/1761.

27 Sept.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD WEYMOUTH <sup>1</sup>

My Lord, Admty Office 27 Sept 1777

We have received your Lordship's Letter of the 23d Instant enclosing a Copy of a Paper delivered to your Lordship by the Marquis de Noailles, containing several Complaints of the proceedings of some of our Armed Ships on the Coast of France in the neighbourhood of Bordeaux, and desiring that enquiries may be made into the Circumstances of the Facts, that you may be enabled to send a proper Answer to the French Ambassador: In return We may venture to assure your Lordship that none of the Vessels complained of are Ships belonging to His Majesty; that on the contrary there is great reason to believe they were some of the piratical Vessels fitted out by His Majestys Rebellious Subjects in America, but that unless your Lordship can furnish us with the Names or a more minute & circumstantial description of those Vessels, it will be impossible for Us to cause those enquiries to be made which your Lordship has desired.<sup>2</sup> We are My Lord [&c.]

Sandwich C Spencer H Palliser

1. PRO, State Papers 42/51, 221-22.

2. Despite the Admiralty's belief that the offending ships were American privateers, Weymouth acknowledged to de Noailles that they were probably British letters of marque, Vergennes to Sartine, September 28, 1777, AMAE, Correspondance Politique, Angleterre, vol. 525, 35, LC Photocopy.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM, PLYMOUTH<sup>1</sup>

My Lord,

[Admiralty Office] 27 Sepr 1777

I have communicated to my Lords Commrs of the Admty your Letter of the 25th Inst informing them of the arrival of the *Alert* Cutter commanded by Lieut [John] Bazely with 67 American Rebel Prisoners taken in the *Lexington* Privatier after an Engagement of several hours, and that Mr Bazely having some papers of Consequence, you have thought proper to send him up to this Office by Express, which I am to acquaint you their Lordships approve of. And am &c.

P: S:

1. PRO, Admiralty 2/555, 363-64.

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

[Extract]

My Lord,

[Admiralty Office] 27th Sepr 1777

I have the honor to send your Lordship herewith Duplicates of my two Letters of the 20th and of two others of the 23d of last month.

In one of those of the last mentioned Dates, I acknowledged the Receipt of your several Letters, of the 18th & 29th June, 3d 5th & 9th July number'd 32 to 36 inclusive; And having since received the directions of my Lords Commrs of the Admty upon the subject matter thereof, I avail myself of the opportunity afforded by the *Maidstone* to communicate them to you.

Their Lordships have transmitted to Lord George Germain a Copy of the Circular sent by yourself and Sir Willm Howe to the Governors of the several Islands in the West Indies, to restrain the granting Licences to Vessels, to navigate in the American Seas, by which His Majs Rebellious Subjects have been enabled to obtain supplies of many Articles of Subsistence, which, without those Licences, they could not have received, and have desir'd his Lordship to lay the same before His Majs, that such directions may be given thereon, as His Majs shall think fit.

I have by their Lordships directions inform'd the Navy Board of what Captain Onslow has represented, respecting the Misconduct of the Masters of the Transports who sail'd under his Convoy, that such Notice may be taken thereof, before they Pay for the hire of those Ships, as may deter other Masters from being guilty of like Practices.

Their Lordships are pleased to approve of your having order'd the *Cabot* Brig to be purchas'd of the Captors, to supply the place of the *Diligent* Armed Brig, which had been lost in the Bay of Fundy; and of your Lordships appointment of Lieut Dod to command her; And they have given the necessary Orders to the Navy Board, respecting her being paid for, and for the Establishment of her Complement agreeable to the Papers You have transmitted on these two heads. . . .

With respect to the Court Martial, held to enquire into the loss of the *Tryal* Armed Schooner;<sup>2</sup> My Lords direct me to acquaint your Lordship, that it seems to have been the general practice in Trials of that kind

for the Court to examine upon Oath such of the Officers or Crews of Ships in that predicament, as it has been judged proper to call upon to give Evidence touching the loss of such Ships or the Conduct of the Officers and Company upon the Occasion; And that as Lieut [John] Brown and Mr [Leonard] Mosey the Master of the Schooner abovementioned were dismissed from His Majs Service by Sentence of the Court Martial, their Lordships do not conceive themselves to be authorized to restore them to the rank they held without the Sanction of His Majesty's Order in council:

My Lords are given to understand that a Memorial either has been, or is to be presented to His Majs on behalf of Lieutenant Brown, and I am authorized to say that the favorable representation your Lordship has made of Mr Brown's Services, will when the Memorial comes in reference, weigh greatly with them, in making such a Report thereupon as they flatter themselves may induce His Majesty to restore not only him but Mr Mosey also to their former Rank.

My Lords are of Opinion with your Lordship that it will be necessary upon the removal of Sir Peter Parker, to have the same Number of Commanders of Divisions continued; and therefore approve of your giving an Order to Captain Griffith to wear a distinguishing Pendant, for which they will direct the Navy Board to cause him to be paid the usual Extra Allowance of Ten Shillings a Day, but they cannot consent to his having an equal Establishment with Mr Hotham, as from the Number of Captains now in commission Senior to Captain Griffiths, many Inconveniences must arise if it should be found expedient to send any more Ships of the Line to reinforce your Lordship. . . .

1. PRO, Admiralty 2/555, 367-69.

2. See Volume 7.

#### PHILIP STEPHENS TO CAPTAIN JOHN ELLIOT, H.M.S. *Trident*<sup>1</sup>

Sr

[Admiralty Office] 27 Sept 1777

Having communicated to my Lords Commrs of the Admty your Letter of Yesterdays Date, informing them that Mr Clement Smith late Surgeon of the *Lexington* Prize, is now on board His Majs Ship under your Command, a Prisoner, and desiring to know in what manner he is to be dispos'd of; I am in return commanded by their Lordships to signify their direction to you to send him to Spithead by the *Proserpine*, when she proceeds thither, to be dispos'd of as Adml Sir Thos Pye shall direct. I am &c.

Captn Elliott, Senr Offr Downes.

P: S:

1. PRO, Admiralty 2/555, 364.

#### JOURNAL OF CHARLES HERBERT<sup>1</sup>

[Mill Prison, Plymouth]

[1777. September] 27. Ten more of Captain Johnston's men came to prison to-day. They inform us that they were taken by a ten gun cutter after almost four hours' engagement, and having expended all their shot;



they were so disabled by having their shrouds, stays, and braces shot away, and so nearly wrecked, that they were obliged to strike to their inferiors. They had six men killed and a number wounded; their first lieutenant had an arm shot off, and after they were taken they were not stripped as our company had been, but were allowed all their clothes; and Captain Johnston was allowed even to wear his hanger, which he brought to prison with him, and delivered to the agent. He had considerable money with him, which the agent took, and he is to have it in small quantities as he wants it, for immediate use.

I. Herbert, *A Relic of the Revolution*, 64-65.

#### VERGENNES TO THE MARQUIS DE NOAILLES<sup>1</sup>

[Extract]

No 47.

at Versailles 27th September 1777.

... Lord Weymouth has given you a valuable admission, M., by assuring you that merchant ships furnished with Letters of Marque, have the other option only to defend themselves and to afford themselves security against attacks by American Privateers. Unfortunately this admission is belied by the facts, that several of our vessels have been taken by these particular privateers, and they come here boldly to annoy the American trade in our rivers. But we are going to put things aright, and hope to bring these privateers to the necessity, at least in our waters, of adhering strictly to the terms of their letters.

... Lord Weymouth was in error, M., to reproach you that the American ships the *Lexington* and the *Dolphin* are still in our ports; in fact these two ships have set sail for America; you can tell this to the English minister if he speaks to you about this again.

... I see, M., that you speak of up to 38 as the number of American Vessels taken in the lower part of the Bordeaux River from the 22nd to the 30th of August; I presume that it is a mistake by the copyist, for I find only 18 vessels indicated in the paper which was enclosed in my letter No. 45 of the 6th of this month...

1. AMAE, Correspondance Politique, Angleterre, vol. 525, 29-32, LC Photocopy.

28 Sept. (Sunday)

SIR JOHN HORT TO LORD WEYMOUTH<sup>1</sup>

No 11.

My Lord

Lisbon sundy 28 September 1777

I have not had the honour of writing to your Lordship since the 10th past.

Since the departure of the last packet, various depredations have been committed near this coast, by the American privateer *Civil Usage*, Andrew Gidding master. On the 10th instant she took the Brig *Beckford*, Samuel Pashley master; but finding her in ballast, dismissed her, after plundering

her stores, books & mathematical instruments. On the same day, within 10 leagues of Oporto, the same vessel took the merchant ship *Dover*, John Walsby master. The *Civil Usage* had already taken six prizes; of which one was a Frenchman; The *La Fortune*, Bertrand Canger master; bound from London for Cadis, with bale goods.<sup>2</sup>

This last capture is attended with a circumstance of apparent treachery, which seems worthy of the consideration, both of those of his majesty's subjects, who, on the faith of presumed neutrality, entrust their property in French bottoms & of those who insure it; A Seaman on board the *La Fortune* having declared, that the captain of that vessel surrendered it voluntarily, induced by the promise of receiving on his arrival in America, double freight, with the release of his ship, & a Freight back for France or Spain.

These mischiefs (anticipated in some measure in my letter to your Lordship of July 20) together with the continuance on these coasts of the same privateer, & another, both amply refreshed at Bilboa; appeared to me sufficiently urgent, to require a farther application to Vice Admiral Mann; To whom, at Gibraltar, I dispatched an express messenger on the 18th instant; as well to acquaint that officer with the facts abovementioned; as to remind him, that the well known & already begun season for the arrival of the Newfoundland ships, as well as the recent exclusion of the American privateers from the ports of the other principal powers of Europe, were likely more than ever to expose the trade to their depredations.

Time has hardly allowed me to expect hitherto any answer from the Admiral: Yet the post of yesterday brings me new apprehensions on the part of the British merchants at Oporto; especially on the preparing departure of fifteen sail of ships loading at that place with wines for Great Britain, without any distinct expectation of convoy.

I take the liberty to suggest to your Lordship, on this pressing occasion, how convenient & satisfactory it would be; if it suited the distribution to the other great objects of his majesty's force; to direct as well the lords of the Admiralty, as the commanders in chief in the Mediterranean; to send as early notice as the nature of the respective opportunities should permit of the probable time of arrival at Lisbon & Oporto, of any ships of war intended for homeward convoy: Such hope, held out; would generally enable the merchants to prepare their departures nearly at the same time; and prevent the over sanguine from precipitating themselves into evident peril.

I think it necessary to acquaint your Lordship, that I am well informed, that the French Court have sent to this kingdom an order for conveying to France forthwith, every French sailor who can be laid hold of. I have the honour to be My Lord [&c.]

John Hort

1. PRO, State Papers 89/84, 303-04.

2. *La Fortune*, Bertrand Kanguen, master, was libelled at Boston on November 6, *Independent Chronicle*, Boston, November 6, 1777.

29 Sept.

PHILIP STEPHENS TO SIR STANIER PORTEN <sup>1</sup>

Sir

[Admiralty Office] 29th Sept 1777

Lieutenant Bazely of His Majestys Cutter *Alert* having in a Letter from Plymouth dated the 24th Instant, transmitted to my Lords Commissrs of the Admty ten Letters from the persons residing in France calling themselves Commissrs on behalf of the American Congress, and from other people, all which he found on board the *Lexington* Privatier lately taken by him; I am commanded by their Lordships to send you the same herewith, also two drafts of Letters supposed to have been written by Johnston who commanded the said Privatier to the Aforementioned Commrs for Lord Weymouth's Information. I am &c.

P: S:

1. PRO, Admiralty 2/555, 369.

SIR HUGH PALLISER TO LORD SANDWICH <sup>1</sup>

[Extract]

Pall Mall, 29th September 1777.

My Lord – I have seen Lieutenant Beazley [John Bazely] who is in very good spirits. I only encouraged him to expect your Lordship would certainly reward him for his gallant behaviour, but mentioned nothing particular, leaving that till your Lordship sees him. I have advised him to stay in town for that purpose. On conversing with him about the action and the qualities of the *Alert*, he told me that Johnson took him for a smuggling cutter and reckoned on taking him after the first or second fire, and intended only to take out a good sea store of brandy and tea and to give the rest and the vessel to the crew, for they do not reckon the smugglers their enemies. But after he found his mistake, he endeavoured to get off, and would have succeeded had not the cutter outsailed him, which she did with only half her sail; indeed, by Bazely's account, she sails exceeding well, though he had no other opportunity of trying her but one, which was with a large new schooner intended for the smugglers, just launched at Folkestone, which he beat he says every way very much.

The packets on board the *Lexington* were sunk, but some letters found on board shows that they were ordered out of the French ports, and enjoined not to return nor to make any captures on that coast. A letter from Franklin and Deane to Johnson tells him the proceedings are not intended to prejudice them ultimately, but the contrary. A letter from one Nicholson to Johnson tells him, about the middle of last month, that the Commissioners at Paris have appointed him to the command of a ship on the stocks at Nantes, to be launched in a fortnight, which is to carry twenty-four 12-pounders on one deck; he charges Johnson to keep this secret, that they are raising men for her secretly; the men themselves do not know on board what ship they are to serve. There was only seven Frenchmen found on board the *Lexington*, but Mr Bazely thinks there was some French officers

killed, but they deny it. A letter was found from Franklin to Johnson recommending the Marquis de ——— for a passenger. There was not above fourteen Americans, the rest stout young Irish fellows, not one above 26 years of age.

Mr Bazely speaks highly of his master's behaviour, whom he wishes to have a lieutenant; and one of his midshipmen, who is very fit for and wishes to be master of the *Alert*. He has some anecdotes to tell your Lordship of the last, who is an American born, was exceeding ill treated there because he would not take up arms, is nephew to their General Schuyler &c. . . .

1. Barnes and Owen, eds., *Sandwich Papers*, I, 247–50.

30 Sept.

DEPOSITION OF CAPTAIN HENRY JOHNSON,  
CONTINENTAL NAVY BRIG *Lexington* <sup>1</sup>

Depositions of Witnesses had and taken at the Mill Prison within the Borough of Plymouth in the County of Devon the Thirtieth day of September in the Seventeenth year of the reign of our Sovereign Lord George the Third by the grace of God of Great Britain, France and Ireland King Defender of the Faith and so forth And in the Year of our Lord One Thousand, Seven hundred and Seventy Seven before me Henry Tolcher junior Esquire one of the Commissioners named and appointed in and by a certain Commission to me and others directed jointly and severally bearing date the first day of June One Thousand Seven hundred and seventy Six issued out of and under the great Seal of his Majesty's high Court of Admiralty of England to the several standing and additional Interrogatories annexed to the said Commission Copies of which are hereunto annexed (upon the Oaths of Witnesses hereinafter named, in the presence of me Samuel Champion Notary Publick the Actuary substituted herein) –

Henry Johnson of Boston within the Province of Massachusetts bay in America aged about Thirty two years late Captain or Commander of an American Brig Privateer called the *Lexington* of and belonging to Baltimore in Maryland deposeth and saith to the standing Interrogatories as follows (that is to say). –

1st – To the First Interrogatory This Deponent saith That he was born at Boston aforesaid where he hath always lived, except the times he has been employed at Sea, That he considers himself as a subject of the United States of America And that he is a Freeman of Boston aforesaid And has been so admitted for many years last past./ –

2 – To the Second Interrogatory This Deponent saith That he was present at the taking and seizing of the Privateer Brig or Vessel concerning which he is now examined And that she had a Commission for War from the Congress of America./ –

3 – To the Third Interrogatory This Deponent saith That the said Privateer

Brig was taken in about Latitude 48: on the Nineteenth day of this instant September On account of the War between Great Britain and America and the said Brig being American Property; That he has heard she was carried into the Downs; That a Resistance was made at the time the said Privateer Brig was taken And that she sailed under American Colours And that a great Number of Guns were fired on board the said Privateer Brig, but how many this Deponent cannot set forth And that the said Brig, was taken by the *Alert* Cutter, a Vessel of War commanded by John Beasely Esquire who had a proper Commission (as this Deponent believes) for acting as such Commander./ -

4 - To the Fourth Interrogatory This Deponent saith That he was Master or Commander of the said Brig Privateer And that he was appointed to such Command by the said Congress of America And that he took possession of her at Baltimore in Maryland That this Deponents fixed place of Abode is at Boston aforesaid; where he was born and where he has always lived, except the times he has been employed at Sea, That he is a Subject of the said United States of America And is not married./ -

5 - To the Fifth Interrogatory This Deponent saith That the said Privateer Brig is of the Burthen of One hundred and Forty Tons or thereabouts That there were Eighty Threé Marriners on board her And that they were of many different Nations And that they came on board at different Ports in different Places And were all shipt or hired by him this Deponent in America and in France at different times./ -

6 - To the Sixth Interrogatory This Deponent saith That neither himself or any of the Officers or Marriners belonging to the said Privateer Brig had any part, share or Interest in her or in any of her Lading, That he belonged to the said Privateer Brig at the time she was taken and seized and acted in the Capacity of Master or Commander, That he first saw her at Baltimore in February last And has heard she was built in the Island of Bermudas./ -

7 - To the Seventh Interrogatory This Deponent saith That the said Privateer Brig is named the *Lexington*, That he does not know how long she has been so called, or whether she has been called by any other Name or Names, That she had not any Passport or Sea Brief on board at the time she was taken, That she did not sail to any Port during her said Voyage, That she sailed from Morlaix in France bound to America; And further to this Interrogatory This Deponent cannot answer or depose./ -

8 - To the Eighth Interrogatory This Deponent saith That the said Privateer Brig was in Ballast at the time of her sailing from Morlaix aforesaid and that there was not any Goods or Merchandize on board her, except the private Property belonging to him this Deponent./ -

9 - To the Ninth Interrogatory this Deponent saith That the said Privateer Brig is the property of the said Congress of America And that he has been often informed they are the Owners of her./ -

10:11:12 } To the Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth,  
13:14 & 15 } and Fifteenth Interrogatories This Deponent saith, That the said Brig concerning which he is examined, being fitted out as an armed

Vessell there has not been any Cargo or Merchandize shipt on board her during the said Voyage, Except this Deponents private Adventure./ - <sup>2</sup>

16 - To the Sixteenth Interrogatory This Deponent saith That there were several papers, letters and other Writings on board the said Privateer Brig at the time she took her Departure from Morlaix aforesaid, That part of them were thrown overboard by this Deponent at the time she was taken and the remainder delivered to the said Captain Beaseley./ -

17 - To the Seventeenth Interrogatory This Deponent cannot depose or answer <sup>3</sup>

18 - To the Eighteenth Interrogatory This Deponent Saith That he hath sustained a Loss by the seizing and taking the said Brig Privateer concerning which he is now examined of his private Adventure And that he computes his loss to amount to the Sum of Four hundred and Fifty Pounds or thereabouts And that he hath not received any Indemnity, Satisfaction, or promise of Satisfaction for any part of the damage he hath or may sustain by this Capture and Detention, except for his wearing apparell and Books which the said Captain Beaseley hath promised to restore to him./ -

19 & 20 - To the Nineteenth and Twentieth Interrogatories This Deponent cannot depose or answer./ - <sup>4</sup>

The said Henry Johnson being also examined to the additional Interrogatories deposeeth and saith as follows (that is to say) -

1 & 2nd - To the First and second Interrogatories This Deponent saith That the said Brig Privateer being fitted out as an armed Vessell there was not any Lading shipt on board./ -

3 - To the Third Interrogatory This Deponent saith That part of the papers belonging to the said Privateer Brig were delivered by him to the said Captain Beaseley./ -

4 - To the Fourth Interrogatory This Deponent Saith That at the time the said Privateer Brig was taken, he delivered part of the papers belonging to her to the said Captain Beaseley as aforesaid in whose Custody he believes the same now are./ -

5 - To the Fifth Interrogatory This Deponent cannot answer or depose./ - <sup>5</sup>

Henry Johnson

Sworn before me./

In the presence of./

Hen: Tolcher Jun  
Commissioner <sup>6</sup>

Sam<sup>l</sup> Champion  
Notary Publick

1. PRO, High Court of Admiralty 32/388/10, 4-5.

2. Standing interrogatories 10-15 concerned status and ownership of cargo carried in any prize, PRO, High Court of Admiralty 32/388/10, 10-11.

3. Interrogatory 17 asked if *Lexington* had ever previously been taken as a prize, PRO, High Court of Admiralty 32/388/10, 11.

4. Interrogatory 19 questioned whether any or what part of the ship and goods was insured and 20 asked if *Lexington* had arrived safely in America, how was the cargo to be disposed, PRO, High Court of Admiralty 32/388/10, 11.

5. Additional interrogatory 5 asked if bulk cargo was broken before or after being captured and by whose orders, PRO, High Court of Admiralty 32/388/10, 12.

6. Depositions were also taken this day from David Welsh, Second Lieutenant on board *Lexington*, and Richard Dale, Chief Mate, PRO, High Court of Admiralty 32/388/10, 6-7, 8-9.

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

Sir,

[Admiralty Office] 30 Sepr 1777

The West India Merchants having upon an Attendance on my Lords Commrs of the Admty, desir'd that Convoys may be appointed to proceed to England the ensuing Year on the 30th April, 15th June, and 1st Augt; I am commanded by their Lordships to signify their direction to you to appoint Convoys to be ready to sail from St Christophers on those days accordingly, directing the Commanding Officers of such Convoys to accompany them till their arrival in the Downes, And, in this Case they are pleased to recommend that you proportion the strength of the Convoys to the Number of Ships they are to take under their Care.

And it is their Lordships farther direction that you do all you possibly can for security of the Trade of the several Islands within the Limits of your Command, in protecting them on their passage to the Island of St Christopher's from whence they are to depart as aforementioned.

Their Lordships recommend it to you to give the like Protection to the homeward bound Trade from Tortola, until they join the Fleet off Anguilla, in the ensuing Year, as was given to it in the present, if the same can be done consistently with the other Services under your Care. I am &c.

P: S:

Vice Adml Young at Antigua	}	By the Packet 1st Octr	}	Duplicate sent 30 Octr By the <i>Niger</i>
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1. PRO, Admiralty 2/555, 375.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON <sup>1</sup>

Sir,

[Admiralty Office] 30th Sepr 1777

The West India Merchants having upon an Attendance on my Lords Commrs of the Admty desir'd that Convoys may be appointed to proceed to England the ensuing Year on the 30th April, 15th June, and 1st August; I am commanded by their Lordships to signify their direction to you to appoint Convoys to be ready on those days accordingly, directing the Commanders of such Convoys to assemble and depart from Bluefields, accompanying them till their Arrival in the Downes; And in this Case their Lordships are pleased to recommend that you proportion the strength of the Convoys you appoint to the Number of Ships they are to take under their Care.

And their Lordships are likewise pleased to direct that you order the Commanders of the several Convoys to proceed with the Ships they have in charge through the Gulph instead of coming through the Windward Passage, their Lordships being of Opinion, that in so doing, they will be less liable to fall in with any American Cruizers waiting to intercept them. I am &c.

P: S:

Vice Admiral Gayton at Jamaica	}	Duplicate sent 30 Octr
By the Packet, 1st October	}	By the <i>Niger</i>

1. PRO, Admiralty 2/555, 374.

CAPTAIN JOHN ELLIOT, R.N., TO PHILIP STEPHENS <sup>1</sup>.*Trident*, in the Downes

Sepr 30. 1777.

Sir

I have received your Letter of the 26th Instant, signifying the direction of the Right Honl the Lords Coms of the Admiralty, to use my Endeavour to find out, and let them know, the number of Frenchmen, who were on board the *Lexington* Privateer.

In return Please to acquaint their Lordships, the accounts I have received from the Prisoners on shore at the Hospital, and the Prisoner on board, His Majestys Ship under my command, are from Twenty five to forty, the exact number they cannot tell. I am Sir [&c.]

J<sup>o</sup> Elliot

[Endorsed] 2 Octr desire him to let their Ldps know whether any of those on bd the *Trident* or at the Hospl are Frenchmen & if they are to send a List of their Names

1. PRO, Admiralty 1/1761.

AMERICAN COMMISSIONERS IN FRANCE TO VERGENNES AND CONDE DE ARANDA <sup>1</sup>

To his Excellency the Count de Vergennes Minister for the Foreign Affairs of France &c. &c., And to his Excellency the Count d'Aranda, Ambassador of Spain, &c. &c. —

A Memorial from the Commissioners of the United States of America.

The Congress some Months since acquainted us, that 80,000 Suits of Clothes will be wanted for their Army next Winter: Also a Number of brass Cannon, Fusils, Pistols, &c. and a large Quantity of Naval Stores.

To pay for these, they acquainted us that they had purchased great Quantities of Tobacco, Rice, Indigo, Pot-Ash, and other Produce of the Country, which they would forward to us as soon as the great Difficulties of procuring Ships, and Mariners for the Merchant-Service, with Convoys of Force sufficient, could be surmounted.

They also directed us to borrow two Millions Sterling in Europe on the Credit of the United States; which Sum, if the Loan could have been effected here, would have been, as the most profitable Way of tra[n]smitting it, laid out by us chiefly in the Manufactures of these Kingdoms, greatly to the Advantage of their People, not only encouraging and encreasing their present Industry, but, by introducing the Knowledge of their Manufactures and Produce, and the Taste for them, would have been the Source of great future Commerce.

The Loan was found to be, in our present Circumstances, difficult; and without the Aid of some Credit from France and Spain seems impracticable.

And the Ships bringing the Products of America to us, have been interrupted, some by the Treachery of the Seamen, but chiefly by the Enemy's Ships of War, which, with the Difficulty abovementioned of finding Ships, and the Blocking up of our Ports, has left us hitherto disappointed of the expected Remittances.



But France having actually furnished us with some Money in regular Payments, and kindly promised us a Continuance of them; and Spain having given us Expectations of considerable Aids, though without specifying the Quantity, the Commissioners conceiving it would not be less than what France was giving, and impress'd with the Urgent Necessity of the Clotheing, &c. ventured to order 30,000 Suits; and have also sent or contracted for considerable Quantities of Arms and other Necessaries for which they are indebted.

Spain after furnishing us with 187,500 Livs in Money, and some Naval Stores sent directly from her Ports (the Value not yet known to us) has desisted.

And the Commissioners find themselves extreamly embarrassed by their Engagements, and likely to be discredited with their Constituents by the Expectations they have given of effectual Aids from France and Spain, if not a Diversion that might be favourable to the States: But the worst is the Prejudice their Cause and Country must suffer by the Disappointment of Supplies.

The Commissioners received soon after their Arrival, kind Assurances of the Amity of France and Spain, and substantial Proofs of it which will ever be remembered with Gratitude.

They by Authority from the Congress, offer'd Proposals for a Treaty of Commerce, and for uniting the Force of the States with that of France and Spain, in Conquering for those Crowns the English Sugar-Islands, with other Advantages & Stipulations, in case Britain should commence the War on Account of the Aids granted to us; which Proposals the Commissioners hope were not disagreeable, and have long expected with Anxiety an Answer to them.

Some late Proceedings in France relating to our armed Vessels and their Prizes, and to the Expórtation of Warlike Stores, and the Cessation of Supplies from Spain, might occasion a Doubt that the Disposition of those Courts towards the United States is changed, if the Commissioners had not the fullest Confidence in those Dispositions as being well-founded in the true Interest of those Kingdoms, and as it is conceived no Cause has been given on the Side of America for their Diminution.

They therefore ascribe the late Strictnesses in France to the Circumstances of the Times; and the Stoppage of Supplies from Spain to the Inattention occasioned by Occupation in other great Affairs.

And they hope that a little Time will remedy both the one and the other.

In the meanwhile, they request a present Supply proportioned to their Wants, which will appear by the annexed Estimate.

France and Spain (as they have represented in a former Memoir) will be greatly Gainers by the American Commerce, in Vent of Products and Manufactures, Increase of People by furnishing more Employment, Increase of Shipping and Seamen and of course Naval Power, while Britain is diminished and weakned in proportion, which will make the Difference double. But they offer these Advantages, not as putting them to Sale for a

Price; but as Ties of the Friendship they wish to cultivate with these Kingdoms.

And knowing that after a Settlement of their States in Peace, a few Years will enable them to repay the Aids that may now be lent them, They with the more Freedom ask greater Assistance by way of Loan, than they would presume to ask by way of Subsidy.

But if those Powers apprehend that the Granting such Aid may be one means of occasioning a War between them and Britain, and the present Circumstances render such a War not eligible; and if they therefore decline the same, and would advise the Americans to make Peace; it is requested that these Courts as Friends of the United States, would assist them with their Advice and Influence in the Negotiation, that their Liberties with the Freedom of Commerce may be maintained.

And they farther request to be explicitly informed of the present Intentions of these Courts respecting the Premises, that they may communicate as much of the same to the Congress as may be necessary for the Regulating of its Conduct, and preventing the Misapprehensions that the late Proceedings abovementioned may otherwise occasion.

They can assure your Excellencies that they have no Account of any Treaty on foot in America for an Accommodation, nor do they believe there is any: Nor have any Propositions been made by them to the Court of England, nor any the smallest Overture received from thence which they have not already communicated; the Congress having the fullest Confidence in the Goodwill and Wisdom of these Courts, & having accordingly given us Orders to enter into no Treaty with any other Power inconsistent with the Propositions made to them, if those Propositions are likely to be accepted; and to act with their Advice and Approbation. And the Commissioners are firmly of Opinion that nothing will induce the Congress to accommodate on the Terms of an exclusive Commerce with Britain, but the Despair of obtaining effectual Aid and Support from Europe.

But as it is probable that England is not yet sufficiently weakned or humbled to agree to any equitable Terms of Accommodation; & as the United States with an Aid much less than would be spent by France and Spain in case of their entering into the War, will be enabled to continue it with England as long as may be necessary, the Commissioners request that those Powers would resolve upon Granting such Subsidy as may be sufficient for the Purpose; or otherwise lend to the said States the Sum they desire of Two Millions Sterling at the Interest of Six pr Cent. – which they have all reason to believe they shall be well able to pay after an happy Finishing of the War, and which they mean punctually to perform.

Dated at Passy  
this [30]<sup>2</sup> of September  
1777. –

B Franklin  
Silas Deane  
Arthur Lee

[Enclosure]

Estimate &c  
Ballance of Mr Grand's Accot rendered  
June 10. 1777

664,178.. 1.. 1

Payments to August 14. 1777 .....	170,196.. 11.. 1		
Drafts since that time by the Commissioners & by Mr Williams – suppose .....	30,000.. 0.. 0		
Agreements are made for 30,000 Suits Cloaths suppose them to Cost 35 livres each .....	1,050,000.. 8.. 0		
Ditto for, 1000 Fusees .....	18,000.. 0.. 0		
Ditto 100,000 td Copper & Tin for testing Cannon .....	150,000.. 0.. 0		
Ditto 100 Tons Salt Petre .....	110,000.. 0.. 0		
Ditto for Shoes, for Pistols &c engaged by Mr Williams including also the Ship for Carrying out the Goods – suppose .....	250,000.. 0.. 0		
Repairs of several Vessels – suppose .....	50,000.. 0.. 0		
Paid Mr Delap P Accot .....	40,000.. 0.. 0		
Cordage Anchors &c for a 64 Gun Ship .....	200,000.. 0.. 0		
To Compleat & load the Ship in Holland the least sum will be ..	550,000.. 0.. 0		
Mr Grand receiv'd July 10th .....		500,000.. 0.. 0	
Ballance against the Com- missioners by their Estimate ..		1,454,018.. 10.. 0	
	2,618,196.. 11.. 1	2,618,196.. 11.. 1	
Ballance as above 1,454,018.. 10..	1,454,018.. 10.. 0		
To be receiv'd in October .....		500,000.. 0.. 0	
Ballance against the Com- missioners after receiving the Sum of 500,000 will be 954,018.. 10 .....		954,018.. 10.. 0	
	1,454,018.. 10.. 0	1,454,018.. 10.. 0	
Ballance as above 954,018.. 10 is Carried over to the next Page ..	954,018.. 10.. 0		
Ballance against the Com- missioners brought from last Page .....	954,018.. 10.. 0		
Blankets, Shirts, Tent Cloths, Brass Cannon & many other Articles essentially necessary are not reckoned, they will amount to a very considerable Sum			

For instance –

80000 Blankets at 7 livres	.....	560,000	0.. 0
80000 Shirts 4	.....	320,000	0.. 0
20000 P Shoes 3..10	.....	70,000	
10000 P Stockings already bot	..	15,000	
70000 P ditto wanted	.....	105,000	
100 Tons Powder wanted	.....	200,000	
Brass Cannon can not be estimated at present			

The Sum which the Com-  
missioners will be  
indebted in October ..... 2,224,018..10.. 0

The Commissioners Orders are  
for 80000 Suits of Cloaths  
compleat, but only 30000 are  
ordered, to compleat this Order  
they will want ..... 1,750,000  
To give each Soldier  
2 Shirts ..... 320,000  
60000 Pair of Shoes.. 210,000  
Furniture for 3000  
Horse ..... 450,000  
Brass Cannon ordered will  
at least amount ... 2,000,000

Adding the Charge of  
Transportation & Expences  
of every kind, these Goods  
must be sent in Armed  
Vessels The Congress has  
order'd Eight Ships of War  
of the Line to be purchased  
which will amount to 3,000,000

7,730,000.. 0.. 0

The Ships of War may now be purchased & probably for the Money they are estimated at; they are absolutely necessary as well for the Carrying out the Goods & Stores engaged as to open the Commerce & bring back the productions of America for Payment of the Sum wanted.

The estimate does not include many necessary Articles, as the Congress could if their Trade was Protected by Eight Ships of the Line, procure them in Exchange for their Productions.

1. AHN, Legajo 3884, Expediente 3, no. 34.
2. Date is approximated. The sending of this memorial is mentioned in a letter of October 7 from the American Commissioners in France to the Committee for Foreign Affairs, Papers CC (Letters from the Joint Commissioners for Negotiating Treaties with France and Great Britain, 1777–84), 85, 85–92, NA.

CONDE DE FLORIDABLANCA TO LORD GRANTHAM <sup>1</sup>

Translation.

Most excellent Sir.

My Lord –

I have just received the acknowledgement of the Commandant General of Galicia, from which I perceive that in consequence of the Orders which we issued in August he sent the American Privateer out of Ferrol where she was, she having scarcely provided herself with such things as she required upon Sufficient Cause & which related merely to the Ship.<sup>2</sup> Another Privateer had come into the Coruna, & it being signified to her that she must return to sea, she was about to execute it as soon as she had repaired her damage.<sup>3</sup> And besides three Prizes which she had taken were already gone for other parts.

These new Events will prove to Yr Exy the good faith & readiness of the King's Ministers to attend to the just Sollicitude of your Court. But at the same time I cannot avoid representing to Yr Exy that according to the Accounts received from various Ports, there are English Frigates & other Vessels of War within sight of these Ports, in order to seize the above Privateers. This would be a just cause for the Americans refusing to go out to sea, nor could we on our Part oblige them to do so, without committing an improper Action inconsistent with the Law of Nations.

Yr Exy will reflect on the weight of these Considerations and I conclude with wishing that Our Lord may preserve your Life &c [St Ildefonso 30 Sepr 1777.] <sup>4</sup>

signed Conde de Floridablanca.

[Endorsed] In Lord Grantham's No 55 6 Octr

1. PRO, State Papers 94/204, 240-41.

2. Continental Navy cutter *Revenge*.

3. *Hawke*. See Katencamp to Weymouth, September 24.

4. Date taken from the original letter.

"AN ACCOUNT OF THE TRANSPORTS TAKEN UP OR CONTRACTED FOR SINCE SEPTR 1775 TO SEPTR 1777 DESCRIBING THE  
TONNAGE & WHAT HAS BEEN PAID OR CONTRACTED TO BE PAID FOR THE SAME." <sup>1</sup>

When Hired	No of Ships	Tonnage	Rate p Ton p Calendar Month	What has been paid for their Freight	What remains to be paid for the same	Total
			£ s d	£ s d	£ s d	
1775 October	20	5,621	} - 10 -  } - 11 -  } - 12 6  } - 11 -	722,433 10 2	409,600 14 -	1132,034 42
November	4	1,763				
December	41	14,080				
1776 January	41	9,819				
February	95	23,140				
March	32	8,455				
April	8	1,916				
April	10	2,632				
May	15	4,370				
June	2	474				
August	7	2,046				
September	1	249				
December	33	9,458				
1777 January	30	8,379				
April	1	377				
May	4	1,040				
June	1	352				
July	1	402				

Hired in America from 29 Decr 1775 to 3d June 1776	48	12,457	- 10 -
Hired at Amster- dam in March 1776	35	20,740	} - 11 -
Hired at Hamburgh in May 1776	6	3,350	
	<u>435</u>	<u>131,120</u>	

To which may be added the following Expences incurr'd on the Transport Service within the Time aforementioned Vizt

An Allowance for Guns & Ammunition provided for the better defence of sundry Ships	5,925	-	-
Value paid for sevl of the Ships taken by the Rebels	23,456	7	11
Value of Hammacocs, Hoses, Ventilators & other Stores issued on board the sevl Ships	17,326	12	9
Value of Gunboats & Furniture & Stores for the Batteaux & Vessels on the Lakes	6,206	11	5
Bedding for the Men	22,415	3	11
Forrage for the Horses	8,227	18	10
Building Cabbins, Platforms, Stalls & other Conveniences on board the severl Ships	17,775	15	8
Pilotage & Light Charges	2,404	11	5
Pay of Agents Superintendants Purveyors & others employed on Transport service with their Disbursements at Embarkations & Disembarkations & sundry other Contingencys	29,485	16	10
	<u>1,265,231</u>	<u>2</u>	<u>11</u>

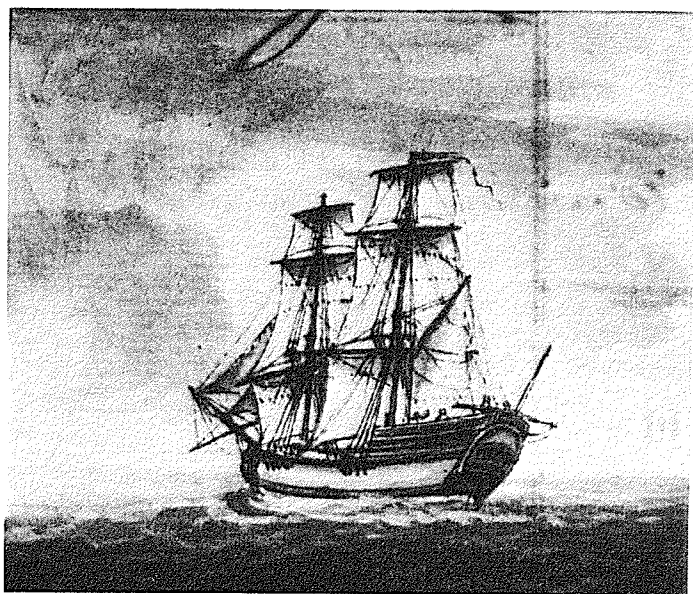
Mr Suckling. J. Williams. T. Brett. Geo. Marsh. R. Temple

1. AMAE, Correspondance Politique, Angleterre, vol. 524, 442, LC Photocopy. Placement at the end of the month is arbitrary.

# AMERICAN THEATRE

*From August 1, 1777, to September 30, 1777*





## AMERICAN THEATRE

From August 1, 1777, to September 30, 1777

### SUMMARY

The large British fleet numbering several hundred naval vessels and transports sailed into Delaware Bay briefly, and then abruptly put to sea again. This feint, for such it was, caused General Washington to acknowledge that: "We are yet intirely in the dark as to the destination of the Enemy."

After an extremely stormy passage from the Delaware, Admiral Howe brought his fleet past the Virginia Capes and stood up Chesapeake Bay. Frantic preparations were made to defend Baltimore and Annapolis. However, the British continued on course to the head of the Bay where the troops were landed.

After debarking the troops, the naval vessels departed the Chesapeake for the Delaware to again support the British army moving on Philadelphia. America's capital city fell to General Howe as September drew to a close.

While participating in the defense of Philadelphia, the new Continental Navy frigate *Delaware* grounded and was captured.

Captain Nicholas Biddle, with the frigate *Randolph*, after observing that he could have been to sea three months earlier if privateers had not been running off with his men, cleared the Charleston bar for a short, very successful cruise. In Portsmouth, New Hampshire, John Paul Jones was also having great difficulty getting a crew for the *Ranger*. The authorities allowed him to recruit twenty artillery men from the harbor defense batteries.

Frigates *Raleigh* and *Alfred* went to sea together under orders for France. In mid-ocean the Americans encountered a British convoy, and *Raleigh* fought a bitter ship-to-ship action with one of the escorting ships, H.M. sloop *Druid*.

Meanwhile, staying close inshore, the *Boston* frigate moved in stages down the coast from Maine, and finally reached Boston harbor. There Captain McNeill found himself blamed for the loss of *Manley* and the *Hancock*.

A small British squadron led by Captain Collier in H.M.S. *Rainbow* attacked Machais, Maine, in retaliation for an earlier invasion of Nova Scotia by the local citizenry, and to discourage any similar excursions. And, there was action on Lakes Champlain and George incident to General Burgoyne's operations.

1 Aug.

"DESTINATION OF THE SQUADRON UNDER THE COMMAND OF THE  
VICE ADMIRAL MONTAGU THE FIRST OF AUGUST 1777." <sup>1</sup>

Ships	Names of Captains	Where Stationed
<i>Romney</i>	George Montagu	At Saint Johns refitting for Sea
<i>Surprize</i>	Robt Linzee	
<i>Spy</i>	Thos Lenox Frederick	
<i>Active</i>	Willm Williams	
<i>Pegasus</i>	Hamilton Gore	Cruizing on the Banks.
<i>Martin</i>	Chas Chamberlayne	
<i>Penguin</i>	Lieut Howel Lloyd	
<i>Egmont</i>	Lieut Rodam Home	
<i>Squirrel</i>	Henry Harvey	Cruizing off Saint Peters.
<i>Postilion</i>	Lieut Geo Lumsdaine	
<i>Bonavista</i>	Lieut Chy Hurt Garrett	

J: Montagu

[Endorsed] No 2. In V.A. Mont: Lre 2d Augt 77

1. PRO, Admiralty 1/471, 124.

MESHECH WEARE TO JOHN LANGDON <sup>1</sup>

State of New Hampshire – In Committe of Safety August 1st 1777 –  
Sir

The Bearer hereof Leiut [Thomas] Lyford dispatched from the Northern Army after Deserters, has been informed that there are Several of those Deserters on Board the *Raleigh*: I am directed by the Committee to request your Aid in their being delivered to him – I am sir [&c.]

M Weare Chairn

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

JOURNAL OF H.M.S. *Flora*, CAPTAIN JOHN BRISBANE <sup>1</sup>

August 1777                      Connonicut Light House No 65.5 Wt Dis-  
tance 95 Leagues

Friday 1                      AM at 4 Sounded 120 fm no ground, at 5 Saw a Sail in the  
NE Standing to the Wt nd Tack'd Ship, at 11 Bore down  
and spoke her, proved the *Friendship* letter of Mark from  
Halifax bound to New York, at Noon Punished Jno  
Poundler Seaman, with 12 lashes for Insolence to his  
Officer –  
First part fresh winds & fair latter Modt and Cloudy  
Wr PM at 4 hoisted out the Cutter & took the *Hero* in  
Tow, 1½ pt in Boat and made Sail, at 7 in 2d Reefs of the  
Topsails

1. PRO, Admiralty 51/360.

JOURNAL OF H.M.S. *St. Albans*, CAPTAIN RICHARD ONSLOW <sup>1</sup>

August 1777      Moored in the North River off New York Town –  
 Friday 1st      New Stowed the after Hold   rowed Guard In Succession  
                          with the *Preston* and *Tartar* Night and day   Longboat for  
                          beer and water   a Gang of Hands on Shore Broowing  
                          working up Junk   our Signl for an Officer on Board the  
                          Commodore  
                          First Part Squally with Thunder Lightning and Rain  
                          Midle and Latter Modte and Cloudy   pr order received  
                          from his Majestys Ship *Syren* a Prisoner Mr Manly Late  
                          Commander of the Rebel Frigate *Hancock* of thirty two  
                          Guns who was taken by his Majestys Ship *Rainbow*

1. PRO, Admiralty 51/828.

**"A MUSTER-ROLL, WITH THE PAY-ROLL, OF THE *Delaware* SCHOONER COMMANDED BY RICHARD EYRES ESQR  
FROM THE 1ST OF JULY 1777 TO THE 1ST OF AUGUST FOLLOWING." <sup>1</sup>**

[Extract] <sup>2</sup>

Number of Men.	Mens Names.	Quality.	Of Age.	Time of Entry.	Time in Service; Years, Months, Days.	Pay Due; Months & Days.	Pay per Month.	Bounty.	Total Sums Due.
1	Richard Eyres Esqr	Capt		Sept 20 1775	1..10..10	0..1..0	£18..0..0		£18..0..0
2	Thomas Philips	1 Lieut	34	Decbr 12 1776	0..7..19	0..1..0	11..5..0		11..5..0
3	Lawrance Larson	2d Do	24	Octbr 4 1775	1..9..27	0..1..0	7..10..0		7..10..0
4	Andrew Hegins	pilot		May 18 1777	0..2..13				
5	Thomas Mitchel	Gunr	31	Apr 16 1777	0..3..14	0..1..0	6..0..0		6..0..0
6	Robert Sline	Carptnr	23	Novr 30 1776	0..8..0	0..1..0	6..0..0		6..0..0
7	James Macarsland	Botswain	28	Apr 14 1777	0..3..16	0..1..0	6..0..0		6..0..0
8	Edward Holland	Stewd		Apr 5 1777	0..3..25	0..1..0	5..5..0		5..5..0
9	Thomas Hattrey	Clk	27	Apr 4 1777	0..3..26	0..1..0	5..5..0	4..10..0	5..5..0
10	Christopher Eyres	MdS'man	17	Novr 1 1776	0..9..0	0..1..0	4..17..6	3..15..0	4..17..6
11	John Rafferty	Do	44	Oct 9 1775	1..9..22	0..1..0	4..17..6		4..17..6
12	George Concer	Cook	38	Oct 9 1775	1..9..22	0..1..0	4..17..6		4..17..6
13	Charles Knowls	Armr		Mar 10 1777	0..4..21	0..1..0	4..17..6	4..10..0	4..17..6
14	John Norstrum	Gnr Mate	29	Mar 2 1776	1..4..29	0..1..0	4..17..6		4..17..6
15	Bartholomew Gall	Bt Mate		Apr 14 1777	0..3..16	0..1..0	4..10..0		4..10..0
16	Duncan Beriman	Drumr	16	Oct 9 1775	1..9..22	0..1..0	3..15..0		3..15..0
17	Richard Mckinney	privt		Apr 16 1777	0..3..14			4..10..0	
18	William Bean	Do		Apr 16 1777	0..3..14	0..1..0	4..10..0	4..10..0	4..10..0
19	John Kelley	Do		Mar: 20 Do	0..4..11	0..1..0	4..10..0		4..10..0
20	Fredrick Shriner	Do	22	Oct 4 1775	1..9..27	0..1..0	4..10..0		4..10..0
21	John Cuningham	Do	23	Oct 2 1775	1..9..29	0..1..0	4..10..0		4..10..0
22	James Kees	Do	51	Oct 3 1775	1..9..28	0..1..0	4..10..0		4..10..0
23	John Aurcard	Do	28	Novr 22 1776	0..8..9			3..15..0	
24	John Murphy	Do	41	febr 4 1777	0..5..24	0..1..0	4..10..0	3..15..0	4..10..0
25	Alexander McDuell	Carpt mate	27	Decbr 26 1776	0..7..7	0..1..0	4..10..0	3..15..0	4..10..0

26	Edward Johnston	privt		Mar 9 1777	0.. 4.. 22	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
27	John Major	Do	25	Mar 10 1777	0.. 4.. 21	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
28	William Martan	Do		Mar 20 1777	0.. 4.. 11	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
29	Samuel Kent	Do	45	Mar 20 Do	0.. 4.. 11	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
30	James Coytt	Do		Apr 2 1777	0.. 3.. 28	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
31	James Murry <sup>3</sup>	Do		Apr 10 1777	0.. 3.. 20			4.. 10.. 0	
32	Joseph Carmack	Do	53	Apr 14 1777	0.. 3.. 16	0.. 1.. 0	4.. 10.. 0		4.. 10.. 0
33	Francis Brooks	Do		Aprl 11 1777	0.. 3.. 19	0.. 1.. 0	4.. 10.. 0		4.. 10.. 0
34	Cornelius Murphy	Do	25	Oct 4 1775	1.. 9.. 27	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
35	John Beaton	Do	22	Oct 4 1775	1.. 9.. 27	0.. 1.. 0	4.. 10.. 0		4.. 10.. 0
36	Richard Gibbans	Do	21	Apr 14 1777	0.. 3.. 16	0.. 1.. 0	4.. 10.. 0		4.. 10.. 0
37	John Decroy <sup>4</sup>	Do		May 15 1777	0.. 2.. 16	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
38	Robert Johnston	Do		May 23	0.. 2.. 8	0.. 1.. 0	4.. 10.. 0	4.. 10.. 0	4.. 10.. 0
39	William Ringle	Do	17	June 15	0.. 1.. 16	0.. 1.. 0		4.. 10.. 0	
40	James Loyel	privt		July 21	0.. 0.. 10	0.. 0.. 10	4.. 10.. 0	4.. 10.. 0	1.. 10.. 0

1. Record Group 4, Muster and Pay Rolls, Pennsylvania Navy, Pa.Arch.

2. Several columns - "Absentees When and for what Reason Absent; When Died, Discharged, or Run; For what Reason Discharged; Sick, and when sent to Sick Quarters or Hospital; When returned from Sick Quarters or Hospital; If Apprentices or Servants to whom belonging" - with no or few entries have been omitted.

3. Muster roll notes that this man ran, as did number 18, William Bean.

4. Muster roll notes that Decroy was "Disch[arge]d unfitt for Duty having a Complication of Disorders".

GEORGE WASHINGTON TO MAJOR GENERAL JOHN SULLIVAN <sup>1</sup>

[Extract]

Chester on Delaware Augt 1st 1777.

Dr Sir

10 OClock P.M.

By an Express this Moment received from Cape May, The Enemy's Fleet put to Sea yesterday Morning at Eight oClock and were out of sight Three Hours when the Express came away. – From this Event, it appears Genl Howe has been practising a deep feint merely to draw our attention and whole force to this point. – I am to request that you will counter march the Division under your command and proceed with it with all possible expedition to Peeks Kill, as there is strong reason to believe that the North River is their Object and that they will make a rapid push to obtain possession of our posts there. . . .

1. Lloyd W. Smith Collection, MNHP.

## 2 Aug.

VICE ADMIRAL JOHN MONTAGU TO PHILIP STEPHENS <sup>1</sup>

Sir,

Romney St Johns 2d August 1777

I am happy to inform their Lordships that I have received an Express from Sir George Collier, acquainting me that on the 7th of July the *Flora* Captain Brisbane, and he in the *Rainbow* fortunately fell in with the *Hancock* and *Boston* going into Port with the *Fox* which they took on the Banks of Newfoundland on the 7th of June, and that the *Hancock* and *Fox* were taken and carried into Halifax. The *Boston* made her escape by running away.

Lieutenant Lloyd in the *Penguin* Armed Sloop fell in with a Sloop Privateer of Ten Guns on the Banks, on the 17th of June and after an Engagement of half an hour the Privateer struck her Colours to His Majesty's Sloop, but perceiving some of the *Penguins* principal Rigging shot away which would prevent her making Sail for some time, the Privateer set all the sail he could and got away.

Lieutenant Garrett in the *Bonavista* has taken and brought in a Schooner loaded with Naval Stores and Tobacco.

I have the pleasure to inform you that since my last of the 11th of June nothing material has happened on the Banks; I have heard of some small Privateers boarding several Bankers and plundering them of their Sails, Cordage, and Provisions, but cannot learn that any very considerable damage has been done the Fishery; I think myself exceedingly unfortunate that none of the Squadron has been able to take any of them notwithstanding they are all kept Cruizing as much as possible and are always near the Fishing Ships. I must further beg leave to observe to you, that the Trade from this Island is much distressed for want of Mediterranean Passes, the Thirty you inclosed to me were all disposed of in a very few days, had you sent a Hundred I cannot think it would have been sufficient.

His Majesty's Ships *Surprize* and *Spy* returned from a Cruise a few days

since and are refitting for Sea with all expedition. I am sorry to say the *Surprize* still continues sickly.

I must beg you to acquaint their Lordships that it is absolutely necessary the *Martin* should go home this fall, as she is very foul, has been twice ashore, and has neither Sails or Stores of any kind owing to a neglect of the Navy Board. Indeed the *Spy* is not much better, for she is very foul and greatly in want of every specie of Stores both Boatswain and Carpenters.

Inclosed I transmit the State and Condition with the Destination of the Squadron under my Command, and am Sir [&c.]

J: Montagu

[Endorsed] V. Ad: Montagu 3 Inclos Rd 8 Sepr

I. PRO, Admiralty 1/471, 121-22.



"WEEKLY ACCOUNT OF SICK & WOUNDED &c" <sup>1</sup>

Augt 2d 1777

	No of each Class of People		Where of					Since last Account						
Ships Names	Sea- men	Ma- rines	In the		Very Ill	Not dan- gerously Ill	On Recov- ery	Discharged		Dead	Run	Recd	Quar- ters Unfilld	The most reigning Distempers at this time
			Hosptl	Quartr				Cured	not Cured					
<i>Romney</i>	7	4	11	—	3	4	4	2						Fevers & Scurvy
<i>Squirrel</i>	3	—	3	—	1	1	1	—						
<i>Active</i>	1	—	1	—	—	1	—	—						
<i>Spy</i>	1	1	2	—	—	2	—	—						
<i>Pegasus</i>		1	1	—	—	1	—	—						
<i>Egmont</i>	1	—	1			1			1					
<i>Penguin</i>		1	1		1	—	—	—	—					
<i>Surprize</i>	18	8	26		7	14	5	1		1		3		
<i>Martin</i>	1	2	3		1	2								
Total	32	17	49	—	13	26	10	3	1	1	—	3		

E E Peterson

[Endorsed] No 3. In V.A. Mont[agu] Lre 2d Aug: 77

1. PRO, Admiralty 1/471, 123.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 2d Augst 1777

Order'd That Mr Hall Distiller deliver Mr Homer for the Brig *Massachusetts* Two Teirces N E rum

Order'd That the Comy deliver Capt [Joseph] Doble one Barrel Pork for the Guard Ship –

Order'd That the Comy deliver Capt Clouston for Brig *Freedom* two Barrels Flour one hundred [weight] sugar twenty Bushells Potatoes & six Quintals Cod Fish –

Order'd That Mr Hall Distiller deliver Capt. Clouston one hundred Gallons N E rum –

Order'd That a Barrel Pork be purchased of Mr Brown for the Guard Ship *Adams* to allow him the same Price he sells the remainder for or to return it –

Order'd That James Homers Bill for Pepper &c. purchased for Brig *Massachusetts* £1.17 – be paid

1. Mass.Arch., vol. 148, 443–45.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN ISAAC BARTLETT <sup>1</sup>

Capt Isaac Bartlett

War Office Boston 2 Augst [17]77

You being Master of the Sloop *Republic* now ready to sail, your Orders are to proceed direct for Martinico where you are to dispose of your Cargo for the most you can obtain, invest the Ntt proceeds in Molasses Rum & Cotton Coffee, Cocoa & come Home – As your Sloop is armed & you have a Letter of Marque you will have a Chance of taking prizes of which we consent to allow you & your Men one third part of the Ntt proceeds – Upon your Return you are to make the first port in this State or New Hampshire from whence you are to give the earliest Notice to the Board by Express – We wish you a good Voyage & are Your Friends

P order of the Board

S A Otis Prest P T

[Endorsed] The above is a true Copy of my sailing Orders which I promise to observe & follow – Isaac Bartlett

1. Mass.Arch., vol. 151, Letters from the Board of War, 1776–1780, 425.

*Providence Gazette*, SATURDAY, AUGUST 2, 1777

Providence, August 2.

On Friday Se'nnight [July 25] two Seamen, belonging to the *Diamond* Frigate, were made Prisoners at Prudence, and conducted here.

Next Day the Second Lieutenant of the *Lark* Frigate, a Midshipman and a Boy, who had been diverting themselves with hunting, were taken at the same Island, by a small Party of Men, under Major Adams.

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

August 1777

Saturday 2d

[off Cuttyhunk Island]

1 [AM] Calm her head to the Southd 2 Fresh Breeze with Rain at 5 saw a Sail in the NE Qr gave Chace set all Sail the Chace Run under Gay hd she kept firing Guns She found She could not Weather Menamsha Bite at 9 she Ran on Shore & kept firing Guns and Swivels to alarme the Cuntry, sent 1 Lieutt [Thomas] Hurd with three Boats mand and Airmd The Reables threw their Guns overboard and quited the Vessail, firing some Small Airms at the Boats, who took Possession of the Sloop but the tide of Ebb making thay Could not get her off, made the Sigl to Set her on Fire, which Duty was Immediately Purformd, the Boats Returnd at 11 oClock hoisted them in and stood to the No saw a Sail to the Westd made Sail and gave Chace the Wind at WSW; Gay hd S1/2E Kath Hunk NNW

1 [PM] Modt and fair wr TKt Ship and stood to the Westward at 4 Hoisted out the Barge in order to cut her of from Running on Shore the Crew belonging to the Sloop took to their Boats and left her She proovd to be an Airmd Sloop from Carrilina with 4 Carrig Guns 12 Swivels a Number of Small Airms 100 Barrils of Rice and 3000 weight of Indigo<sup>2</sup> at 7 Katty Hunk EbS Dist 3 Leags Double Reeft the Topsails at 9 TKt the Prize in Compy 12 Modt & Cloudy wore Ship

1. PRO, Admiralty 52/2079.

2. *General Sterling*, John Toman, master, from South Carolina to Bedford, sent to Newport, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 68.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE BRIGANTINE *Andrew Doria* <sup>1</sup>

The Brigte *Andrew Doria* Isaiah Robinson Commander

[Philadelphia]

For second Cruise

1777					
March	8	To Cash paid John Tyler for repairing Arms	4	—	6
		“ “ Porterage of a Camboose & Tacle	10	—	
		“ “ Joshua & Caleb Ash for fresh Beef	17	19	6
		“ “ 2 Cords of Wood & hauling	6	15	—
			<hr/>		
	18	“ 5 Ps french Canvass C 264½ ells is 342 yards			
	31	“ Cash paid Jas Robinson for Bricks		5	7 6
		“ Barrel Country Rum q 33 Ga a 14/6 P		23	18 6
April	5	“ 2 1/8 Cords of Wood & sawing & splitting		9	11 7
	12	“ Robert Haydock's Bill for plumbing		12	7 6
		“ Cash paid Henry Lisle for 25 Barrels of Bread	41	3	5
		“ “ “ John Tylor for repairing Arms	28	12	8
		“ “ “ Jas Fulton for portorage	7	17	3
			<hr/>		
	21	“ “ “ for 5 Barrels of Beer & 8 Mast hoops		4	16 —
	22	“ “ “ for 10 Water Casks @ 17/6 P 16 Galls	10	7	—
		“ “ “ Vinegar @ 2/			
		“ “ “ for 120 lb Butter @ 1/- 10 Pr Belt	42	10	—
		“ “ “ Pistols 40/ & 22 Cutlasses 15/			
		“ “ “ for 12 Hammocks @ 15/- 163 lb Musket	24	13	—
		“ “ “ Ball 1/- & 10 Bus Pease 15/		77	10 —
			<hr/>		

AUGUST 1777

May	5	"	"	"	for hawling the Copper & Work done to the Camboose }	1 . 12 . . 6	
		"	"	"	for making Ensign & Pendant	2 . 5 . . —	3 . 17 . . 6
	13	"			Lewis Grant's Bill for tinning & mending the Kettle &c		11 . 10 . . —
	17	"			Cash paid Thos Corgee Blacksmith's Bill	1 . 5 . . —	
		"	"	"	Benja Condys Bill & James Fultons Bill	3 . 4 . . 3	4 . 9 . . 3
	21	"			3 Cwt of Grape Shott had of the Committee of Safety		16 . 16 . . —
	24	"			Cash paid for Stationary 41 /— & for Coopers Tools 11/9 }	2 . 12 . . 9	
		"	"	"	for 2 Cords of Wood hauling sawing &c	6 . 19 . . 6	
		"	"	"	for repairing Gun locks &c & for Pilot Bread	9 . 17 . . 1	19 . 9 . . 4
June	2	"	"	"	for 30 Bush. Pottatoes		11 . 5 . . —
"	7	"	"	"	Jno Appowen's Bill		27 . 7 . . 9
"	23	"	"	"	for 2 Cords of Wood hauling sawing &c		7 . 3 . . 4
"	30	"	"	"	for a Boat Anchor &c		5 . . . . —
July	19	"	"	"	for 20 Bbs of Ship Bread Ct qr lb		37 . 9 . . —
"	21	"			Ship <i>Washgton</i> for 2 . 3 . . 2 of Rope @ 130/		17 . 18 . . 8
"	24	"			Ship <i>Delaware</i> for 2 . 25 of do		4 . 14 . . 1
"	28	"			Cash paid for 3 Cords Wood Sawing hauling &c		13 . 17 . . 6
August	2	"	"	"	for Porterage	1 . 1 . . 6	
		"	"	"	Saml Robbins Boat builders Bill	14 . 18 . 10	16 . . . . 4

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

State Navy Board [Philadelphia] Augt 2d 1777

An Order in favor of William Webb to the Honorable the Continental Navy Board for One Thousand pounds for the Use of fitting out the Fire fleet for the Continent, £1,000

This day wrote Commodore Hazelwood and requested of him to make enquiry into the Situation of the fire Vessells *Hecla* & *Vulcano* Cpts Perkins and Brice whether they are prepar'd to go down with the Continental fleet which are under Orders to proceed to Morrow, as also to inform Captains Eyres and Rice <sup>2</sup> to join and proceed down with the fleet subject to the former Orders of this Board.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

2. Eyres commanded schooner *Delaware* and Rice brig *Convention*.

"EXTRACT OF A LETTER FROM PHILADELPHIA, DATED AUGUST 2, 1777." <sup>1</sup>

Last night advice was received of the Enemy's Fleet leaving our Capes, and standing off to the South-East, and when the last Accounts came away, the whole were out of Sight. The Minds of the People here are greatly relieved by this Intelligence. It is imagined their coming this Way was only a Feint to draw General Washington's Army as far Southward as they could, and that they intend to go to the Eastward.

1. *Maryland Journal*, August 5, 1777.

FRANCIS LEWIS TO GOVERNOR THOMAS JOHNSON AND THE  
MARYLAND COUNCIL <sup>1</sup>

Gentlm

In pursuance of advice received last night that 228 British Ships were arrived at the Capes of Delaware Capt Nicholson of the Frigate [*Virginia*] applied to me this morning for my opinion whether it would not be advisable for him with 150 of his seamen armed, to proceed immediately to the Head of Elk by Water and from thence to Phila, if not countermanded at Elk; Thinking it would be greatly for the Service of the States at this critical juncture I coinsided, and thereupon consulted Capt Cooke also for a reinforcement from his Ship for the same service, which must be submitted to your directions; I have this day wrote to the Marine Committee to inform them of the Steps already taken. I am with great respect [&c.]

Fra: Lewis

PS: Capt Nicholson's party sets off[f] this evening or tomorrow morning. Baltimore Point 2nd Augt 1777

1. Red Books, IX, 13, Md.Arch.

INTELLIGENCE FROM THE DELAWARE CAPES <sup>1</sup>

Lewis Town, Aug. 2, 1777. 8 o'clock, A.M.

When I wrote to you last, I acquainted you of a large fleet being near the Capes; they made for our bay till the evening, and I expected next morning to have seen them within the Cape, but when day light appeared

they were several leagues further out than they were the night before, which I imagine was owing to their being but very little wind and a whole ebb tide in the night; however at 9 o'clock, A.M. of the 31st ult. the Commodore, which was one of the nearest ships to the Cape, fired a gun and hoisted a flag, and bore down on the fleet, the wind being to the Westward. About noon it fell calm, and about 2 o'clock, P.M. the wind came to the Southward, and the fleet stood off by the wind, except 4 frigates and 4 tenders, which are in and near our road. Just before sun set we were alarmed from the light house that the fleet was standing in again; however, on the 1st of August they were entirely out of sight. Whether they are gone to the Southward or Northward is not in my power to tell. When they disappeared the wind was about South. I should have sent off this express before, but delayed it from reports being often brought that they were standing in again. The *Roebuck* went off with the fleet, and has not been seen since.

Henry Fisher

N.B. Nehemiah Field and Samuel Edwards, both pilots, went on board the enemy's ships from the beach.

1. *Pennsylvania Packet*, August 5, 1777.

#### SURVEY AND VALUATION OF CAPTURED VIRGINIA NAVY BRIG *Musketto* <sup>1</sup>

Copy

Pursuant to an Order from James Young Esqr  
Vice Admiral of the Red &ca &ca &ca dated the  
1st August 1777. To Us Directed.

We Andrew Anderson Master Shipwright of His Majesty's Yard; Samuel Webb, Master Shipwrights Assistant, Thomas Osment, Carpenter of His Majesty's Ship *Portland*; Wm Tauranac, Carpenter of His Majesty's Ship *Seaford*; William Welch, Carpenter of His Majesty's Sloop *Fly*; Daniel Anderson, Master of His Majesty's Ship, *Portland*; John Smith, Master of His Majesty's Ship *Seaford*; John Carteret Lewis, Master of His Majesty's Sloop *Fly*; and Domingo Figarella, Boatswain of His Majesty's Yard; have been on board the Brig now in English Harbour (lately Called the *Musketto*, an American Rebel Privateer, taken by His Majesty's Ship *Ariadne*, and Condemned as a Prize in a Court of Vice Admiralty at this Island and have taken a strict and careful Survey thereon; have thoroughly examined the condition of the Hull, Masts &ca, also the Rigging, Sails and different Stores belonging to the said Brig, an Inventory whereof is hereunto Annexed; We have likewise Measured the Tonnage and considered what Number of Men and Guns the Brig can carry, and moreover have set a just and equitable Value upon the whole, to the best of our Judgments We find the said Brig to be quite New, the Hull, Masts, Rigging, Sails Furniture and Stores in a good condition, except One Cable Unserviceable, and She is of the folowing Dimensions and Tonnage – Vitz

Length on the Deck	Sixty Seven feet
Breadth Extreme	Twenty One
Length of Keel for Tonnage	Fifty five
Depth in the Hold	Nine
Burthen in Tons	One hundred & thirty five

It is our opinion that She is capable of carrying between Sixty and Seventy Men, and Twelve four pound or Fourteen three pound Guns; and We Value Her at One Thousand Six hundred pounds Sterling.

Finally We declare that We have taken and made the said Survey and Valuation with such care and assiduity, that We are ready (if required), to make Oath to the Impartiality of our proceedings.

Given under our Hands at English Harbour  
Antigua, this 2d: August 1777

Signed

And. Anderson,  
W<sup>m</sup> Tauranac  
Jn<sup>o</sup> Smith

Sam<sup>l</sup> Webb –  
W<sup>m</sup> Welch  
Jn<sup>o</sup> C. Lewis

Tho<sup>s</sup> Osment  
Dan<sup>l</sup> Anderson  
Dom. Figarelli

Boatswains Stores					
Standing & Running Rigging	Servble		Small ditto	One	Unservble
Flying Jibb	One N. Worn but	Do	Anchor best Bower	One	Servble
Spritsail Topsail	One	do	Small ditto	One	do
Fore Course	One	do	Kedge	One	do
Topsail	One	do	Copper Kettle Double	One	do
Gallant sail	One	do	Cover to ditto	One	Unservble
Royal	One	do	Iron Caboose	One	Servble
Main Sail	Two	do	Pot	One	do
Topsail	One	do	Boat Yawl	One	Repairble
Gallant Sail	One	do	Oars	four	Unsbble
Royal	One	do	Oars Ship	Twenty Four	Servble
Staysail Fore	One	do	Carpenters Stores		
Top	One	do	Bowsprit, Masts, Yards	}	Serviceable
Main Top	One	do	Booms & Gaffe Complete		
Gallt	One	do	Main Top Mast Spare	One	do
Middle	One	do	Fore ditto	One	Unservble
Studding Sail Lower	One	do	Bittacle	One	Servble
Top	Three	do	Chest Arm	One	Unservble
Gallant	Three	do	Pumps Hand Fitted	Three	Servble
Cable Best Bower	One 1/3 Worn	do	of Survey & Valuation of the brig:		
[Endorsed] No 5 Copy of a Report					
Endeavour lately Called the <i>Muskito</i> .					

1. PRO, Admiralty 1/310.

3 Aug. (Sunday)

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

August 1777

[at Sea]

Sunday 3

2 [AM] Modt & Hazy Saw a sail to the Etward Do gave chase Set studding sails got the fore top Gallt Mast up 1/2 past 5 fired three Nine pdrs & Brot too the chase whitch proved to be a Sloop from Martinica bound to Nantucket Barzieley Swain Master Sent a Midn & 4 Men to take charge of her – at 1/2 past 9 Made sail the Sloop in Compny 12 Light Airs & foggy hand Main T.G. sails & Spritsail the Sloop in Compny –  
1 [PM] Modt Breezes & thick foggy Wr Lost Sight of the



Sloop Shortend sail 8 fired a Gun as a Signal to the prize Do Close reefd fore top sail Double reefd the Main topsail & hand the fore Do Sound 150 fms no Ground 9 Made sail -

1. PRO, Admiralty 52/1865.

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

August 1777 At Single Anchor near Hope Island - Bearings & Distance as before -  
 Sundy 3d [AM] Recd on board some Provisions Dry'd Sails Carprs Empd as above Depart'd this Life Abram Hagger-son Marine at Noon Enter'd the Deceas'd  
 First part fresh Breezes Wth heavy Squalls of Wind & rain Middle & Latter parts Modt & fair Weathr at 3 PM made the Signl for the *Alarm* Galley to Chace Six Rebel Boats, Man'd & Arm'd the flat boat & Sent her in Compy with the Galley, fir'd out of the flat boat 20 Rounds of Swivell Shot & Several Vollies of Small Arms & by Acci- dent was Blown up 20 Rounds of Powder & Ball, Lost 3 Musquets, 5 Cartouch Boxes, three Pistols & one Bayonet & Wound'd one Officer & four Men at 4 PM Made the Signl for the Galley & Boat to Return.

1. PRO, Admiralty 51/420.

REAR ADMIRAL SIR PETER PARKER TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

Sir *Chatham* off Prudence Island the 3d Augt 1777  
 By the Lieutenant of the *Diamond* I send a Flag of Truce with Two American Prisoners to be exchanged for Two of the *Diamond*'s men now at Providence; the Lieutenant will furnish you with their Names, and I am to request you will permit the exchange to take place -

I also have sent a Master of an American Vessel to be exchanged for Mr Brooks a young Gentleman belonging to the *Lark*, taken in Company with Lieutt Otway - I am Sir [&c.]

P: Parker

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

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN WILLIAM CORNWALLIS,  
 H.M.S. *Isis* <sup>1</sup>

Memo *Eagle* at Sea August the 3d 1777.

For preserving greater Regularity in the Order of Sailing appointed for the Fleet,<sup>2</sup> it has been the Admiral's Intention, when working to Wind-ward, that the Ships of War stationed on the Starboard Quarter in the Form of Sailing delivered, should keep to the Westward and Northward of the Fleet; And those stationed on the Larboard Quarter, to the Eastward and Southward thereof, under the same Circumstances: In Order to prevent the

necessity for carrying the Press of Sail which would be otherwise requisite on every Change of Tack, for the Ships before to Leeward to gain a Station to Windward of the Fleet, as appears to be the Sense in which the Instructions on this Head have been hitherto understood.

Howe

1. Cornwallis Papers, II, NMM.

2. See Howe's Additional Instructions to the Fleet, June 8.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS <sup>1</sup>

August 1777

Lattd 38°.18' [off Assateague Is.]

Sunday 3d

at 5 AM made the Sigl & Tack'd, at 8 the *Dispatch* made the Sigl for seeing a sail in the S.W. made her Sigl to Chace, at 11 made the Sigl for the Convoy to come under the Admls Stern, the *Augusta* fir'd several Shot at a Ship Standing out of the Fleet, at Noon made the *Apollo's* Sigl to come within hail -

The first part Modte Breezes & Clear, Middle fresh breezes & Cloudy with lightening, latter Calm & hazy, at 1 PM made the Sigl & Tack'd, ½ past made *Roebucks* Sigl to take a Vessel in Tow in the NE at 3 the Sigl for the Convoy to make more sail, Join'd Compy the *Dispatch* with a prize Schooner laden with Flour, at ½ past 6 made the Sigl & Tack'd

1. NMM, Admiralty L/E/11.

JOURNAL OF H.M. SLOOP *Dispatch*, LIEUTENANT CHRISTOPHER MASON <sup>1</sup>

August 1777

Cape Henlopen No 34°. 50' Wt Distance 18 Leagues

[Sunday] 3d

at ½ past 4 AM The Adml made the Signal to Tack Do Tack'd Ship at 7 The Adml made the Signal for the Fleet to come in his Wake ½ past made the Signal to the Adml for seeing a Sail & chased, ½ past 11 brot to hoisted out our Boat & boarded a Schooner from Chingoteage bound to Curisoë laden with Flour - Cape Henlopen No 38°. 9' Wt Distance 18 Leagues -

Light breezes & clear Wr for the Most part, between 7 PM & 10 heavy squalls with Thunder and Lightning & Rain at 1 PM took the Schooner in Tow & bore down to the Fleet

1. PRO, Admiralty 51/253.

JOURNAL OF CAPTAIN JOHN MONTRESOR <sup>1</sup>

3rd [August] Sunday. At 7 this evening came on a violent storm at S.S. East scarcely giving the Fleet time to take in their sails. A darkness in the west and S.W. gave some Kind of notice accompanied with sharp lightning.

One ship laid for some time on her beam ends without righting. We Slipped our mizzen top sail without any other damage of any consequence – the lightning and thunder surpassed discription and the heaviness of the rain. This tempest Continued violent for one Hour and  $\frac{3}{4}$ . Could not discover any of the Fleet this night but by means of the almost incessant lightning. The wind blew the Broad Pennant to pieces. A sloop likewise laid on her beam ends – 7 men and a woman took to their boat, but kept her towed, but the painter breaking got adrift and was lost. The Sloop with four men on board, righted an hour after. At 12 o'clock this night hove too for one hour, at which time Sounded in 25 Fathoms of water. Incessant lightning this whole night.

1. Scull, Gideon D., ed., *The Montresor Journals*, Collections of the New-York Historical Society, Publication Fund Series, XIV (New York, 1882), 432–33. Hereafter cited as Scull, ed., *The Montresor Journals*. Montresor was an officer of the Royal Engineers on board a ship with Howe's fleet.

#### 4 Aug.

##### CAPTAIN HECTOR MCNEILL TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen,

Falmouth Casco Bay 4th Augt 1777

Above you have copy of my last Letter dated at Wichcasset 16th ulto since which I arrived with the *Boston* at this place, but when I shall reach Boston, or even Portsmouth, is uncertain.

The Enemy keep such a look out and are so Numerous that 'tis no easy matter to Slip throu among them –

Three Nights ago we had four Sail of their Frigates off this Harbours mouth in full sight and by a letter now in my hand from the committee of Safety at Newb'y Port, it appears That four Ships and a Brigg are Station'd in Ipswich Bay, besides those Stationed in Boston Bay.

Thick weather for a day or two has hid them from us, but in clear weather they are allway near in with the Land –

They Seem now to be posted in three divisions, within the distance of forty leags Coastwise, one division off cape Elizabeth and a Little to the east'd of it, the Second off Portsmouth tending South'ly towards Cape Ann, the Third division between Cape Ann and cape Cod –

Notwithstanding all this I hope by the Blessing of God upon our care and good conduct to Save the *Boston* for a More fortunate cruise then has been our last –

There are so many different reports Circulated concerning Capt Manley, That I know not what to write at this time – I am Still in hopes, that he has Escap'd the Enemy and gone to South Carolina. Happy had it been for himself and all concerned, if he had taken so much of my advice the day after we took the *Fox* – but alas his Obstanicey and want of reflection at that period, will for ever furnish him with matter for repentance.

When I endeavour'd to persuade him to go to South Carolina, my reasonings were groundd on the following circumstances –

In the first place, The Enemy were well Acquainted with the time of

our Sailing from Boston and with the length of our intended Cruise (the latter might be known by the quantity of provisions taken in) which was only for Six or Eight weeks –

2dly Our falling in with the *Sumersett* in the Tract for New York on the ninth day after we sail'd. This Ship's arrivall at that place would be the means of heastning out crusiers after us, either from York or Rhode Island.

3dly The Exceeding bad pollicy he had been guilty of in turning away upw'ds of one hundred men lately belonging to the *Fox* within Six hours after She was taken, Those men were put on board Some fishing Vessells, and made the best of their way for St Johns Harbour which was then within 24 hours Sail'g of us. at the Harbour of St Johns Lay Admiral Montague with the *Romney* and Some other Ships of war – and to me it appear'd probable that he would use his Endeavours to recover the *Fox*, by sending out as many Ships in quest of us as he could muster – Those Ships of his might be joined by Others from Halifax, so that with the help of the Ships already spoken of from N. York & Rhode Island, a chain of cruisers might be form'd between Cape Sable, and Nantucket Shoals which 'twould be difficult to pass –

After considering all these things, I was totally Against returning home by the way we went out – Therefore I earnestly requested that we might immediately make the best of our way for South Carolina – there refitt & Clean our Ships, and if Capt Biddle could be ready to come out with us so much the better – With four Ships like ours, we might do much Service to our Country & ourselves –

Capt Manley Express'd much willingness to follow this plan at first, when I made him Acquainted with it by my Letter of the ninth of June last – but in a day or two he changed his mind, and his course, and notwithstanding all the remonstrances I could make he continued cruising three weeks or upwards to no purpose, Except that of going farther from home thereby giving the Enemy more time to take the proper steps for intercepting us – On our return.

Part of the Consequences (namely the Loss of the *Fox*) you are but too well acquainted with by this time – What Capt Manleys fate or mine will be, is not altogether yet decided. May God Strengthen the Hands of the Congress & Save our Country by his Mighty Power, join'd with their honest Endeavours, for Sure I am that they have but indifferent prospects from the ability of many of us Employ'd under them – I am Gentlemen [&c.]

Hector McNeill

1. Captain Hector McNeill Letter Book, MassHS.

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

<p>Monday Augt 4th [1777]</p>	<p>[Falmouth] This [day] plesent Weather Wind to the NE arrived here two prise Briggs &amp; 1 Brig Belonging to this place from Santy Croix and a Continanttell Ship from Bilbo With anchors &amp; Cabils for the 74 We sent our</p>
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Barge to help hir in about 12 oClock the most of our  
pepel at Night. Employ in geting the Continanttell Ship  
[off the] Shore

1. Conner's Journal, MM. Crowninshield's Journal notes: "This Day arived two prise Briggs & one Brigg belonging to hear from St Crux & a Ship from Bilbo with Anchors and Cables for the two 74 Gun Ships our Barg was Sent to help hir in Witch they Did at a bout 12 oClock at Night all hand[s] Emploied Gitting off[f] a Ship that had Rune on Shore the Day before" MassHS.

*Boston Gazette*, MONDAY, AUGUST 4, 1777

Hear To Reason.

When our Brethren are suffering in Prison Ships in the neighbouring Ports, where many of them starve and die for want, Will you not assist in giving Information where the Prisoners are conceal'd that are taken and brought into Boston, and other Sea-Ports? or will you rather feed and employ them, when they might and ought to be sent in Exchange for our Brethren. The People of the Eastern Ports are often calling on me to send for their People who have been taken, but take no care to send me any to redeem them with, although there has been many hundreds taken and carried into the different Ports to the Eastward of Boston. I therefore intreat the Inhabitants of this State to exert themselves and take up as many as possible at this Time, as a Cartel will soon be sent to make another Exchange, and I will pay any reasonable Sum, for bringing them to my Office, at the upper Corner of Court Street, Boston.

Robt. Pierpont, } Commissary of  
Prisoners of War.

*New-York Journal*, MONDAY, AUGUST 4, 1777

Kingston, August 4.

Various are the conjectures concerning the motions and destination of the enemy's fleet and the army on board. Some think them still bound for Philadelpia, and that all their late motions have been only to conceal their real design. The last account we had of them was by a man, who we hear has since declared under oath, that on Wednesday the 27th ult. he saw off Blue-Point (about one hundred miles East of New-York) about one hundred and fifty sail of ships standing off the shore to the Eastward.

We hear that by an intercepted letter, and several concurring circumstances, it appears, that the fleet are bound to Newport, Boston, or New-Hampshire - others think, that the hints of such a design have been thrown out on purpose to deceive us, and draw off our armies to the Eastward; and that to favour such a supposition, the fleet were to go off to sea on an Easterly course. But when they were out of sight of land, would tack about, proceed to Delaware and push for Philadelphia, before our army could return from the Eastward. Others think the intelligence was sent on purpose to be intercepted, and supposed by us to be a feint intended to deceive us, and

therefore to be disregarded, while they were really proceeding to the Eastward, so that they might make an actual attack before we should be in a condition to oppose them. Others again, and perhaps with most probability, suppose that their army is in such a dispirited ruinous condition, as to be incapable of making an attack any where with the least probability of success, or even without the greatest hazard of being totally ruined; and that in this dilemma, being not at liberty to give over an enterprise originally founded in folly, madness and villany, and not knowing what to do, they have concluded to retire to Halifax, there to wait, as they did at the evacuation of Boston, for further directions from *Pandemoneum*. Whether either of these conjectures is rightly founded or not, there should not be the least relaxation in our preparations to resist the whole force of the enemy, and every place they can have any motive to approach should be guarded with as much vigilance, as if they were expected there.

*New-York Gazette*, MONDAY, AUGUST 4, 1777

New-York, August 4.

Last Sunday Week arrived here from Antigua, the Schooner *Betsey*, Thomas Muir; on her Passage, in Lat. 34.52, Long. 67, she was taken by a Rebel Privateer Sloop, belonging to Charlestown, called the *Vixen*, mounting twelve carriage Guns, commanded by one Downham Newton, a Native of Providence. – Capt. Muir, who was permitted to stay on board the Schooner, gained over three of the Hands to his Interest, and retook the Vessel after being six Days in Possession of the Rebels. It is not doubted but Capt. Muir will be amply rewarded for his gallant Behaviour.

By the above Vessel we learn; that about the latter end of June, His Majesty's Tender Brig, *Little Endeavour*,<sup>1</sup> mounting eight three Pounders and 24 Men, commanded by Lieut. Francis Tinsley, in about 12 Degrees to Windward of Antigua, fell in with two Rebel Privateers, the one mounting 14 four Pounders, the other 12 of the same bore; both having Cohorns, Swivels, and 140 Men between them.

Thus accoutred and met, a most obstinate Engagement commenced at about half past Eleven, A.M. and lasted till near Five, P.M. most of the Time within Pistol Shot of each other. The Rebels often attempted to board, and as often to sink the *Little Endeavour*, which last endeavoured all she could to sink or take the Rebels, who at length shamefully sheered off.

The *Little Endeavour* had one Man killed; seven wounded, and was much disabled in her Rigging – Dire was the Slaughter of the Rebel Crews, and many a Mangled Corpse the Decks bestrewed; while all a Down, meandring on their Sides, issued in purple Streams, the sanguin'd Gore. *O! qualis hurliburli fuit.*

The Ship *Nancy*, Capt. Lowrie, belonging to London, taken by the *Vixen*, a few Days before Capt. Muir, and retaken by His Majesty's Ship *Galatea*, arrived here on Tuesday last.

Wednesday last the *Syren* Frigate arrived here from Halifax, and has brought Capt. Fotheringham of the *Fox*, and about 40 of his Seamen, with Captain Manley and his first Lieut. the latter commanded the *Fox* when taken by the *Flora*. We hear Mr. Manley is on board the *St. Albans*.

The same Day also arrived from St. Kitts in 14 Days, the sloop *Hammond*, Captain [Bridger] Goodrich, who on his Passage took the Sloop *Neptune*, Arthur Wood, Master, from Virginia, bound to Boston, laden with 400 Barrels of Flour.

The Brig mentioned in our last to be ashore at Deal, near Sandy-Hook, was a Prize to the *Milford* and *Thames* Frigates; she was taken by a Rebel Privateer on her Voyage from Oporto for Petersburg, and ordered for Boston, and on the Voyage was retaken by the above-mentioned Frigates, and sent for this Port, but the Prize Master thought proper to call on the Coast of New-Jersey, where the Cargo, consisting of Oyl, Lemmons, Wine and Brasil Sugar, was immediately taken ashore and carried up into the Country.

Capt. Ayscough, in the *Swan*, last week took a Schooner from Connecticut River, with 150 empty Hogsheads on board, and some lumber. She was bound to Sea in order to fill the Casks with Salt Water to make Salt. Also a small Vessel from the East End of Long-Island, bound to Connecticut, with sundry articles, among them two Bushels of Salt.

Last Wednesday Morning two Wood Boats from Long-Island, were taken by a Rebel Privateer in the Sound, near Hempstead Harbour, and carried into Norwalk, in Connecticut.

Some few days before the *Syren* came in, she lost her Mizen Mast and Part of her Rigging off Nantucket in a violent Gale of Wind.

1. Ship in this action was H.M. brig *Endeavour*, Lieutenant Francis Tinsley, not *Little Endeavour*, Journal of *Endeavour*, June 23, 1777, records simply:

at 6 A M Saw a Sloop to lewd the *Antigua* gave Chase P S 8 Saw two Sloops astern of us Standing after us at Noon Came up; prov'd to be American privateers; Engaged them 12 Glasses (the one 12 the other 14 Cariage Guns) & Obligated them to Sheer off

PRO, Admiralty 51/4181.

#### PENNSYLVANIA NAVY BOARD TO CAPTAINS JOHN RICE AND RICHARD EYRES<sup>1</sup>

Sirs, State Navy Board [Philadelphia] Augt 4th 1777

We have to inform you the necessity requires an Alteration in the Orders you have already Received – therefore you'll be pleased to take notice that you are not bound by any orders heretofore issued – but from henceforth you are hereby order'd to observe any directions instructions or orders issu'd by the Commanding Officer of the Continental fleet order'd down on a secret exp'dition<sup>2</sup> from time to time or so long as the fleet shall be performing the intended expedition.<sup>3</sup>

1. Navy Board Minute Books, vol. 2, Pa.Arch.

2. For purpose of expedition see Continental Navy Board of the Middle Department to Captain Isaiah Robinson, August 5.

3. The same orders were sent to Captain John Brice, fire brigantine *Vulcano*, and Captain Thomas Perkins, fire ship *Hecla*, Navy Board Minute Books, vol. 2, Pa.Arch.

DEPOSITION OF LIEUTENANT JOHN BARRETT <sup>1</sup>[Philadelphia, August 4, 1777] <sup>2</sup>

The Deposition of John Barrett First Lieutenant of the armed Brigantine *Raleigh* late commanded by Edward Travis Esqr fitted out by & belonging to the State of Virginia –

The Deponent being duly sworn on the Holy Evangels of Almighty God deposeth & saith –

That in the Night of the 26th of April last the said Brigantine mounting ten four Pounders fell in with & was captured by the *Thames* frigate commanded by Capt Howe in the Service of his Brittanic Majesty & while on board the said ship the sd Captain Travis this Deponent & the other Commissioned Officers of the said Brigantine were kindly treated by the said Capt Howe & his Officers, but the Mariners & other Men of the said Brigantine were confined in the Hold of the said Frigate with many other Prisoners in an uncomfortable Situation. That after being three Weeks on Board the said Ship this Deponent & the other Prisoners were landed at New York where they were delivered to the Charge of one Cunningham a Provost who abused them with the most illiberal & insolent Language ordering the Common Soldiers to pull off the Hatts of this Deponent & the other Prisoners & take their Cockades out calling them Rebel Pirates & other disgraceful Epithets. They were then marched up to a Place called the Sugar House where they were confined with common Soldiers, Sailors & even Negroes & were all treated alike both as to Provisions & other Matters & indiscriminate Insolence & Cruelty. That the said Officers & all other American Prisoners were repeatedly abused & beaten by the Hessian Guards & Soldiers with Swords & Sticks. That the Provisions received by the Prisoners at the said Sugar House were about one Pound & an half of Pork & about three Pounds & an half of condemned Bread P Man for six Days. the said Pork was in general good but the Bread so mouldy & bad that it could not be eaten but when the more pressing Hunger obliged them to do it. They had also an Allowance of about one Pint of Pease P Man for the said Time but they were so hard that they could not be boiled so as to be eatable. they had also allowed them half a Pint of Rice or musty Oatmeal P Man. That this Allowance was the whole he ever saw or heard of during his Confinement which lasted about ten Weeks & two days. That after Captain Travis had been confined in the Sugar House about twelve Days he was taken from thence by the said Cunningham on Pretence of writing Letters of which he was said to be accused by a Prisoner who was detected in endeavouring to make his Escape. That the Person who was said to have accused Capt Travis of writing Letters on being brought Face to Face with Capt Travis denied that he had done it but said it was another Person who had written the Letters & tho Captain Travis solemnly protested his Innocence & denied the Charge he was hurried to the Provost & there confined in a Dungeon & was there when this Deponent came away as this Deponent was credibly informed not only by a Note from the said Captain but by a Person of undoubted Veracity who was present at the Transaction & saw the said Captain



in Confinement & who informed this Deponent that he saw Captain Travis beaten by the said Cunningham. That the Treatment towards Prisoners as far as has fallen under this Deponent's Notice is cruel to the last Degree, many of them sickening & dying from Want & the Loss of near half the Crew of the Brigantine *Raleigh* by hard Treatment & Sickness occasioned by it. That this Deponent made his Escape with seven others out of the said Sugar House on Monday the 28th Ulto & arrived at Philadelphia the third instant. And further saith not – Taken & sworn before

Jno Ord

1. Papers CC (Papers and Affidavits Relating to the Plunderings, Burnings, and Ravages Committed by the British, 1775–84), 53, 159–60, NA.
2. Date selected is the day before the deposition was read in Congress, Ford, ed., *JCC*, VIII, 607.

ADVERTISEMENT FOR SEAMEN FOR MARYLAND PRIVATEER BRIG *Sturdy Beggar* <sup>1</sup>

New Bern, August 4, 1777.

Wanted immediately for the celebrated and well known Brig of War, *Sturdy Beggar*, under Command of James Campbell, Esq; now fitting out at this Place for a short Cruize against the Enemies of the Thirteen United States, a few good Seamen and Marines. The *Sturdy Beggar* is allowed to be the handsomest Vessel ever built in America, is compleatly furnished with all Kinds of warlike Stores, Ammunition, &c. is remarkable for fast sailing, having never chased a Vessel but she soon came up with.

For the Encouragement of such Seamen as may choose to enter on Board said Vessel, Twenty Dollars Bounty will be given. Such Seamen and Marines are requested to repair to said Vessel immediately, that she may be got to Sea in Time for the grand Jamaica Fleet, of the Sailing and Route of which there is the most undoubted Intelligence received.

N. B. Prize Masters, also petty Officers, are wanting.

1. *North-Carolina Gazette*, August 8, 1777.

5 Aug.

CAPTAIN HECTOR McNEILL TO JOHN LANGDON <sup>1</sup>

Sir

Falmouth 5th Augt 1777

I did my self the pleasure of writing you soon after I arrived at Sheepscott river, praying the favour of you to forward my Letter to the Marine committee which I had left open for your particular Satisfaction – at that time I was in hopes of Seeing you long before this but the precarious State of a Single Ship in these times, and the want of a good Oppertunity has kept me at so great a distance – We have some Vessells in here now who have been drove in by three or four Large Ships who seem to be Station'd about the mouth of this Bay, three evenings ago we See them from the forts, when I shall be able to Slip by them I know not – Now My good Sir as my provisions are Nearly out and there appears no prospect of a Supply in or near this place, This is to request the favour of you to Save us from perishing for want of Provisions or being obliged to run a certain risque of Loosing the Ship rather than to Starve here, the Chance of getting any thing

of provision kind from Boston at present must be much more uncertain then from Portsmouth. I pray you therefore that you would Send me down, three weeks Bread and flesh – which with the Little I have left will I hope be Sufficient to bring us to portsmouth. let it be Sent in some Small Vessell with some Faithfull person & a good pilot, so that She may run into aney hole for Safety. I am Sir [&c.]

Hector McNeill

1. Captain Hector McNeill Letter Book, MassHS.

*The Freeman's Journal*, SATURDAY, AUGUST 9, 1777

Falmouth, (Casco-Bay) Aug. 5.

In at a safe port the following vessels, viz. A prize ship laden with sugars, taken by the *Sturdy Beggar*, 180 hhds. Prize brig laden with wine, salt, dry goods. Brig laden with rum, taken by *Oliver Cromwell*. Brig laden with wine, taken by [John] Clouston. Also a Ship from Bilboa, laden with duck, cordage, rigging compleat for two Frigates. Also cloathing and salt.

WILLIAM WHIPPLE TO JAMES LOVELL <sup>1</sup>

[Extract]

My Dear Sir,

Portsmouth Aug 5th 1777

Matters remain here much as when I wrote you last, except some alarms caused by a report that a very large fleet appeared off Cape Ann on the 31st ulto – the time agreed very well with the accounts we previously had of the fleet's sailing from N.Y: as we supposed the Town was the enemy's object, all hands were preparing to go thither, when on a sudden the fleet vanished in a fog and we have heard nothing of it since, but it's still a matter of great speculation where this invincible Armada is bound. It is reported as General Washington's opinion that Virginia is the object but those who have not the most favorable opinion of that climate think they know better than to go there, that this only a finesse and that they will return immediately and push up Hudson's river – others will have it that they are certainly coming this way. The last opinion I endeavor to support, not because I realize it, but because I would have every body in readiness if that should be the case. The enemy's ships are so thick on the coast that it's almost impossible to escape them; one of them chased a ship on shore a few days ago within 6 or 7 miles of this she proved to be a West-India man which had been taken by a Connecticut privateer, but unfortunately for the captors the tide was rising and the enemy soon took her off with them. . . .

1. William Whipple Papers, Force Transcripts, LC.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN FISK <sup>1</sup>

Capt John Fisk,

War-Office, [Boston] August 5th 1777 –

You being Commander of the Arm'd Brig *Massachusetts* your Orders are to proceed to cruize in the Track of the Homeward bound West-India Vessels, & to use your utmost Endeavours to take, burn, sink & destroy all

armed and other Vessels, together with their Cargoes, belonging to the Subjects of the King of Great-Britain, Enemies to the United States of America & the natural Rights of Mankind. – Should you be so fortunate as to make any Captures, you are to send them under proper Prize-Masters to some Port in the Eastern Parts of this State or New-Hampshire, from whence the earliest Notice must be given by Express to the Board; – You will bring or send all the Prisoners you may take as shall be practicable, in order to be exchange'd for our suffering Countrymen in the Hands of our Cruel & Inveterate Enemies; – We heartily wish you Success & are – &c. –

By order of the Board  
Sam<sup>l</sup> Phps Savage, Prest

[Endorsed]

Orders given  
to Capt Fisk }

Ordrs given  
to Capt Clouston <sup>2</sup> }

1. Mass. Arch., vol. 151, Letters from the Board of War, 1776–1780, 426.

2. Massachusetts Navy brig *Freedom*.

#### TESTIMONY OF JOHN LAMBERT AND MARK CLARK <sup>1</sup>

[Boston]

John Lambert first Lieutenant and Mark Clark, Second Lieut of the Brigantine *Massachusetts* A Vessel of War belonging to the State of Massachusetts Bay whereof Capt John Fisk was Commander: Testify and Say That on Sunday the first [*sic* twenty third] day of March last, they Sailed in said Brig from Salem on a Cruise, and were joined off Cape Ann Harbour by the Brigantine *Tyrannicide*, Jonathan Harriden Commander, and the Briga *Cabot*, Capt [Joseph] Olney Commander – That at about Eleven o'Clock at Night of the same day they saw a Sail to Leeward which they judged to be the *Millford* Man of War, after discovering said Sail they waited for the other two Brigs to come up with them, which they soon did and Spoke with each other. – That Captain Olney and Capt Harriden asked Capt Fisk what he thought of the Ship, Capt Fisk answered that he took her to be the *Millford*: Capt Fisk then asked Capt Olney what he thought of Engaging of her, he said with all his Heart; And they then Cleared Ship and had all hands to Quarters ready for Engaging, the Ship appearing to do the same, making false fires, and lights fore and Aft, it being then about twelve o'Clock at Night; That betwixt twelve and one o'Clock of the same Night, Capt Olney Spoke with them again, and asked Capt Fisk what he thought of her, Capt Fisk answered that he thought it was prudent to keep to Windward 'till Morning, and then Consult what was best to be done, upon which Capt Olney said he liked it well, and at the same time begged Capt Fisk not to leave him, Capt Fisk replied he'd be Dam'd if he would. That at day light the next Morning they discovered Capt Olney about a Mile and a half upon their Weather Quarter, the Wind then about South

East, Capt Harriden was then about as far to Leward, and the Man of War to Leward of Capt Harriden – That at about Nine or ten o’Clock in the Morning Capt Harriden seeing both his Consorts to Windward hove his Main Top Sail aback, upon which Capt Fisk bore away and Spoke with him, (the *Cabot* still keeping her Wind: Capt Fisk asked Capt Harriden if he was ready to go down and take his breakfast, meaning if he was ready to go on board the Frigate, Capt Harriden answered with all his Heart. As the *Cabot* still kept to Windward, and the Wind heading of them, they thought it best to Tack to the Southward and Westward, likewise the *Tyrannicide* and *Cabot* Tacked, the *Cabot* still to Windward; the Frigate also Tacked at the same Time; In the afternoon of the same day it came on Thick and Rainy, when they lost Sight of the *Cabot* and Frigate for some time; That at about five o’Clock the Weather remaining Thick Capt Fisk and Capt Harriden Tacked and stood to the Northward and Eastward, they could not then discover either the *Cabot* or Frigate, but Supposed The *Cabot* was to Windward. – That at about Six o’Clock it Cleared off, when they Saw the Ship to Leward, soon after that Saw the *Cabot* about Nine Miles to Leward going large, and suppose she bore away in the Rain to get clear of the Ship, the Ship then seemed to bear a little after him to try to cut the *Cabot* off; the Wind then blowing hard and a large Sea going, they determined not to follow the *Cabot* as there was so great a Sea, which obliged them to House their Guns, their Decks being full of Water, and if they had come up they could not fight their Guns in such a Sea.

And These deponents further say that they never heard Capt Olney say he would go and take the first Broadside from the Ship or any thing to that purpose. – And they apprehend that in case the *Cabot* really intended to join the other two Brigs she might have done it after the Weather Cleared up without any danger from the Ship, And had the *Cabot* joined in such rough weather it would not have been possible to Engage the Ship

And these deponents further say that Capt Fisk appeared to be ready & willing to join with the other Brigs in Engaging the Ship, and never discovered the least backwardness – and further saith not. –

Jn<sup>o</sup> Lambert. Mark Clark

[Endorsed] State of Massachusetts Bay Augt 5th 1777 Lt John Lambert & Lt Mark Clark each of them personally appeared & made Solemn Oath to the truth of the foregoing deposition by them subscribed Before, Sam<sup>l</sup> Holten Jus. Peace thro’ the State.

1. Mass.Arch., vol. 167, 131–32.

COLONEL CHARLES DYER AND LIEUTENANT COLONEL RAY SANDS TO  
GOVERNOR NICHOLAS COOKE <sup>1</sup>

Sir

Boston Neck August 5th 1777

This Morning About Fore A Clock Landed a party of the Enemy Consisting of About two hundred, As Near as we Could Judge in two Devitions one Devition At the South Ferrey the Other Below Benjamin

Gardners, that Devition Landed at the South Ferrey was Covered by a Rogalle [row galley], we Rallied And Engaged them they Emediately Gave way and Retreated into their botes again, but by Some Accident the Galley Got a Ground when we Exchanged a Large Number of Vollies with them, and they At the Same time keeping Up an Essent [incessant] Fire out of the Galle which mainley went Above Us, coold our Artelerey bin furnished with horses So they Cood Advanced in Season Am Sertain we must have taken the Galley, we Drove them All out of hur, with our Small Armes, but the tide Making Flood Enabeled them to take hur of[f] Again by this time we Got down one field peace which was plaid with Sperit by the Officers of the train and Am well Asured did good Execution for we Saw Numbers fall, — the partey Landed Above Carried of[f] Caleb Allen Benjamin Gardner and About Six or Seven Solegars Quartered in Mr Guardners house the others Made their Escape — in the Scurmish we had two men wounded, Must intreat his Honnour the Gover to Give Us Some Directions to procure two horses for our train Imediately As we Are Now Convinced that it is A Matter of the Gratest Importance, Must informe his Honr that we have Exasted all the Amunition this way, And have sent A person to You Sir for Assistance And Make Not Least Doubt that our Request will Emediately be Cumplied with, and Sent Forward without Delay, the Enemy haith Landed on the west Side of Conaticut Island where their botes Now All Lay, And shoold they Make Another Desent we Cannot Make any Resistance till we Are Supplide with Amunition in haste And Much Feteagued We are [&c.]

Char Dyer Coll Ray Sands Liut Colo

P:S the Inhabitants on boston Neck behaved with Grate Spiret in Getting their Stock of[f] which prevented the Enemy of being possessed of Any

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

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

August 1777

Cape Cod SSW1/2 Wt 7 or 8 Leagues

Monday 4th

at 4 A M saw a sail in the SE, gave Chace

First part Modt and fair, Middle and latter fresh Gales and Cloudy with Fog Cape Cod No 81° 00Wt Distant 11 Leagues at 1/2 past 7 the Chace ran on Shore near Cape Cod, and the People after cutting away her Masts, quitted her, at 8 the *Amazon* brought up, and fired several Shot at the Brig and soon after set on Fire, at 1/2 past 10 the Brig blew up, sounded from 12 to 18 fm

Tuesday 5th

between 12 and 4 AM sounded from 25 to 40 fathm Brown Sand, at 4 *Amazon* made the Sigl for all Cruizers, at 6 Bore away and ran down to her, at 7 She made the sigl for the Captain: Standing off and on Shore within 3 miles, at 9 the *Amazon* sent on Shore a Flag of Truce, and found the Brig to be the *Wilkes* Privateer John [Foster]

Williams Master of 18 Guns, from Boston bound on a Cruize,<sup>2</sup> Close reefed the Top Sails the Extremes of the Land from NNW to SWbS off Shore 4 or 5 Miles.

1. PRO, Admiralty 51/650.

2. *Continental Journal*, Boston, August 14, 1777 reported: "We are sorry to acquaint our readers with the Loss of the Privateer Brig [*Wilkes*], of 16 Guns, Capt. John Foster Williams, of this Port, who was chas'd ashore on the Back of Chatham, last Monday Night, by the *Milford* [*sic*] and two other Frigates, when the Enemy blew her up. We hear all the Hands but two got safe ashore." The *Wilkes* had been commissioned July 17, 1777 and was upon her first cruise. She had a crew of one hundred men, and was owned by Caleb Davis, Gustavus Fellows, John Tileston and others, all of Boston. Mass.Arch., Revolutionary Rolls, VII, 317.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
CAPTAIN ISAIAH ROBINSON, CONTINENTAL NAVY BRIG *Andrew Doria*<sup>1</sup>

Sir

A Design having been formed to open the Cape May Channel in Delaware Bay, now obstructed by the Enemy's Ships of War, & to secure a Communication between this Port & the high Seas, the Charge of this important Service after the Arrival of the Squadron destined for this purpose in the said Channel devolves upon you – For the better carrying this Design into Execution, the following Vessels well fitted, armed & manned, will be committed to your Charge, & subjected to your Command Vizt –

The Ship <i>Repulse</i>	Peter Bruster
The Ship <i>Champion</i>	James Josiah
The Sloop <i>Surprize</i>	Benjamin Dunn
The Sloop <i>Fly</i>	Elisha Warnier
<del>The Schooner <i>Musqueto</i></del>	<del>Thomas Albertson</del>

& Two Fire Ships

Besides these you will have

The Brig *Convention*, John Rice Commander, & the Schooner *Delaware*, Richard Ayres, two Vessels belonging to the State of Pennsylvania, which are ordered to join your Squadron, & be subject to your Command in this Expedition, by the Hone the Navy Board of the said State. With this Force you are to take Possession of the Cape May Channel, & to consider that as your Station 'till further Orders, & are to use your best Endeavours to guard the same for the Protection of such American Vessels, as may enter there; giving them all the Assistance you can whether Inward or outward bound, & endeavour to force a Passage for them through the said Channel, by fighting, burning, destroying, taking or driving away, such of the Enemy's Vessels of War as may come in your Way, or oppose their Passage along the said Channel – We have given Orders to Cap [Charles] Alexander to supply your Squadron with as many Men out of his Ship, as may be wanting for this Service –

In conducting this important Business we doubt not you will exert the utmost of your Magnanimity and Discretion, and we hereby strictly enjoin

all the Continental Officers in the Squadron aforesaid, to be obedient to your Orders in all things concerning the Expedition on foot –

We expect that by Means of such Opportunities as may offer you will be punctual in giving us regular Intelligence from Time to Time of your Proceedings, keeping up as frequent a Correspondence with this Board, as the Circumstances of your Situation will permit –

You are as often as you shall judge necessary to hold Councils of War, and take the Opinions of your Brother Officers, & of the Captains Rice & Ayres respecting your Operations, and are to do every thing in your Power for the Maintainance of Harmony, Order, & good Discipline in your Squadron –

If any Matters of great Importance shou'd occur, we wou'd not have you trust the transmitting the Intelligence to us by Water only but we empower you to employ necessary Expresses by land who shall be paid by us for their Service, provided you forward us the Terms of your Agreement with them –

Reposing special Trust & Confidence in your Fidelity and Abilities we heartily bid you Farewell.

Given at the Continental Navy Board at Philada this Fifth day of August 1777 –

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

1. FDRL.

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

State Navy Board [Philadelphia] August 5th 1777

Lieutenant Douglas Spence of the Brig *Convention* being Appointed to the Command of a Fire Ship in the Continental Service by consent of this Board he this day deliver'd up his Commission.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

#### HENRY MARCHANT TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

[Extract]

Honored Sir,

Philadelphia Augt 5th 1777

The large Fleet which sailed from New-York, and hath since been seen off and on the Capes of Delaware, have not been seen or heard of since last Thursday at sunset. – a few there are, who still believe they are yet intending an Attack upon this City; – some there are, who suppose Them gone still more South-Ward, to Maryland, Virginia or So Carolina; – but the most general Opinion is, that they have either returned to New-York to push up the North River, or have gone to Rhode-Island. – By this Faint, They have drawn Our Army at too great a Distance to give immediate Assistance to the Eastern States; besides that Our Men must be greatly fatigued by such long Marches. – Our Army is however in great Spirits & good Health. – They are indeed much disappointed in not meeting with Mr How, but will not murmur at making a much longer March than Their last; – If They can but relieve Their Brethren, and cut off Our Amphibious

Enemies from Their Sea Retreat. – I hope The New England States have been in such Suspicions of the Intentions of Mr How, as to have put Them upon every necessary Measure of Opposition . . . .

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

JOHN MAXWELL NESBITT TO CAPTAIN JOHN PAUL JONES <sup>1</sup>

Sir

Philada Augst 5th 1777

I am favour'd wth yours 21st July returning fourteen pounds Pennsylv bills found among the money paid you on Accot of the *Sea Nymph*, others to the Amount shall be put into the hands of Mr Brown

Inclosed is an Accot exhibited by Captain Trimmingham for Articles taken by you or by your order out of the *Sea Nymph*, which I was obliged to pay as the Vessell was order'd to be restored with every Article belonging to Her when taken, those things I suppose were applied to the use of the Sloop *Providence*, if so fix it that I may receive from the Marine Committee the money for them, If you have kept the Spy Glass, Bookcase or any thing else for your own use order me Payment for them

I shal get an answer from Col: Ross to your Letter as Soon as in my power though I think it probable he may not like to give a decisive opinion in an Affair that is not to Come before him & that must probably be determin'd by another Judge, the only Case that Came before Mr Ross here in wch two Vessells were Concern'd was that of the *Lexington* Continental Vessell & *Chance* Privateer & he order'd each a Share in proportion to their force, & the Law & Usage of Nations will I believe Justify this decision, its a reasonable one, by the Same rule that the *Providence* Claims to Share Equally wth the *Alfred*, a Smack with a few Swivels & a dozen of Men with a Commission might Claim to share Equally wth the *Providence*, but perhaps to share Equally they dont mean more than that both Crews should Share as the Crew of one Vessell, not to have an Equal Share or half of the whole taken If so this will not make a great difference, though its Certainly right each Ship Should first draw their Share before any division is made among the Crew, for though Continental Ships Share alike, Private Ships Share Variously & as there Should be some General rule to Govern in Cases where Vessells Cruize together, no other Can hold but that of allotting each Vessel their share – I shall pay Mr Brown the Carpenters Prize money it is £67.10 – or One hundred & Eighty Dollars – I am Sir [&c.]

J. M. Nesbitt

1. Papers of John Paul Jones, 6614–15, LC.

PETITION FOR COMMISSION AND BOND FOR MARYLAND PRIVATEER  
BRIG *Sturdy Beggar* <sup>1</sup>

Samuel & Robert Purviance Lux & Bowley and others of Baltimore Town being desireous to fit out to sea the Brig *Sturdy Beggar* (Mounted with fourteen Carriage Guns 4 pounders fourteen Swivels and forty Muskets, Navigated with eighty men of the Burthen of one hundred & thirty five



Tons haveing on board provisions for four months) applies for a Commission for said Vessel to Cruize as a privateer against the enemies of the Thirteen United States

James Campbell Comr  
5th August 1777 -

James Campbell Capt  
William Coward 1st Lieut  
James Tibbit 2nd do  
Benja Chew Master

Know all Men by these presents that We James Campbell Commander of the Brig *Sturdy Beggar* and Charles Wallace of the City of Annapolis are held and firmly bound to the State of Maryland in the Sum of Ten thousand Dollars to be paid to the said State to which Payment well and truly to be made and done We bind ourselves & each of us owe & each of our Heirs Executors & Administrators in and for the whole firmly by these presents Sealed with Our Seals and Dated this fifth day of August 1777. Whereas a Commission was heretofore obtained for the Private Brig of War called the *Sturdy Beggar* of which John McKiel was then Captain and the said Brig is again ready fitted for a Cruise and now speedily to sail under the Command of James Campbell as Captain but the said former Commission is mislaid and cannot now be returned on obtaining a new Commission for the said Brig Now the Condition of the above Obligation is such that if the said former Commission shall be well and truly delivered up to the Governor of this State for the time being and shall in no wise be used as a Commission to or for any other Vessel nor any Act Matter or Thing shall hereafter be done under Colour thereof then the above Obligation to be void else of full force -

James Campbell Cha Wallace

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776-83), 196, XIV, 73, NA.

#### GOVERNOR JOHN RUTLEDGE TO GOVERNOR PATRICK TONYN <sup>1</sup>

(Copy)

Sir/

Charles Town So Carolina August 5th 1777.

A Vessell of War, belonging to this State, lately after a short Engagement took and brought into Port, the Armed Brigantine *Judith Alvara* Lofthouse Master bound from London to St Augustine. She had on board Passengers, who write to you and their Friends by this Conveyance. I should have suffered them to proceed immediately to the place of their destination, had I not been informed, that you detain several Gentlemen Inhabitants of this State, who arrived some time ago in the *Betty and Jenny*, Thompson Master at St Augustine, having taken passage in that Vessell as the readiest way of geting from London hither, and I am the more inclined to believe this information as Mr and Mrs Logan under the like Circumstances experienced the same Treatment. I cannot conceive that Persons in such a Situation can with any kind of Justice or Propriety be deemed Prisoners of War; However waiving that Point for the present I am ready to Exchange

any of Lofthouses Passengers, for an equal number of the Gentlemen, Inhabitants of this State, Thompsons Passengers, who are at St Augustine, and for Messrs John Freeman and William Wescoat if they are still there, so that if you think proper to send them, or let them come hither, you may on their arrival here have in Exchange, on sending for them, or they will be permitted to go, as many of Lofthouses Passengers, as may be equal in number to them, and any Vesell, which you send for them, may have a Pass from me to secure her from Capture.

Some time ago the Brig: *Defence* belonging to this State was taken by the *Perseus* and *Roebuck*. Our Delegates in Congress informed me, that they would endeavour to effect an Exchange of her Captain Pickering, but I do not find this has been obtained, and we have accounts of his having been very ill used. I have therefore ordered Captain Lofthouse into Confinement and shall keep him in it untill Captain Pickering is Exchanged for him, which I suppose may soon be done upon your Application to Lord Howe.

Admitting the Enemy to be void of Humanity (and they have after shewn that they are) I should imagine that motives of Policy, the Apprehension of Retaliation, and the example of Treatment to our Prisoners would induce them to shew a different kind to theirs, but I have heard that Captain Engs of the *Franklin* lately taken off this Bar, and his Crew are confined in a Dungeon at St Augustine. I desire to know the Truth of this, and shall therefore expect, that you will allow the Bearer, Mr Cross, to see, and converse with Captain Engs, and his People (in presence of who you please), that on his Return he may acquaint me, what usage they say they have received, otherwise I shall conclude that this information is true. It is time that Retaliation should take place for tho' to inflict Punishment is a disagreeable Act, Justice to our People, who suffer demands it. The Treatment of Captain Lofthouse his Officers and Crew will therefore depend upon that, which Captain Engs and his people have received, unless Captain Pickering shall suffer any Cruelties or Indignities, in which case (altho' Engs and his Crew may not have been ill treated) the same shall be retaliated on Lofthouse.

Some time ago one Wharton an Augustine Pilot taken in the Ship *Clarissa* – Bisell Master, and brought to this State was permitted to be at large in the Town on Parole, but shamefully broke it, and run away, it is presumed that he is returned to St Augustine, in which Case I have a right to demand him of You. I therefore desire to know whether he is in East Florida or not, if he is there must insist that he be sent back hither.

I doubt not that due attention will be paid to the Flag, which carries these dispatches, and am, Sir [&c.]

J: Rutledge

P.S. There were several Letters for you and others in East Florida on board of Lofthouse, which may be forwarded, if a proper Conveyance should offer.<sup>2</sup>

1. PRO, Colonial Office 5/557, 355-57.

2. See Tonym's reply, August 21.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS <sup>1</sup>

Sir, *Antelope* Port Royal Harbor Jama 5th Augt 77.

I Yesterday received a Letter from Captn Cadogan of His Majesty's Sloop *Porcupine* who saild from hence with the *Lively* and *Kent* the 20th June, in Order to proceed with the Convoy through the Gulf which consisted of One hundred & fourteen Sail, after he got through the Gulf in the Latitude 28.50 North His Majesty's Sloop *Porcupine* was unfortunately struck with Lightning which shiver'd her Mast and Set the Sloops hold on Fire in several places, but having saved a great Quantity of Rain Water the day before, he applied it with success and extinguished the Fire, many of his people were Hurt but all recovered the next day; At Day Light he made the Signal of distress & fired Guns untill 11 OClock in the Mornng at which time he saw the Convoy about 5 Miles from him, but does not know whether they saw his signal, tho' he cou'd observe their Signal for the Convoy to close. Notwithstanding the distress he was in near Forty Sail of the Convoy passed within half a Mile, without taking the least Notice or giving him the least assistance & had he not met with a Schooner, bound to St Augustine, who took him in Tow, he does not Know what he shou'd have done -

Inclosed I send You Letters from Captn Lloyd of His Majesty's Sloop *Atalanta* for their Lordships perusal <sup>2</sup> -

I also beg leave to acquaint their Lordships that the *Bute* armed Ship arrived here the 24th Ulto she being very leaky and in very bad condition. I have order'd the Master shipwright to put her in the best repair he can & to caulk her well, in order that she may be ready to proceed to England the latter end of October with the Convoy.

I further beg leave to acquaint their Lordships that the *Southampton*, now on a Cruise, on the 4th July fell in with two Spanish 74 Gun Ships between Heneaga & Cape Nichola full of Troops from Old Spain & bound to the Havannah 50 days out, & on the 6th he fell in with another 74 Gun Ship from said place & bound to the Havannah also. I have no other Intelligence to inform their Lordships of and am with great Respect Sir [&c.]

Clark Gayton

[Endorsed] Rd 26 Sept Ansd 1 Oct

1. PRO, Admiralty 1/240.

2. Letters exchanged between Captain Lloyd and Governor Gálvez of Louisiana.

## 6 Aug.

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

In the House of Representatives

[Boston] August 6, 1777

Whereas our Enemies have several small Cruizers upon this Coast & even in Boston Bay, which have taken several of our Coasting Vessels, & greatly obstructed our Navigation; and as the Continental & State Vessels as also most of the private Vessels of War, are improper to be employed for Clearing the Coast of these Vermin. -

Therefore, Resolved, That the Board of War be, & they hereby are directed, without delay, to take such measures for taking or destroying all such Cruizers as aforesaid, as they shall judge most proper. –

On the request of John Bradford for sundry Articles for the Continental Ship *Ranger* –

Resolved, That the Committee of Sequestration be, and hereby are directed to deliver to John Bradford Esq or his order, One of the Continental Agents, for the Use of the Continental Ship *Ranger*, One Armourers Anvil, one standing Vice, one hand Vice, six hand-saw Files, four bastard Files, four of different sorts of Files & one drill Box, he to be Accountable to this Court for the same. –

In Council Read & Concurred Consented to by fifteen of the Council

1. Mass.Arch., vol. 37, 181.

#### REPORT OF THE COMMITTEE TO INVESTIGATE THE CHARGES AGAINST CAPTAIN JOHN FISK<sup>1</sup>

The Comtte of Council who was appointed on the 31: of July 1777 to Consider the Conduct of Capt Jno Fisk of the Armed Brigg *Massachusetts* in Company with the *Tirannicide*, Commanded by Capt Harraden, & the *Cabot* Comdd by Capt Olney at the time when they fell in with the *Milford* Friget in March Last – have attended that service, and Called upon such persons as they suposed most lickely to give information in the matter, & have taken severall Depositions Respecting his Conduct at that time and the Comtte from the best information they can at Present Obtain, are of Oppinion that Capt Fisk at the time aforesd behaved like a brave & good officer, and that any Accu[s]ations that have bin laid to his charge Cont[r]ary their to are unjust and without foundation. which is submitted

W Spooner by order

[Endorsed] In Council August 6:1777 Read & Accepted and there upon Ordered that the foregoing report be published in the Boston News Papers<sup>2</sup> in Order that Capt Fisk's Character may stand fair and appear to the World that, he has, in the Opinion of the Council behaved like a brave & Good Officer –

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

1. Mass.Arch., vol. 167, 133.

2. Published in the *Continental Journal* and in the *Independent Chronicle*, August 7, and in the *Boston Gazette*, August 11.

#### JOHN READ TO MAJOR GENERAL ARTEMAS WARD<sup>1</sup>

Sir

Chatham Rhode Island the 6th Augt 1777

The Admiral Sir Petr Parker hath received your Letter of the 26th past, and has directed me to send in exchange for the British Prisoners you sent to Rhode Island, the like number of American Prisoners, agreeable to the List Inclosed<sup>2</sup> – and which comprehends only those People who may have been taken in Arm'd, or Trading Vessels – Those who are permitted to

retire on their private Affairs, are never consider'd under the description of Persons to be exchanged by Cartel, and numbers in that situation have been permitted to retire to the Main from Rhode Island. – Two of the Prisoners sent from Boston being Soldiers, General Pigott has given a Réceipt for them & hath exchanged two People taken in Arms, the Rect is herewith inclosed – I am Sir [&c.]

Jn<sup>o</sup> Read Commissy  
For Exchange of Prisoners

1. Mass.Arch., vol. 197, 406.

2. The list of Americans consists of forty-nine names with no designation of rank or rating. List of British prisoners identifies them as masters, supercargoes, merchants, mates and seamen, and that they were received by "Schooner *Speedwell* A Cartel from Boston under the direction of Captn Josiah Godfrey for which the like number of Americans are exchanged at Rhode Island the 6 August 1777." Mass.Arch., vol. 197, 408.

### COLONEL JOSEPH NOYES TO THE RHODE ISLAND COUNCIL OF WAR <sup>1</sup>

[Extract]

May it please Your Honrs

Westerly August the 6th 1777

Yesterday morning a Small Sloop Commanded by ——— Johnson Bound from Bedford to N. London Was Drove on Shore a Little to the East of my House, by one of the Ministerial Cruisers, which Anchored not a Musket Shot from the Shore, and kept up a Constant fire for Some time,<sup>2</sup> previous to which A nine pound field piece belonging to this town was moved to the Shore on the appearance of wch She Hoisted Sail without waiting but for one Shot only, the above Said Sloop was Loaded with Rice a few Hhds of Rum, a few Hhds of Sugar, and Some Salt (Chiefly Continent Stores) which are all Safe landed and Stored for the owners, the Vessel is likely to be Lost – Said Ship in Conjunction with one more is Cruising off this Day . . .

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

2. Journal of H.M.S. *Cerberus*, August 5, notes: "at 5 [AM] run a Sloop on Shore about 3 Leagus to the Eastwd of Fishers Isl, came too abreast of her in 6 Fathom fir'd 10.9 pds and Twelve 3 pounders at Her and the people Assembled on the Beach", PRO, Admiralty 51/181.

### JOURNAL OF H.M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK <sup>1</sup>

August 1777

Tallards Point E.N.E. 1 Mile

Wednesday 6

at 1 A.M. Anchd with Best Bower in 5 Fm Water in Compy as before.

Light Breezes and fair Weather those 24 Hours at 2 P.M. Weigh'd and gave Chase to 4 Reble Vessels fired 5 Twenty four Pdrs with round shot and 8 four Pdrs with Do at 6 P.M. Verplanks point NbE ½ a Mile the Rebles Open'd a Battery on us by which we receiv'd 4 Shot in the Lower Yard arm of the Main Yard Do left

off Chase at 10 P.M. Anchd with the Best Bower in 6  
Fm Water Phillips Burrough E 1½ a Mile in Compy  
the *Spitfire* Galley.

1. PRO, Admiralty 51/4159.

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

[Philadelphia] Wednesday, August 6, 1777

*Resolved*, That the sum of four thousand dollars be paid to the officers and men on board every fire-ship in the river Delaware, and to the officers and crew of any chain of fire-rafts, which shall actually set on fire and destroy any one of the enemy's ships of war of twenty guns or upwards; and three thousand dollars for every ship or vessel of war under twenty guns; and one thousand five hundred dollars for every transport; the proof of the execution done to be certified by the commodore, or commanding officer, or by the oath of such person or persons, as may have been witness to the fact.

*Resolved*, That the rewards aforesaid shall be divided in the following proportions: one fourth to the captain or commander, one seventh to the lieutenant, and the remainder to the crew, to be equally divided amongst them.

*Ordered*, That it be referred to the Committee on Appeals.

1. Ford, ed., *JCC*, VIII, 615-17.

## CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO THE PRESIDENT OF CONGRESS<sup>1</sup>

Sir Continental Navy Board [Philadelphia] Augt 6, 1777

As Capt [James] Josiah will proceed down the River in a day or two, We should be extremely glad, if a Commission would be obtained for John Rodez, as his Second Lieutenant, this day or to Morrow Mornng He attended here this day in hopes the Marine Committee would have met We are [&c.]

John Nixon John Wharton

1. Papers CC (Reports of the Marine Committee and the Board of Admiralty, 1776-81), 37, 105, NA.

## CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO THOMAS WHARTON, JR., PRESIDENT, PENNSYLVANIA SUPREME EXECUTIVE COUNCIL<sup>1</sup>

Sir, Continental Navy Board, 6th August, 1777.

Application having been made to your Excellency some Days ago by a Member of this Board in Behalf of the Board for a Power from the State to take such vessels as may be wanted for Fire Ships, when the Owners refuse to accommodate the Public on any reasonable Terms, & have the

same valued by impartial Judges & the Owners paid accordingly, we were in Hopes we should have heard from the Council in answer to our application. But as we fear this Matter has thro' a multiplicity of Business escaped your attention & we are in pressing want of four more Vessels to compleat the number of Fire Ships ordered by Congress, we beg leave to remind your Excellency of this matter, & request the opinion of Council thereupon. We are your Excellency's [&c.]

Fra's Hopkinson John Wharton John Nixon

1. Samuel Hazard, et al., eds., *Pennsylvania Archives* (Philadelphia, 1852-56 and Harrisburg, 1874—), 1st series, V, 491. Hereafter cited as Hazard, et al., eds., *Pennsylvania Archives*. The Council replied the same date:

The multiplicity of Business, which has for several Days engaged the Council, put it out of their power to give an answer to the application made by your Board for Liberty to take such Vessels or Materials as may be wanted by you for the Publick service – the same to be valued by impartial Judges & the Owners paid accordingly – should they demand a Price which you may Judge unreasonable – this is a stretch of Power which the Council wish at all times to avoid and think it more eligible that Congress pay even extravagant prices, than that Council at present encourage such a measure – as it will Irritate those who are our Friends as well as those who are not, & it will be apt to produce a greater Scarcity of Goods by inducing the people to Secret them – as well as to test it, & will tend greatly to discourage the importer.

Record Group 27, Executive Correspondence, Pa.Arch.

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

Philada, Wednesday, Aug. 6, 1777.

Francis Hopkinson, Esqr, from the Continental Navy board, applied to Council & requested that a Pilot may be put on board, each of Two Ships intended to be ordered down the Bay by the said Navy Board; thereupon,

Ordered, That the States Navy board be directed to furnish the Continental Navy Board, with two Pilots, either from among the Cheveaux de Frize Pilots, now in the Pay of this State, or any other Pilots, which they may be able to obtain, for the said purpose.

1. Supreme Executive Council Minute Books, vol. 6, 94-95, Pa.Arch.

7 Aug.

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

August 1777

Friday 7th

[approaching Halifax, Nova Scotia]

6 [AM] Saw the Land bearing NNE Do Saw a Sail under the Land Standing to the Etward Set Studding Sails 8 Do Wr the High Land of Ashmintogin NW1/4W 5 Leagues 9 Sambro Light House NEbE 5 Leagues 11 Hauld down the Studding Sails & hauld to the Noward Do Wr Sambro Light House S W. Tacked Ship – Modt & fair Empd working into Halifax Harbour at 7 PM Anchord with the Bt Br in 13 fms Water found Lying at the Warf H.M. Ships *Scarborough* & *Ambuscade* heav-

ing down found riding here in the Stream H.M. Ship  
*Fox* retaken from the Rebels taken by H.M. Ship *Flora*  
 with the *Hancock* Rebel Frigate taken by H.M. Ship  
*Rainbow* –

1. PRO, Admiralty 52/1865.

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

Thursday [Falmouth] This Day Warm the Wind to the South  
 Augt 7 [1777] paid the Ships Sides with tarr Som people Brewing Beer  
 on Shore

1. Conner's Journal, MM.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

[Boston] 7th August 1777

Order'd That John P Jones Commander of the Continental Ship  
*Ranger* receive P order of Council Fifty Iron bound Water Casks out of the  
 prize Brig *Favorite*, paying for im Setled in Prize Accounts

1. Mass.Arch., vol. 148, 450–51.

GEORGE WASHINGTON TO MAJOR GENERAL ISRAEL PUTNAM <sup>1</sup>

[Extract]

Dear Sir

Camp at Germantown 7th Augt 1777

I have your favr of the 4th instant. We are yet intirely in the dark as  
 to the destination of the Enemy, the Fleet has neither been seen or heard of  
 since they left the Capes of Delaware on this day week. If they had intended  
 back to the Hook, we must have heard of their arrival there long before  
 this time, as the Winds have been constantly fair. As the sickly season has  
 commenced to the Southward, and there is no capital Object there, I cannot  
 conceive that they are gone that way. I can therefore only conclude that  
 they intend to go round Long Island into the Sound, or still farther East-  
 ward. If they do either of these, it must be upon a plan of co operating with  
 Genl Burgoyne, who, as matters are going on, will find little difficulty of  
 penetrating to Albany, for by the last Accounts, our Army had fallen down  
 to Saratoga. . . .

1. George Washington Papers, LC.

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

State Navy Board [Philadelphia] August 7th 1777

Appointed Robert Hardie Captain of the *Burke* Galley gave him his  
 Commission and swore him Accordingly.<sup>2</sup>

Captain Alexander this day waited on the Board, and inform'd them  
 that Commodore Hazelwood order'd Joseph Gamble to take Charge of the



Ship *Delaware* in order to Pilot her through the Chevaux de Frize and to continue on board her untill further Orders and on application being made to him by Captain Alexander he Absolutely and bone fide Refused to go on board: Upon which the board wrote a Letter to the Supreme Executive Council of this State and inform'd them of the Conduct of the said Pilot – and in consequence of his refusal the Board (in order that the said Ship may not meet with any detention) wrote a Letter to Commodore Hazelwood immediately to Appoint another Pilot to take charge of said Ship.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

2. Hardie succeeded Captain James Blair, and had previously commanded the armed boat *Terror*.

PENNSYLVANIA NAVY BOARD TO PENNSYLVANIA SUPREME  
EXECUTIVE COUNCIL <sup>1</sup>

Gentlemen,

State Navy Board Augt 7th, 1777.

Next Monday the Paymaster informs us, he shall be obliged to go down the River to pay the different crews belonging to the State fleet. And all the Money, he says, is applied, so that at present, we cannot command a Farthing. The Board wou'd be glad the Honourable Council, will take the Matter into their immediate Consideration & furnish us with a sum adequate to our exigencies

Agreeable to your Order of yesterday We requested Commodore Hazelwood to furnish two Pilotts for the Continental Vessels, which he immediately appointed, one whereof was Joseph Gamble a Chevaux de Frize Pilott who was ordered on board the Ship *Delaware*, Capt. Alexander, to take charge of the Ship & carry her thro' the Chevaux de Frizes, where he was to remain on board untill further Orders, And when he was called upon by the sd Capt. he refus'd to repair on Board.

By Order of the Board,  
Joseph Blewer, C.M.

1. Hazard, et al., eds., *Pennsylvania Archives*, 1st series, V, 501.

8 Aug.

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

August 1777  
Friday 8th

Sambro light SW 4 Miles  
at 8 [AM] Light Airs & fair Wr Weighd & Come to sail  
Running Into Halifax Harbor at 12 Do Wr Georges  
Island Et ¼ a Mile  
½ Past Noon Anchd in Halifax Harbor with the Best  
Bower in 11 fms Georges Island Dist ½ Mile at past  
Mrd Lt Edmd Dod had his Commission Read on board &  
took Command Likewise Thomas Cribben Master &

William Johnston Surgeon Read their Warrants Recd 8  
Men lately Belonging to the *Diligent* from on board the  
*Scarborough* Empd Getting all Stores to hand for Survey

1. PRO, Admiralty 52/1636.

DIARY OF MARINE LIEUTENANT WILLIAM JENNISON,  
CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

[Falmouth]

Augt 7. Mr [Ebenezer] Hogg a midshipman was put into Irons for  
selling Tickets for a Lottery on board –  
8 The Ship's company were put on Allowance by deducting  
 $\frac{1}{3}$  –

1. William Jennison Diary (1776–80), LC.

MASSACHUSETTS COUNCIL TO THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Councill Chamber [Boston] Augt 8.1777 –

Ordered that the Board of war be & hereby are Directed to see that the  
severall Spy vessells Lately ordered to be fix'd & sent out upon that Business,  
are kept Diligantly Employed in that Service, & whatever Discoveries they  
may make of the Enemies fleet or any Inteligence they may Gain, be Ime-  
diately Communicated to the Generall Court, or the Councill in their  
Recesses –

1. Mass.Arch., vol. 167, 149.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 8 August 1777

Order'd The Comy deliver Mr Knox for Colo Glover Four Barrels  
Bread, one Barrel pork two Barl Beef for the Spy Vessel –

Order'd That the Comy deliver Mr Knox for the Spy Vessel at Marble-  
head three Swivel Guns –

Order'd That Colo [Edward] Crafts deliver twelve rounds powder &  
Shott for six swivel Guns for Spy Vessel at Marblehd to go by Knox –

1. Mass.Arch., vol. 148, 452.

MASSACHUSETTS BOARD OF WAR TO LEONARD JARVIS, DARTMOUTH <sup>1</sup>

Sir,

War-Office, Boston August 8th 1777

The designs of our Enemies are calculated to puzzle & distract us in  
our defence, at one time making a feint towards Philadelphia by Land, then  
by Water, giving out at the same time they design for Boston, – Their real  
Plan at present is impenetrable, but negatively a Lodgment upon the Banks  
of the Delaware is by no means their Object, probably they design a Junc-  
tion upon the North River, possibly they may attempt to penetrate the  
Country upon the Newport Side, or probably they design farther Eastward. –

The Considerations make it highly Expedient in the Judgment of Government to keep a vigilant observation of their Motions, & to sound the Alarm upon their first approach Wherefore upon the recent Intelligence from Genl Washington we desire you to fix out such Boat or Boats as you may think proper for discovering their Appearance upon our Coasts. – The look out at the Vineyard is judicious, a Boat off from Nantucket might be Advantageous, & if not too dangerous a Boat in Block Island Channel might answer an important purpose, but we leave the Conduct of this Matter in a Measure to your discretion desiring you to let us hear from you as often as necessary by Express

By order of the Board,  
Sam<sup>l</sup> A Otis Prest P.T.

1. Mass.Arch., vol. 151, Letters from the Board of War, 1776–1780, 105.

CAPTAIN JOHN PAUL JONES TO DANIEL TILLINGHAST <sup>1</sup>

Sir

Boston August 8th 1777.

I request you to Send me by the bearer Captn Parke your Accots Against me as Commander of the Sloop of War *Providence* and Ship of War *Alfred* for the Slops and Cash Supplied while under my direction. – these Accounts being, as I have repeatedly told you, Absolutely necessary previous to the Settlement of my Accounts with the Continent. – as I am on the eve of departure, I expect your immediate compliance, that ~~the service may not be impeded or rendered disagreeable~~ you will not by further delay impede or render the Service disagreeable – meantime I am Sir [&c.]

J.P.J.

N.B. I supplied Captain Hacker with Forty Dollars at warwick Neck last October. I also supplied him with a Variety of Slops out of the *Alfred* off the Coast of Cape Briton. These Slops were of the first quality being part of the Masters Private Adventure of the prize Brig *lively* from liverpool for which I gave him a Bill on the agent. – therefore please to carry the Amount, at the prices served out to the Credit of my Slop Account otherwise receive the Amount from Captain Hacker with the Forty dollars and remit the Same to me by Captain Parke – Yours &ca. J.P.J.

1. Papers of John Paul Jones, 6616–18, LC.

JOHN BRADFORD TO CAPTAIN JOSHUA WING <sup>1</sup>

Sir

Boston 8th August 1777

Capt James Holiday master of the Brig *Necessity* which you have in your possession it appears by the papers is Burmuda property and that she was bound to Falmouth and laid off the Harbour several days in hopes to be carried into Port. As he had given bonds at Burmuda to land his Cargo at a British Port the like Scheme was pursued last year by the same Vessell when she was Carried into Newbury, and not even Libelled, therefore the property being Burmuda you know their is an Express Resolve of Congress which protects their property, you can make no plea of your finding Halifax papers

on Board, because the Brig was taken off Falmouth by the *Ambuscade* & forced into Hallifax, it is my instructions and orders to you immediately on the Rect of this to deliver to Capt Holliday his Brig wth all her appurtenances & provisions as you may rely on it that the Honble Congress will not Countenance any of their servants in making havoc of the property of their Friends. Your extraordinary Conduct I am Obligated to Lay before that August body.<sup>2</sup> Yours

J. B. Contl Agent

1. John Bradford Letter Books, vol. 1, LC. A captured copy of this letter is in PRO, Admiralty 1/1612, sec. 2, no. 9.
2. Wing commanded the Massachusetts privateer schooner *Marisheete* employed in the Indian service for Congress, Mass.Arch., vol. 166, 291, 291 1/2.

# ACCOUNT OF MEDICINES FOR THE MASSACHUSETTS NAVY BRIG *Massachusetts*<sup>1</sup>

State of Massachusetts Bay to John Greenleaf –  
1777

Dr

Augst 8

To Medicines Dld Dr Turner for the  
Brig *Massachusetts* Vizt

2 oz	Sulph: Aur: Antimon	.. 14 ..
6 oz	Spt Sulph: Acia	.. 14 ..
2 oz	Elix: Vitriol	.. 6 ..
8 oz	Tinct: Cort: Alex	1 .. 4 ..
2 oz	Antim: Diaphor	.. 6 ..
1 oz	Pulv: Jalapi	.. 6 ..
tbss	Crem: Tart:	.. 16 ..
3 oz	Lap: Contrayerv	.. 18 ..
3 oz	Pulv: E: Cerus: Com	.. 18 ..
1 oz	Cinnal: Antim	.. 8 ..
tbss	Sperm: Coeti	.. 12 ..
tbss	Oxy Scillitiv	.. 5 ..
6 oz	Spt: Mindereri	.. 6 ..
tbss	Ungt: E: Sulph: & S: Arm	.. 6 ..
10 tb	Oatmeal	.. 10 ..
1 tb	Flor: Sulph	.. 12 ..
3 tb	Sal: Claul	1 .. 10 ..
	Tub. Boxes. Bottles. &c	.. 11 ..
		<hr/> 11 .. 2 ..

1. Mass.Arch., vol. 157, 61.

## ADVERTISEMENT FOR SEAMEN FOR RHODE ISLAND PRIVATEER SCHOONER *Eagle*<sup>1</sup>

The Privateer Schooner *Eagle*, mounting 10 Carriage Guns and 8 Swivels, will sail from Bedford, on a Cruize against the Enemies of the United States, in twelve Days from the Date of this Advertisement. She is

acknowledged to be a remarkable swift-sailing Vessel, and will be fitted in the best Manner for the Sea. – A few good hands are wanted for said Schooner.

Providence, August 8, 1777.

1. *Providence Gazette*, August 16, 1777.

#### HENRY FISHER TO PENNSYLVANIA NAVY BOARD <sup>1</sup>

Gentlemen/

Lewistown Augt the 8–1777 –

Haveing this Oppertunity by Capt John Learmonth I shall give you the Best intelligence from here Respecting the pirate ships, – there is one frigate and tenders lyng at the Brown, one frigate and tender in our Road and two frigates that Cruise of and Near the Cape sometimes they Come in and stay a tide and then out to sea. On Tusday last Capt Murphey went up to Cedar Creek to take possession of some Craft that was there that the torrys goe of to the ships to trade with but upon Capt Murpheys Entering the Creek he found a Sloop that had lately Arived from New York with Several Articles such as Salt, Rum, Sugar, Coffee & Tea &c &c, he Boarded her, but the men took to the Marsh that belong'd to her, and Capt Murphey pursued them, but Could not over take them however he took four Other Gentlemen that was going Down to trade with Bacon Eggs &c &c the Capt Brought the Sloop out and got Down to Our Creeks Mouth that night but could not get his prize in the next morning there came a schooner tender Belonging to the Ship in our Road and three Cutters, to Retake Sd Sloop upon which a Smart Engagement begun which lasted above half an hour, When to Capt Murpheys Credet be it Spoken that he Made them shear off altho the schooners mettle must have been much heavier than the Bargees the Cutters was obliged to towe the Schooner of and I am Certain that she must have Recd some Considerable Damage, for I was looking with a Glass the whole time of the Action Capt Murphey Recd Very little Damage save being burnt in the face with His own Gun by her Blowing from the Tuch hole – The Sloop he Got safe into our Creek where he would be glad to have Your Orders There is a constant trade from the ships to Ceader Creek and I think if you Could spare one of your small Galleys the Vessels they trade in Might be taken they are a Sloop and schooner And mount 2 Six pounders and Some Swivels Each they are there once or twice a week Certainly – Capt murphey Desires that you would send him down Powder & Ball as far as Mr John Clowes Near this Place Please to fail not as he is in want of it, Colonel Richardson is Encampd At Mr Clowes about 13 Miles from this he has take up Several of our Damd Rascals of torrys and I beleave he will doe a great Deal of Servise here, Capt Murphey took several letters in the Sloop which he sent to Colonel Richardson to be forwarded to Congress they Are from the infamouse Thos Robinson late of this Place but Now an inhabitant of New York I hope the letters will come safe to hand and shall take it as a favour if Messr Bradfords would have them Put

in there useful Paper – I fear Gentlemen that I have tired you with my Long Appistle – hower You Must Excuse Your Humble Servant

Henry Fisher

[Endorsed] reced August 10th 1777 – laid before Council 11th August

1. C.E. French Collection, MassHS.

9 Aug.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston Augst 9.1777

Voted That Capt Clouston hire a House for a Rendezvous & supply it with Rum &c from his Brig <sup>2</sup> –

Voted That Mr Jona Greenleaf of Newbury Port be desired to procure a Vessel to cruise for the Enemies small Craft in the Bay –

1. Mass.Arch., vol. 148, 454–55.

2. Massachusetts Navy brig *Freedom*.

*Providence Gazette*, SATURDAY, AUGUST 9, 1777

Providence, August 9.

The British Ship of War *Renown*, of 50 Guns, which lay off Dutch Island, was last Saturday fired on by a Party of Col. [Robert] Elliott's Regiment of Artillery, from two 18 Pounders, which soon obliged her to remove a Mile higher up the Bay.

On Tuesday Morning the Enemy landed about 200 Men at the North and South Ferries, on the Narragansett Side, with a View, as is supposed, to collect live Stock, and rob the Dairies in that Vicinity. They were opposed by Capt. [John] Garzia's Company of Artillery, and the Militia in the Neighbourhood, who obliged them to re-embark with very little Booty; and so precipitate was their Flight, that they left several Muskets on the Shore. Two of our Men, and a Negro Boy, were slightly wounded, and three of the inhabitants carried off. A Galley that covered their landing grounded near the North Ferry, and was so warmly saluted from the Shore with Musquetry, that the Hands were obliged to take to their Boats: but the Tide floating her before our Field-Pieces arrived, the Enemy returned and carried her off. A Company of Artillery from this and the neighbouring Towns, and 200 Men from the Continental Ships in the River, were on their March, in case the Enemy had attempted to reinforce their Party. Several of the Enemy were seen to fall, but they report that they had only one Man killed, and one wounded.

CALEB GOUGH TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

[Extract]

Balto August 9 1777

. . . I have been obliged to advance a good Deal of Money for the Galleys &

Ship *Defence* . . . For the Ship *Defence* I have now bought P ordr of Capt Cook

525 Gl Whiskey

210 Rum

Rice, Soap, Flour Candles &c which have taken a large Sum . . .

1. Executive Papers, Box 8, Folder 1777, Md.Arch.

COLONEL WILLIAM RICHARDSON TO THE CONTINENTAL BOARD OF WAR <sup>1</sup>

[Extract]

May it Please your Honours

Sussex County 9th August 1777 –

Soon after my arrival here I waited upon the Gentlemen our Friends in Lewes Town to Consult them on the Business for which I was order'd Down, & laid before them the Resolution of Congress on that head. It was determined upon as the most effectual mode, that all the Water Craft in Cedar Creek & else where from which the Enemy are likely to receive Supplies shou'd be collected into Lewes Town Creek, & put under the Care of the armed Boat Stationed there.<sup>2</sup> Accordingly I issued Orders to Captn Murphey who Commands the sd Boat to proceed to Cedar Creek and Seize all the Craft there; and to enable him to effect this without danger from the Inhabitants, I ordered down two Parties of Foot, one on each side the Creek, to aid and assist him. however Capt Murphey on his Passage up to Cedar Creek on the 6th Instant fell in with and took a Sloop from New York (of which you will be fully informed by Colo Hall and Major Fisher) which prevented him from executing my orders respecting the Craft. I then sent Orders to my Officers to burn all the Craft in that Creek, and to disarm the Inhabitants, which I expect they will effect before they return to Camp. . . .

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, XIX, 143–46, NA.

2. Pennsylvania Navy armed boat *Eagle*.

ACCOUNT FOR TIMBER FOR THE VIRGINIA NAVY SHIP *Tartar*,  
CAPTAIN RICHARD TAYLOR <sup>1</sup>

King William County August 9th 1777

Caleb Herbert

To. Peter Richerson

D

For Plank and Timber for the Ship *Tarter* Capt. Taler Comdr

To 13 White Oaks @ 7/6	4. 17. .6
To 33 Old Pines @ 10/–	1. 10. .–
To 16 Pines Trees @ 5/–	4. .0. .0
To 70 feet of Inch Pine Plank	0. .7. .4
To 2348 Two Inch Pine Plank	19. 11. .0
To 9 Days Carting Ship Timber at 10/–	4. 10. .0
To Carting fore Sliding Bords at 10/–	2. .0. .0
To 5 Trees for Blocks to Lanch the ship at 3/–	0. 15. .0
Recd the above Acctpd Peter Richerson	<u>37. 10. 10</u>

Sir/ Please to Pay Mr Peter Richerson the Above account you Oblige.

Caleb Herbert •

To Mr William Frazer

1. Papers Concerning the State Navy, vol. 1, Ship *Tartar*, VSL.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON <sup>1</sup>

August 1777                      Charlestown Lighthouse No58Et Distt 55 Miles  
[Saturday] 9                      at 1 am Calm and Cloudy sounded 18 faths up top gallt  
   yards out all Reefs set Top Gallt sails 1/2 [past] 10  
   squally from the SE sounded 16 fm at Noon Light Airs  
   & Cloudy *galatia* in Compy - Charlestown Lighthouse  
   No31E Distt 27 Leags -  
   pm Modt Breezes & Cloudy set main sail saw a sail to  
   the SE made sail & gave chace at 5 the chace bore  
   Down at 7 spoke the *le Carman* sloop<sup>2</sup> Anthony Rowlise  
   master from the havannah bound to Charlestown Loaden  
   with wine Brandy & snuff at 10 light Airs & Clear

1. PRO, Admiralty 51/117.

2. *Le Carmine*, sent to St. Augustine, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65.

10 Aug. (Sunday)

CAPTAIN HECTOR MCNEILL TO MARINE CAPTAIN RICHARD PALMES <sup>1</sup>

Sir

Your unofficer like behaviour and repeated breach of my Orders, obliges me to confine you to your birth untill it may be in my power to bring you to a Court Martial, where I hope you will have justice done - at your Perril break your Arrest, in which case I shall treat you as you deserve Yours

Hector McNeill <sup>2</sup>

Ship *Boston* at Sea this 10th day of  
August 1777 - 6 oClock afternoon

1. Captain Hector McNeill Letter Book, MassHS.

2. See McNeill to the Continental Marine Committee, August 25.

BENJAMIN CROWNINSHIELD'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

Trans on Sunday Augt 10

[Falmouth] This morning a fine Brese of wind at NNW several Coasters & Marchants Vessails went out Bound for the westward at a Bout 7 aClock in the Morning the Capt Came upon the Deack & Orderd us to unmore as fast as we Could he went on Shore him Self we got unmord clared & Bout 12 OClock we Brock Ground and Came out with a fine Breze and as we Came out of the S[o]und we See a Brigg witch we tooock be a vessaile of force Standing to the westward in full Chase after us and Came



up with us fast and got the wind of us we put a bout to Speake with hir but found we Could Not we gave hir Several Shot but Could Not Bring hir two She got in Shore of us and we Stood a Long a gaine to the westward with a very Small wind witch came to the Southward and then we whase oblige to Tack Backwards and forwards

1. Crowninshield's Journal, MassHS.

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

[Extract]

Boston Augt 10th 1777. –

Our Naval Affairs have had a sad reverse, instead of the Triumph of A man of war Prize, we have lost the *Hancock* A fine frigate.

The Commissions of the Navy Board or rather the Instructions of the Marine Board Arrived about A week ago. by them it Appears we should be all three present in order to Transact Business. Mr Deshon (tho' we have Expected him 10 days) is not yet Arrived. I see the Business is very large and Extensive, must Engross our whole time, & we are Allowed but one Clerk, which I think quite insufficient. while I remain at this Board I shall do every thing I can to Answer the design of our Appointment, & the Expectation of my Friends, but with you I sigh for private Life and domestic Felicity, & Incline to resign. I only delay it from Respect to your Solicitations. Tomson, Hinman, & Jones are at Portsmouth have not Yet been to Sea, McNeil at Casco Bay, A Number of Cruisers on our Coast, who have taken & destroyed many Vessels, and among them several Privateers. had we the Ships now shut up in Providence <sup>2</sup> with those mentioned Above, I think we should soon have A Clear Coast . . . .

[P.S.] . . . I have several Letters from Mr [Samuel] Adams & [Elbridge] Gerry lately not A word about this Navy Board. do unravel that Mystery – dont they like the thing or the Men –

1. Adams Papers, IV, 106, MassHS.

2. Continental Navy frigates *Warren* and *Providence*, ship *Columbus* and brigantine *Hampden*.

LIBELS FILED AGAINST BRITISH SLOOPS *Peggy* AND *Ann* IN  
FAIRFIELD, CONNECTICUT, COUNTY COURT <sup>1</sup>

State of Connecticut, ss.  
Fairfield County. }

To all whom it may  
concern

Notice is hereby given, That Libels are filed before me against the following Vessels, their Cargoes, and Appurtenances, in Behalf of David Hawley, Commander of the armed Sloop of War called the *Schuyler*, owned by the United American States, and of his Company on Board of her, against the Sloop *Peggy* of about Twenty Five Tons Burthen, Charles Thomas late Master, and against the Sloop *Ann*, of about 15 Tons Burthen, Ezekial Bishop late Master, both which Vessels so libelled are said to have been taken and brought into said County by said armed Sloop *Schuyler*; and for the Tryal of the Justice of said Captures, a special County Court will be holden at Fairfield, within and for said County, on the 2d Tuesday

of September next, at Two of the Clock in the Afternoon, when and where the Owners of said Captures, and any Person concerned, may appear, and shew Cause, if any they have, why the same, or both of them, should not be condemned. Dated in Stanford, August 10th, 1777.

Abr'm Davenport, Judge of the  
County Court in Fairfield County.

1. *Connecticut Journal*, August 13, 1777.

#### GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS<sup>1</sup>

[Extract]

Head Quarters Camp near German Town August [10] 1777

. . . I am of opinion, that the obstructions in the [Delaware] River, with the help of the gallies, floating batteries, and with tolerable industry to put the land works in a proper state, will be extremely formidable to the enemy, and authorize a reasonable expectation of their being effectual. The fire ships also will contribute to this end, for though there are many obstacles that render their success precarious, and a happy concurrence of circumstances is necessary towards it any of which failing may disappoint the project, and there is therefore no room to be sanguine, yet there is some probability of its succeeding, and they will be at least an embarrassment and terror to the enemy, and will oblige them to use precautions, inconvenient to them, and serviceable to us. . . .

1. Papers CC (Letters from Gen. George Washington, 1775-84), 152, IV, 469-78, NA. This extract is from a detailed analysis of the defenses of the Delaware. Washington had solicited the opinions of several generals, including Wayne, Greene and du Coudray, on the best methods of defending Philadelphia.

#### GEORGE WASHINGTON TO WILLIAM SEVER, MASSACHUSETTS COUNCIL<sup>1</sup>

[Extract]

Camp near German Town Augt 10: 1777.

. . . I shall consider myself much obliged by your advising me by the earliest Opportunity of the arrival or appearance of any considerable Fleet on your Coast or of any other intelligence that you may conceive important and interesting.

Since Genl Howe left the Capes of Delaware with his fleet on the night of Thursday forenigh, we have not obtained any accounts of him nor can we fix his destination with any certainty or satisfaction by reasoning on the subject. - 'till he sailed from Sandy Hook I had no doubt in my own mind but that he would have pushed up the North River to cooperate with Genl Burgoyne; his expedition to the Capes of Delaware and departure again without further information of him have put us all into a State of conjecture as to the line of conduct he means to pursue - Whatever it is, I hope eventually, he will be disappointed. I have the Honor to be with great respect Sir [&c.]

G W

P.S. If Genl Howe should arrive on your Coast and make dispositions for

landing, I would recommend, that All Cattle & every specie of Provision may be removed out of his reach – Also, All Teams & Carriages to prevent him penetrating the Country, if such be his design – You will readily perceive the propriety of this measure and I am persuaded will put it into execution G W

1. George Washington Papers, LC.

JOURNAL OF H.M.S. *Daphne*, CAPTAIN ST. JOHN CHINNERY <sup>1</sup>

August 1777

Cape Henry No 43 Wt 35 Leagues

Sunday 10

[AM] took our Prize in tow made the Signal for the convoy to come under our stern reefed the topsails lost a log & line 90 fathoms no Ground hove too for the convoy Sent our Doctor to see some sick men on Bd the Transports – Cape Hatrass Shore S87Wt 37 Leagues – [PM] Do Wr let the Reefs out & Set Top Gt sails the Convoy in Co close reefed the top sails ½ past 5 Saw a sail cast off the tow & made sail at 7 light airs Hoisted out the Pinnacle Mannd & armed Sent her in Chace tackd Ship a Privateer sloop in Sight to Wt Wd could not come up with her Hove too for the Pinnacle Which was Bringing a Pilot boat schooner down which she Board'd without Resistance from america bound to Monta Christy in Hispaniola Sent an officer & Some men on Board –

1. PRO, Admiralty 51/227.

11 Aug.

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

August 1777

Lying at Anchor in Halifax Harbor

Monday 11th

Completed our Water for 3 Months and Took in Stores for the Same time All the Gun Carriages ashore to be Exchanged Bent the best Fore Sail  
First pt of these 24 hours Calm latter fresh breezes by 8 PM Compd 3 Months provisions Vz 20 bags of Bread 2 Casks of Oatml 5 bushell of peas 1 Puncheon of Rum 4 Teirces of Beef 2 Do Pork & 11 Gun Carriages

1. PRO, Admiralty 52/1636.

CAPTAIN HECTOR McNEILL TO MARINE CAPTAIN RICHARD PALMES <sup>1</sup>

Sir

You may thank your own folly & impertinence for what has now befallen you – I dispise your insinuations of Cruelty, as indeed I do Every thing Else you can say of me consistant with truth – you may go to the house of Office as often as Nature calls, provided you return immediatly

to your berth and keep your Tounge Still as you pass & repass – This you will attend to at your Perril

Hector McNeill <sup>2</sup>

Monday 11 oClock Augt 11th 1777

1. Captain Hector McNeill Letter Book, MassHS.

2. See McNeill to the Continental Marine Committee, August 25.

DIARY OF MARINE LIEUTENANT WILLIAM JENNISON,  
CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

[Falmouth]

Augt 10

Weighed anchor & came to Sail at 11 oClock a.m. – At 3 p.m. a Brig gave us chase till 4 pm when we put about and drove two Coasters ashore & fired 9 Guns on the Brig. which escaped – This Day Capt [Richard] Palmes of the Marines was arrested, and confined to his Cabin – I the lieutenant of Marines was ordered to confine him to his cabin at 40 minutes past 6 pm – Mr Hogg had his Irons taken off <sup>2</sup>

11

Came to Anchor in Piscataqua River at 1 pm – The Sailing Master Lawrence Furlong was put under arrest When we passed the lower fort 8 guns were fired, and 13 more at Anchoring –

1. William Jennison Diary (1775–80), LC.

2. See Jennison Diary, August 8.

MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOSEPH DOBLE <sup>1</sup>

Capt Doble,

War-Office, [Boston] August 11th 1777

It being represented to the Board, that the Prisoners confin'd on Board the Guard Ship under your Command are subject to great inconvenience, & distress by being so closely & early shut down under Deck, you are in future to permit them to be on Deck if they choose it till 10, o'clock in the Evening, & to leave the Hatches open when the Heat of the Weather may make it necessary, or they may desire it.

By order of the Board

Sam<sup>l</sup> Phps Savage, Prest

1. Mass.Arch., vol. 151, Letters from the Board of War, 1776–1780, 427.

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

August 1777

[off Nantucket Shoals]

Monday 11th

4 [AM] Light Airs and Hazy Sounded 48 fm at ½ pt  
6 saw a Sail in the NW Qr made Sail & gave Chace 8  
Modt & Clear wr 10 Lattd Obs 40° . 49" No at ½ pt  
11 sent the Barge and Cutter after the Chace Light Airs  
& fair Sounded 38 fm 12 Nantucket Sth Shoal S 84°  
Wt Dst 32 Leags

1 [PM] Saw the Boats Board the Chace 3 Light Airs & Hazey the Boats Returnd and brought on Bd the Priziners She proovd to be a Sloop from Cape Ann to Surrinam sent a Midsn and 6 Hands to take charge of the Prize Hoisted in the Boats at 7 filld the Topsails 12 Fresh Breeze and Cloudy In 2d R: Sails

1. PRO, Admiralty 52/2079.

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

August 1777 Block Island No 3 or 4 Leagues  
Munday 11 at 4 AM Saw 4 Sl Sent the Boats in chace of Do drove three on Shore and took the 4th, whose people had left Her<sup>2</sup>  
Fresh Breezes PM Condemn'd P Survey on old Mizon Empd filling a Gang of new fore Shrouds at 8 Anchord in 10 fm wh Bt Br So End of Block Isld EbSl/2s 3 or 4 Mls

1. PRO, Admiralty 51/181.

2. See *Providence Gazette*, August 16, which gives a different account of this action.

RECEIPTS FOR PRIZE MONEY FROM CONNECTICUT PRIVATEER SLOOP  
*American Revenue*<sup>1</sup>

£150. 0. 0/ New London August 11th 1777-  
Received of Nathaniel Shaw Junr One hundred and Fifty pounds of L  
Money on Accot of my Husband Jona Leeds<sup>2</sup> deceas'd  
7 sheets 65 dollars 455 Anna Leeds  
in Change 45  
500

Received of Nathel Shaw Junr Thirty pounds in Accot of my Husband  
David Pool, prize money from the prizes taken by the Sloop *American Revenue* Sam Champlin Commander  
New London Augt 11 1777 Sarah Pool

1. Nathaniel and Thomas Shaw Letters and Papers, Packet 76, YUL.

2. Lieutenant on board *American Revenue*.

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

[Philadelphia] Monday, August 11, 1777

The Marine Committee laid before Congress a letter of the 28 July, from Isaac Smith, Ebenezer Storer and William Phillips, commissioners appointed to settle the accounts of the continental agents, which was read, and wherein they set forth, that they have settled William Bartlett's account, and find a balance due to him from the states, of £4,504 2 0 15,013 60/90 dollars, and to Jonathan Glover, Esqr £16,527 9 2 55,091 47/90 dollars, being the balance of his account; that they would have complied with the orders of the Marine Committee to pay these balances, but cannot find any person who wants the money in Philadelphia, and as Messrs. Bartlett and Glover are in great want of the money, in order to settle with the captors,

they have advised them to send a person express for this purpose; Whereupon,

*Resolved*, That an order be drawn on the commissioner of the loan office, for the state of Massachusetts bay, in favor of Isaac Smith, Ebenezer Storer, and William Phillips, for the sum of 70,105 1/6 dollars, for the payment of the balances due to Messrs. Bartlett and Glover.

J. Ford, ed., JCC, VIII, 628-29.

PENNSYLVANIA SUPREME EXECUTIVE COUNCIL TO PENNSYLVANIA  
NAVY BOARD <sup>1</sup>

Gentlemen

In Council August 11. 1777 -

We have perused Mr Fishers Letter directed to you dated at Lewis town the 8th Inst and with Pleasure observe the good Conduct of Cap Murphey in Capturing a trading Vessel from New York intending to Supply the Tories in the Delaware State with Necessaries and beating off one of the Enemys Tenders tho of much Superior force - You will please to forward the Supplis Cap Murphy Stands in need of - and if you approve of it may send one or more Guard Boats to his Assistance - but we cannot see the propriety in ordering down one of the Small Gallies - if there is Safety in sending the Prize taken by Cap Murphey to this City we wish it to be done; otherwise Vessel & Cargo must be disposed of at the most convenient place agreeable to Law and proper distribution made of the Proceeds. - Gentlemen [&c.]

1. Record Group 27, Executive Correspondence, Pa.Arch.

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

State Navy Board [Philadelphia] August 11th 1777

In consequence of a Letter received from Henry Fisher Esqr - The Board desir'd Commodore Hazelwood to Order the following Guard Boats to proceed to Lewistown and to be Under the Directions of Henry Fisher Esqr -

*Brimstone*  
*Porcupine*  
*Viper*  
*Fire Brand*  
*Thunder*

Captain Watkins  
Tatnall  
Beasley  
Rue  
Gilbert

1. Navy Board Minute Books, vol. 2, Pa.Arch.

12 Aug.

CAPTAIN RICHARD PEARSON TO PHILIP STEPHENS <sup>1</sup>

(A Copy)

Sir

Garland off Quebec 12th Augt 1777

The inclosed Extract of a Letter from General Phillips to Captn Lutwidge by Lieut General Burgoyne's directions, relative to the disposition of the Naval Département on the Lakes <sup>2</sup> was a few days since transmitted to me by General

Sir Guy Carleton, which you will be pleased to lay before their Lordships for their Inspection; You will at the same time be pleased to observe to their Lordships that on a Requisition made by Lieut General Burgoyne from Ticonderago of the 5th of July for the speedy assistance of One Hundred and fifty Seamen more in addition to the Number that were then employed on the Lake Service to prevent any delay of miscarriage in the Campaign; I found it expedient to send up that Number out of the Supernumeraries sent out in His Majesty's Ships, *Apollo*, *Blonde*, *porpoise* & *proteus*, none of which are included in the late return of three Hundred & forty nine mentioned in the inclosed.

*Silver Eel*  
*Three Sisters*  
*Content*  
*Lucretia*  
*Ld North*  
*Nancy*  
*Margt &*  
*Martha*  
*Favorite*  
*Mediator*  
*Resolution*  
*Isabella &*  
*Dorothea*  
*Fleetwood*  
 (Ordnance)

I have this Day dispatched the Naval Transports, as P Margin for England under the direction of Mr Adams, Naval Officer in the *Silver Eel*, & there are but three more remaining in this River (vizt) The *Henry*, *Christian*, & *Loyal Briton*, And on their Arrival here from Montreal & Sorel, I shall also dispatch them for England under the direction of Lieut Cumming Agent for the same, whom I have been under the necessity (for want of Officers) to appoint to carry on the Service in the Naval Department at Sorel ever since his arrival, in the performance of which as well as the Agency Business he has been extreemly Active and Diligent and I beg leave to give it as my Opinion, that the public Service is much obliged to him, & think it my duty to recommend him to their Lordships future favors. I am Sir [&c.]

R<sup>d</sup> Pearson.

P.S. By the last Accounts from Genl Burgoyne's Army Dated the 2nd Instant, they were encamped at and near Fort Edward, which place the Rebel Army a few days before abandoned and were then retiring towards Saratogha – Genl Arnold has lately joined and now Commands their Northern Army; He brought with him Twelve pieces of Brass Cannon, with which it is expected he means to make a stand at Saratogha – Genl Burgoyne with his Army all well & in great Spirits, purposed Marching on the 5th to attack them.

Rd P:

[Endorsed] In Lords of the Admiralty's Letter of the 26 Sept 1777 (1)

1. PRO, Colonial Office 5/127, 182–83.

2. See Phillips to Lutwidge, July 25.

# JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS <sup>1</sup>

August 1777

Lattd 37°.27' [nearing Cape Charles]

Tuesday 12th

at 7 AM shorten'd Sail & made the *Raisonables* Sigl to come within hale, at 8 made the *Roebucks* Sigl for a

Lieut Sounded 19 fm 264 of the Convoy in Compy –  
 Modte breezes & clear Wr at 2 PM made the *Roebuck* &  
*dispatches* Sigl to Chace a Sail in the NW, saw the land  
 from the Mt hd, made the Sigl to the fleet, at 5 the  
*Roebuck* made the Sigl that the Chace was a friend

1. NMM, Admiralty L/E/11.

JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS <sup>1</sup>

August 1777

Moor'd off Cape Henry

Tuesday 12

10 am came too in  $\frac{1}{4}$  Less 5 fs Moor'd & arm'd the Boats  
 to burn a Brig ashore & a sloop laden with Beef & flour which  
 was perform'd –

Mod: & fr 1 pm Weigh'd & made sl 4 Table Pines  
 WbSo 3 Miles 11 Anch'd Wth Bt Br Cape Henry SSW  
 2 Miles –

1. PRO, Admiralty 51/909.

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

August 1777

Cape Henry SBE Willobys Point SBW.

Tuesday 12th

Moderate & fine Wear, at 9 AM clean'd between Decks.  
 Ditto Wear, at 9 PM the *Solebay* Anchored here, at 11 PM  
 saw 2 Sail stand out of the Bay, got under way & Chaced  
 them, took one, the *Thomas* Sloop from Virginia,<sup>2</sup> bound  
 to Eustatia with Tobacco & flour, made Sail after the  
 Other.

1. PRO, Admiralty 51/311.

2. James Harper, master, sent to New York, Howe's Prize List, October 24, 1777, PRO, Admiralty  
 1/488, 67.

13 Aug.

ELIAS HASKET DERBY & ICHABOD NICHOLS TO CAPTAIN NATHAN NICHOLS <sup>1</sup>

Capt Nathn Nichols

Salem – Augst [13] <sup>2</sup> 1777

The Sloop *Patty* of wich you are Master being in all Respects ready to  
 Sail wee do advise & Order you to Come to Sail & make the Best of your way  
 for Cape Francis – on Your Arivall there dispose of your Cargo for the Most  
 you Can the Proceeds of yr Cargo after fining the Sloop in good Order &  
 Purchasing the few goods that you have a List of wee would have you leave  
 in the Hands of Mr John Dupea taking his Receipt for the Same to be paid  
 to your Owners or their Order – & after you have Setled all Your Affairs &  
 got the Sloop Clean & in good Order – make the Best of your way down  
 the W Side Jamaica & there wee expectt you will take as much Interest Out  
 of Some of the Drogers as will load Your Sloop wich having done if you Can  
 take no large Vessel at Sea wee would have you Proceed into some of the  
 Harbours the W Side & Cut One Out – you must be very Carefull of the



Vessels you take first that they do not get Information of Your being on the Coast – the Success of this Voiage depends intirely on its being Conducted rite & wee leave the Affair wholly to you. – if you are Chased on your Passage Out by a Frigate & the Chase is near Equal you have leave to heave Over part of Our Cargo if you think best – in Case you Should get taken on your Passage Out wee think it best You Should heave these Orders & yr Commission & all Such Papers Over & tell them you are going to purchase a Vessel & load her for Salem with Molass of Interest that I have at the Mold [Mole St. Nicolas] is the Reason of your having so many Hands – but after you have fitted the Sloop & have taken any thing you will you will then for your Own Safety take care of yr Commission – not having to ad wee Commit you to the Allmightys Protection & am Yr Friend & Employers

the above is a true Copy of my Orders this Day Receivd

Per me Nathan Nichols –

1. Derby Family Mss., XXVII, EI.

2. Date of bond, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776-83), 196, XI, 60, NA.

#### CONTINENTAL BOND FOR MASSACHUSETTS PRIVATEER SCHOONER *Resolution*<sup>1</sup>

Know all Men by these Presents, That We Jeremiah Obrian of Machias as Principal – Daniel Martin & Jno Blake of Boston as Sureties – Are held and firmly bound to the Honble John Hancock Esqr President of the Congress of the United Colonies of New-Hampshire, Massachusetts-Bay, Rhode-Island, Connecticut, New-York, New-Jersey, Pennsylvania, the Counties of New-Castle, Kent, and Sussex on Delaware, Maryland, Virginia, North-Carolina, South-Carolina, and Georgia, in the Penalty of Five Thousand Dollars to be paid to the said John Hancock Esqr or his certain Attorney, Executors, Administrators, or Assigns, in Trust for the Use of the said United Colonies: To which Payment well and truly to be done, We do bind Ourselves, our Heirs, Executors, and Administrators jointly and severally, firmly by these Presents. Sealed with our Seals, dated the thirteenth Day of August in the Year of our Lord One Thousand Seven hundred & Seventy Seven –

The Condition of this Obligation is such, That if the Above-bounden Jeremiah Obrian who is Commander of the Schooner called the *Resolution* belonging to Danl Martin & Others of Boston in the Colony of Massachusetts mounting Ten Swivel Guns, and navigated by Twenty Five men, and who hath applied for a Commission or Letters of Marque and Reprisal, to arm, equip, and set forth to Sea, the said Schooner as private Ship of War, and to make Captures of British Vessels and Cargoes, shall not exceed or transgress the Powers and Authorities which shall be contained in the said Commission, but shall in all Things observe and conduct himself, and govern his Crew, by and according to the same, and certain Instructions therewith to be delivered, and such other Instructions as may hereafter be given to him; and shall make Reparation for all Damages sustained by any Misconduct or unwarrantable Proceedings of Himself or the Officers or

Crew of the said Schooner Then this Obligation shall be void, or else remain in Force.

Sealed and Delivered in  
the Presence of  
R. G. Cranch  
Henry Alline jun

Jeremiah Obrien  
Daniel Martin  
John Blake

1. Mass.Arch., Revolutionary Rolls, VII, 25.

ISAAC SMITH, SR., TO JOHN ADAMS <sup>1</sup>

[Extract]

Boston August the 13th [17]77

... You Ask why the Merchants cant get in those Articles <sup>2</sup> now as when the Elicet trade was carrd On & M[en of] W[ar] &c were here. The case is very differant for more than half the Vessells that have been fited Out this Winter have been taken and we have had Three Ships for Near Two Months past Cruseing in the bay & come up so near the Lighthouse as that the Flagg att the Castle has been hoisted for them, and the many Captures in the West Indies has risen Insuce near double. . .

A Councile of Ours & the Other States have met to Consider of what method, to take in order to Establish the Currency or rather to prevent itt further deprecation. I wish some method could be found Out but itt Appears to be a thing that is very difcult. I was Agoing to give you my sentiments sometime Ago when I heard you had Orderd Several large Ships to be built, but, as you was the best judges of the Motives of your doing itt, Omitted itt as itt could not have any Other merit than a private sentiment.<sup>3</sup> The money to be made to carry on & Compleat these Ships must be immense. I reckon itt will require a Wagon load to be sent Once a Month and such a sum to be made which is the Means of the depresasian, and not to have any benifit Arriseing from itt Appears to me they wont get to see [sea] unless we can make Men this Six Years, & to have the Frigates that are building got to see likewise – Frigates I Apprehend would be more servisable, Altho we have lost One, not to exceed 36 or 40 Gun Ships, under proper regulations – . . .

1. Adams Papers, IV, 107, MassHS.

2. Reference is to salt.

3. Congressional resolve, November 20, 1776. See Volume 7, 223–24.

JARED TRACY TO WILLIAM AYLETT, WILLIAMSBURG <sup>1</sup>

Sir

Boston Augt 13th 1777.

I have the pleasure to inform you of The Arrival of The Schooner *Sally* Thos. Sparks & The Schooner *Whig* Nathan Bacon, which makes up Eleven that have arrvd here out of Twelve that Sailed from Virginia.

Your favour of the 3d Ulto came to hand by Captn Bacon. I am much Surpris'd at The Conduct of The Captns Sargent Seller & Story in Lying there. It Seems the worms is eating up their bottoms, there Cargoes perish-

ing, The Charter of the Vessles going on & Mens wages & Victuals all which will amount to an enormous Sum. The Vessles might as well go to See & be taken as to Lye there, while the Vessles & Cargoes are perished, but if they lye ever so long there will be a risque at last – whether more or less than now is impossible to tell, it certainly appears by experience not to be great at present. I know not what Orders you have had concerning them but I should think it much better for them to take the first favorable opportunity to get out than to lye there. if they take a Dark night & a fresh Breeze of Wind I think they have ten chances to one of getting by the Ships in your Capes as all our Vessles have done that Attempted it the one taken which was Captn Lewis was taken off Nantucket. There is Several Vessles Cruizing in this Bay but those that are acquainted with the Harbours & Shore here Stand a good Chance to avoid them, as every day it proves by the arrival of a number of prizes. I believe the Captns are fond of having their wages run on, but however they must take this with them if they lye there Twelve months Longer and are taken at last they will have no wages to receive. upon the whole I think it much better for all concern'd the[y] Should embrace the first favourable opportunity to proceed. I am Sir [&c.]

Jared Tracy

1. Miscellaneous Letters, Force Transcripts, S-W, LC.

#### DR. ROBERT ROBERTSON'S OBSERVATIONS<sup>1</sup>

[H.M.S. *Juno* in Narragansett Bay] On the 13th [August] we arrived at Rhode-Island; – the people of the *Orpheus* continued sickly all the voyage. The dysentery began now to attack the people. I sent to sick quarters on the 14th, one with fever, three with flux, one with bad cough, and three with scurvy. From the 14th the list varied frequently until the end of the month. – On the 28th, one with dysentery, one with vomica, and one with hydrocele, were sent to sick quarters. A third part of the ship's company were sent in their turns on shore, to walk and gather apples, when the ship's duty and the weather permitted. On the 15th we anchored up the harbour, off Prudence.

The patients who complained were, nine of fever, one of pleurisy, five of dysentery, one of vomiting, one of indigestion, three of scurvy, one of rheumatism, one of hypochondria, one of vomica, one of cough, one of eruption, one of strain, two of contusion, two of inflammation, one of abscess, one of furuncle, and one of ulcer: – in all 33.

There were no unusual symptoms either among the fever or dysenteric patients.

1. Robertson, *Observations on Jail . . . Fever*, 129–30.

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

August 1777                      Gull Rock E1½N 2 or 3 Miles  
Wednesday 13    at 6 AM weigh'd and came to Sl in fishing the Anchor  
broke the fish pendant at 10 Saw a Small Schooner at  
Anchor under Plumb Isld brot too and Sent the Boat

who Brot her off wh 1 Man –

First pt fresh breezes Midle light airs and foggy Latter Modt and clear at 3 PM came too in black point bay wh Bt Br in 12 fm burnt the Schooner at 8 the Schooner Tender under our Sterne at 10 found a Stout fishing Line towing aSterne on each Side the Ship with the bight across the Cable bouy'd up by Small Square pieces of Stick about a yard Long at every 5 fathoms Distance the Tender discovering it at the same Time hawl'd in upon one part upwards of 100 fathom at the end of which was fastened a Machine of Combustables which they Mistaken for something Valuable, went to Examine the Contents but upon Setting Some wheels in Motion that was plac'd on the outside it went off with a great Explosion Kill'd the three Men that was pressant (Viz John Wyat, Danl Tully, and Wm Baker) set the vessell on fire and burst the Sides of her out that she sunk immediately Sent the Cutter and pick'd up one Man that was saved by being forward in the Bow of the Vesll clearing the Line while the other three was Examining the Machine in the Sterne, lost in the Tender of the Ships Stores Rope of 3 Inch 58 fathom Six piggs of Ballast a Top Gt Studg Sl Three black Muskets One Bright sd'd 4 Cutlasses 1 pr pistols and 6 Cartouch Boxes wh Amunition <sup>2</sup>

1. PRO, Admiralty 51/181.

2. See Captain Symons to Rear Admiral Parker, August 15.

*Connecticut Journal*, WEDNESDAY, AUGUST 13, 1777

New-Haven, August 13

Tuesday, last Week [August 5], Capt. William Davis, arrived at an Eastern port, in 16 days from St. Eustatia, with two thousand bushels of salt, and other useful articles. Capt. Davis, was informed at 'Statia, that Capt. Mansfield, of this town, in a ten gun vessel, fitted out at Martinico, had taken a ship from England, bound to Hondorus, and carried her into Martinico.

FRANCIS LIGHTFOOT LEE TO COLONEL LANDON CARTER <sup>1</sup>

[Extract]

Philadelphia Aug: 13. 1777

. . . We are kept in great anxiety by the extraordinary manoevre of Genl Howe, his going to sea with his Army; we can as yet only guess at his intentions. he was seen last fryday about 50 miles to the southward of these capes, & perhaps may be in chesapeak by the time you receive this; tho we think, if he has any wisdom left, he shoud go to the northward to co-operate with Burgoyne, whose genius, at present, seems to have the ascendancy in his department. Our people there are still in a panic & Bur-

goyne's thoughtless activity is well calculated to keep it up. our only comfort is, that the further he penetrates, the more surely he may be ruined; when they recover their senses. The Enemy have taken one of our finest frigates from us; but I believe we have one of theirs in return . . . .<sup>2</sup>

1. Francis Lightfoot Lee Folder, VHS.

2. Reference is to the loss of the Continental Navy frigate *Hancock* and capture of H.M.S. *Fox*.

ADVERTISEMENT FOR A DESERTER FROM PENNSYLVANIA NAVY FLOATING  
BATTERY *Putnam* <sup>1</sup>

Twelve Dollars Reward. [August 13, 1777]

Run away from the floating battery *Putnam*, laying opposite Billing's-Port, in the river Delaware, William Brown, Commander, August 6, 1777, John Cox, born in Barbados, a stout well made fellow, about 5 feet 7 inches high, pale swarthy complexion, short hair, seldom combed, a dirty look, a great gambler, swearer, wrangler, and drunkard, besides, a artful rascal, and may enter as sailor on board some vessel, being for some time used to sea: Had on when he went away, a coarse tow or Oznabrug shirt and trowsers, and an old hat. Whoever secures said Cox, in the city work-house, or brings him on board said battery, shall have the above reward, and reasonable charges, paid by

William Brown.

N.B. If said Cox, or any other, who have run away from the above battery, come and deliver themselves up, they will save the reward, and such punishment as their crimes deserve.

1. *Pennsylvania Journal*, August 13, 1777.

GOVERNOR EDWARD HAY TO MARQUIS DE BOUILLÉ,  
GOVERNOR OF MARTINIQUE <sup>1</sup>

[Extract]

Sir

Barbados 13. Augst 1777

I have received the honour of Your Excellency's Letter of the 24. June. It is with the utmost Concern I observe, that Your Excellency lays it down as a Principle, that You ought to make no distinction between the faithful loyal Subjects of His Brittannick Majesty, and those in open Rebellion, or indeed who have traiterously withdrawn themselves from their Allegiance . . . As Your Excellency thinks proper to allow the American Rebels that same ingress, or egress under Your Government, as You do to the loyal Subjects of Great Britain, and that at this time there are several American Privateers in Your Harbours; I beg leave to tell Your Excellency, that the protection You allow these Pirates (for Such those are declared to be, who plunder the property of British Subjects upon the High Seas), I say, Your Protection to these Vessels, and their Crews, is of infinite prejudice to the British Islands in the West Indies, for if they had not Your Ports to fly to, they could not remain in these Seas to molest the British Subjects and obstruct the Trade of Our Islands.

I take the liberty to send Your Excellency a Copy of a most extraor-

dinary Letter, which I have lately received, signed by Eleven Commanders of American Privateers then at St Pierre. It does not become me to correspond with Rebels and the insolent Expressions in their Letter are better answered by Contempt. But as They make a pretence of what they falsely alledge, in order to use His Majesty's Loyal Subjects who may fall into their hands with Cruelty and Barbarity; To prevent which & for the sake of humanity, I will desire the favour of Your Excellency to give directions, that these Commanders of American Privateers be informed, "That The American Prisoners taken out of American Privateers, & brought here were put under Confinement as Enemies and Rebels, as well for the peace of this Island as for the safety of the Shipping in the Harbour. That They have a very ample dayly Supply of Provisions, and are all in good health, and from being very lean and meagre when they came, are now grown fat & lusty, in good Spirits, and perfectly well contented. It would therefore become these Commanders, who talk so much of humanity to treat their Prisoners in the same manner."

It is only the Men out of the American Privateers, that are put under confinement. These who are taken in American Merchant Ships are immediately at their liberty to go on board any Vessel, not bound to any Colony in Rebellion. I had some of these the other day, who immediately the same day entered themselves on board a Vessel bound to Newfoundland.

I should return Your Excy my thanks for your kind treatment of Mr John Wall, and particularly for ordering his Vessel to be restored to him.

I beg leave to inform Your Excellency, that for sometime past Small French Vessels have come frequently to this Island; They bring Your Excellency's passport as having passengers, or under some such pretence; but I apprehend from their Manoeuvre in seldom coming to An Anchor, that they are rather employed by the Americans as Spies, or at least they have somebody on board for this purpose, to find out what is going forward here & to procure all the Intelligence they can. I would intreat Your Excellency to put a stop to this proceeding, if possible Jean Baptiste Le Blanc of the Sloop *Le Chasseur* with One Durham of Bermudas, whom I take to be a man much to be suspected, arrived Sunday Morning the 3d Instt and did not come to an anchor altho' ordered but was driven on shore on Tuesday by a Westerly Wind from the Sea.

Copy

I have the honour to be &ca

[Endorsed] (2) In Govr Hay's (No 20) of 24th October 1777

1. PRO, Colonial Office 28/57, 5-6.

14 Aug.

CAPTAIN THOMAS THOMPSON TO THE NEW HAMPSHIRE COUNCIL  
AND GENERAL ASSEMBLY<sup>1</sup>

Gentl.

My Duty to the United States Obliges me to take notice of the Conduct of the Officers Commanding at Fort Washington & Fort Sullivan; my par-

ticular Complaint is for not Shewing due Respect to the Continental Ship of War *Raleigh* namely, not Shewing any Colours, when She pass'd the Forts, but hailing several times in a very Insulting Manner, I ask'd them why they did not hoist their Colours, Instead of a proper Answer I was treated with Indecent & ungentlemanlike Expressions, such as I blush'd to hear. I must beg your Honours to make enquiry into this matter, & bring the Offenders to Justice equal to their Crime, as they are Answerable to you only for their Conduct<sup>2</sup> – I hope you will not pass it Over as a light matter, but think the whole Continent Insulted by their Behaviour, Colo Whipple, Colo Langdon, Major Hackett & a number of Gentn from the Southward were on board – Messr John Furnald & Nahum Ward were in the Fort. –

I beg your Honours to Summon them and be govern'd by their Evidences in the matter. I am with due Respect Gentn [&c.]

Tho<sup>s</sup> Thompson

NB This Complaint is more particularly against the Officers at Fort Washington –

On board the *Raleigh*

Aug: 14. 1777 –

1. N.H.Arch.

2. A joint committee was appointed on September 18 to investigate this complaint, Council Records, Book VII, 222, and House of Representatives Journal (1776–78), 200, N.H.Arch.

# JOURNAL OF H.M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK<sup>1</sup>

August 1777	Spiting Devil Creek SE 1 Mile
Wednesday 13	A.M. Receivd on Board a New Main Yard from the Careening Yard Do Retd the Old Main Yard to the <i>Mercury</i> for a Fire Boom P Order of Capt Ommany bent the Main sail and Sway'd up the Main Yard. Modt and fair these 24 Hours Empld Occasy at 4 P.M. Weigh'd and Came to Sail at 6 Anchor'd with the Small Bower at 7 Rec'd on Board a Foraging Party of Marines P Order Captn Ommany.
Thursday 14	at 4 A.M. Weigh'd and Came to Sail at 6 Landed the Marines at 9 A.M. they Retd havg brought down a Number of Cattle Employ'd getting them Off at 10 A.M. havg got off the Cattle sent the Boats on Shore to bring off the Marines fired 2 Twenty four Pdrs and 2 four Pdrs round shot to Cover their Retreat at Noon the Boats Retd with the Marines havg met with No Loss. Fresh breezes with heavy shours of Rain at times at 1 P.M. made Sail at 2 P.M. Anchd with the Best Bower in 6 Fm Water Phillipsburrrough Et ¼ of a Mile at 4 P.M. came along side of us the <i>Mercury</i> Tender for the Cattle the Foraging Party had Brought off at 7 Retd the Marines to their Respective Ship[s].

1. PRO, Admiralty 51/4159.

JOURNAL OF AMBROSE SERLE <sup>1</sup>

From Thursday 24th to Thursday 14th August.

After leaving the Capes of Delaware, we were tossing about upon the Sea till this Evening, when we anchored off Cape Charles. Continual Calms or contrary Winds detained or drove us out of our Course. Many of our Horses perished; but the Troops in general were as healthy as could have been expected, in the immense Heat of this Climate. The Thermometer in the Shade and at Sea stood frequently at 84° and 86°. What must it have been upon Shore? – Three or four People died in our Ship of putrid & bilious Fevers, common in this Region of the World. – The Land at the Capes is very low: Not far from Cape Henry is the Dismal Swamp, a Mass of stagnated Waters & Mud of a vast Extent. These Swamps & Marshes render this Country so extremely unwholsome. . . .

1. Ambrose Serle Journal, HUL.

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

August 1777

Cape Henry SBE Willobys Point SBW.

Thursday 14th

Moderate & fine Wear, at 5 AM saw a Sail, in Shore, hoisted the Barge out & sent to board, at 6 AM the Barge took her, the Sloop *Betsey* from Virginia bound to So Carolina with Flour &ca, at 10 AM standing into the Capes, at Noon Cape Henry WBN 2 or 3 Miles.

Ditto Wear, Anchd off Cape Henry, the *Otter's* Boat came on board & acquainted us of seeing a Fleet in the offing, at 1 PM weigh'd & sailed into Chesepeake Bay, at 12 PM His Majesty's Ship *Roebuck* Anchored here.

1. PRO, Admiralty 51/311.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN STEPHEN SEYMOUR <sup>1</sup>

Sir/

Navy Board Charles Town Augst 14th 1777 –

The State Brigg *Notre Dame* of which you are Captain having been fitted & Man'd at a very great Expence and having provissions and Stores put on board for a Cruize of three Months, the Commissioners of the Navy Direct that you do Embrace the first fair wind to proceed to sea with said Brigg and continue Cruizing in such Latitude, as to you may seem most promising of Success, for at least two months, from the day that you Leave Winyaw Bar, during all which time, You are to Take, Sink, Burn or Destroy any Vessels or Goods, belonging to any of the Subjects of the King of Great Britain Except the Vessels or goods belonging to the Islands of Bermuda, or New Providence, and Should you be so fortunate as to take any Prizes You are to be Careful to put a proper person on board as Prize Master with a Sufficient Number of Seamen to Navigate her, with Orders to proceed into some port in this State, But by no means return into port with the *Notre Dame* during the time of your Cruize Unless forced by stress of weather or in want of some Stores or repairs that you Cannot possibly do



without and should you want any further Supply of Provisions or Stores to Enable you to Continue to Cruize Two Months as directed Mr. [Elisha] Sawyer the Commissary has directions to Furnish you – By Order of the Board

Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 89–90.

15 Aug.

CAPTAIN JOHN SYMONS TO REAR ADMIRAL SIR PETER PARKER <sup>1</sup>

*Cerberus*. – Copy of a letter sent to Rear Admiral Sir Peter Parker, August 15, 1777.

Wednesday night being at anchor to the westward of New-London in Black Point Bay, the schooner I had taken, at anchor close by me a-stern, about eleven o'clock at night we discovered a line towing a-stern that came from the bows; we immediately conjectured that it was somebody that had veered himself away by it, and began to haul in; we then found the schooner had got hold of it, (who had taken it for a fishing line) gathered in near fifteen fathom, which was buoyed up by little bits of sticks at stated distances until he came to the end, at which was fastened a machine, which was too heavy for one man to haul up, being upwards of 100 weight; the other people of the boat turning out, assisted him, got it in upon deck, and were unfortunately examining it too curiously, when it went off like the sound of a gun, blew the boat into pieces, and set her in a flame, killed the three men that were in the stern; the fourth, who was standing forward, was blown into the water; I hoisted out the boat, and picked him up much hurt: as soon as he could recollect himself, he gave me the following description, as near as he could remember: – It was two vessels, shaped like a boat, about twenty inches long, and a foot broad, secured to each other, at the distance of four feet, by two iron bars, one at each end, and an iron tube or gun barrel in the centre, which was loose, (as he had himself turned it round with his hand); they swam one over the other, the upper one keel upwards, the lower swam properly, but was so under water as just to keep the upper one a few inches above the surface: to the after iron bar hung a flat board, to which was fixed a wheel about six inches diameter, and communicated itself to one on the upper side of the boat, of a lesser diameter; opposite to these was another wheel, on the flat of the under one or loaded vessel, which had likewise communication with the wheels of the upper boat; it was covered with lead, and the keel heavy loaded, in order to keep it down in the water.

The fatal curiosity of the seamen (who unfortunately had been bred in working in iron) set this wheel agoing, which it did with great ease backwards and forwards, and during their looking at it, which was about five minutes from the time of its being first put in motion, it burst. Upon examining round the ship after this accident, we found the other part of the line on the larboard side buoyed up in the same manner, which I ordered to be cut away immediately, for fear of hauling up another machine, which I concluded was fast at the end, and might burst when near the ship.

The mode these villains must have taken to have swifted the ship, must have been to have rowed off in the stream a considerable distance a-head of the ship, leaving one of their infernals in shore, and floating the other at the distance of the line, which, from the quantity that we have got on board (near 70 fathom) and what the man tells me they saved in the schooner, which was upwards of 150 fathom more, must have been near 300 fathom; they at the length of this line put the other in the water, and left it for the tide to float down, which in this place runs very strong.

As the ingenuity of these people is singular in their secret modes of mischief, and as I presume this is their first essay, I have thought it indispensibly my duty to return and give you the earliest information of the circumstances, to prevent the like fatal accident happening to any of the advanced ships that may possibly be swifted in the same manner: and to forbid all seamen from attempting hauling the line, or bringing the vessel near the ship, as it is filled with that kind of combustibile that burns though in the water. I am, Sir, &c.

J. Symons.

P.S. Having made a model as near as I could, from the description of the man who was saved, and sending for him to enquire if the model represented the machine he saw, he informed me the large wheel on the flat of the upper board was made of wood, with iron spokes, sharp at the end, and projected about an inch without the gunwale of the boat, in order to strike into the side in hauling up, and by that means set the wheels in motion, which in five minutes after it had been moved by the people, burst; it is therefore very fortunate I ordered the other to be cut away; for had it touched under the hollow of the counter, in hauling up, so as to set the wheels in motion, there is no knowing what damage it might have done, either to the ship or people.<sup>2</sup>

1. Almon, ed., *Remembrancer*, VI, 90-92.

2. This explosive device was the work of David Bushnell. See Volume 6, 1507.

#### GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS<sup>1</sup>

Sir,                      Head Quarters Camp at Cross Roads Augt 15th 1777 -

Mr Du Coudray has lain before me a plan of the river, by which it appears, that for a considerable space between the two sand banks on the East side of Fort-Island, there is from four to four and a half fathom's depth of water. According to this representation, there would be room for three frigates to lie between those banks, in such a position as to enfilade the works at Fort-Island, and make it difficult to maintain them. There are but two ways of remedying this inconvenience: one by having a sufficient number of chevaux de frize sunk at the entrance between the two banks, and the other by having the left flank of Fort-Island fortification supported by a good battery, capable of resisting the cannon of the ships and obliging them to quit their station. - The first is evidently preferable, because the efficacy of it will be more certain. A few chevaux de frize properly placed might effectually bar all access to the ships; but there is a possibility, that any

battery, we can construct, might be overpowered by the fire of the shipping; – and as we have few cannon, and Fort-Island is itself a marshy spot, incapable of affording earth for the batteries necessary to be raised upon it, which must be brought from the opposite shore, it would not be prudent to multiply works there, more than cannot be avoided. – It would also be a great advantage gained, to secure the Island from annoyance, except in one point and that in front, from only three ships at a time; which would be effected by stopping up the passage between the two banks, with chevaux de frize. – I should therefore think it of importance to have this measure immediately adopted, and carried into execution. With great respect I have the honor to be Sir [&c.]

G<sup>o</sup> Washington

1. Papers CC (Letters from Gen. George Washington, 1775–84) , 152, IV, 481–82, NA.

“DISPOSITION AND BEARINGS &C: OF THE VESSELS [OF HOWE’S FLEET]  
PLACED ON THE DIFFERENT SHOALS IN CHESEPEAK BAY.” <sup>1</sup>

*Eagle*, August the 15th 1777.

Where Placed.	Stations from each other.		Water Anchored in.	On which Side to be left.	Distin- guishing Jack worn.
	Bearing	Distance.			
The Middle			4 1/2 Fathoms	Starboard	English
Horse-Shoe	West	5 Leagues	5_____	Larboard	French.
Elbow of the Middle	NNW	4 Miles	4_____	Starboard.	English.
Point Comfort	NNW	11 Miles	5_____	Larboard	French.
Wolf Trap	North	3 Leagues	6_____	Do_____	Do_____
Tangier Bar	N 1/2 Et	6_____	5_____	Starboard	English.
Smith's Point	NW b N	4_____	9 or 10_____	Larboard	French.
Point of Tangier Shoal					
opposite Point Lookout	North	5_____	3 or 4_____	Starboard	English.
Mouth St Jeroms Bay	NW b W	2_____	2_____	Larboard	French.
From hence keep near Mid-Channel or something nearer to the Larboard Shore until arrived at					
Sharp's Island	N b W	8 Leagues	6 or 7 Faths	Starboard	English.
Holland's Island	NW b N	4_____	4_____	Larboard	French.
Thomas's Point	N 1/2 Et	4_____	7_____	Do_____	Do_____
Tally's Point	N 1/2 Et	4 Miles	4_____	Do_____	Do_____
Sandy Point	NE b N	2 Leagues	7_____	Do_____	Do_____
Lower Shoal of the Bodkin	NE	2_____	4_____	Do_____	Do_____
Swan Point	NE b E	1_____	5_____	Starboard	English.

NB. The Vessels left on the Starboard Side will shew in the Night, two lights of equal Height; and those on the Larboard Side, two Lights one over the other.

Howe

To The Honble Wm Cornwallis  
Commander of His Majesty's Ship the *Isis*.

1. Cornwallis Papers, COR/2, NMM.

JOURNAL OF H.M.S. *Sphynx*, CAPTAIN ANTHONY HUNT <sup>1</sup>

August 1777

Cape Henry WbN 7 Miles

Friday 15th

at 4 AM Saw a strange sail passing thro' the Fleet under all Sail, Do cast off the Vessels in Tow & made sail after her, at ½ past came up with her, and fired Several Volleys of Small Arms, she hove too Do sent a Boat on board she proved to be the *Rochester* Brig from James's River Virginia loaded With Tobacco & Staves, bound to Nantz in France took the prisoners out and put an Officer & hands on board & made Sail –

Light Breezes and fair Wr Tkd Occasionally to go in between the Capes in Company Admiral Lord Howe and fleet –

1. PRO, Admiralty 51/922.

JOHN PAGE TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir

Wmsburg, In Council, Augst 15th 1777.

We have this Moment received Information that the Fleet which was seen last Tuesday off Accomack County, an Account of which we received last Night by Express, was discovered by Capt Bright of the *Northampton* armed Brig of this State, at 9 o'Clock last Night standing into our Capes. He writes, that he saw above 100 Sail from his Mast-head. We think it may be of great Consequence to your State to have as early Intelligence as possible of this Movement of the Enemy, & therefore have ordered an Express to convey this to your Excellency with all possible Expedition. I am Sir [&c.]

John Page

1. Red Books, XIV, 34, Md.Arch.

*North-Carolina Gazette*, FRIDAY, AUGUST 15, 1777

Newbern, August 15.

Last Week a Report prevailed, that the Vessel which lately sailed from this Port with a Number of Tories on Board, was taken; since which the Account is confirmed. She was taken soon after she left the Bar, by Capt. Weeks, in a Privateer from Virginia, in Consort with a Letter of Marque Sloop, who have carried her off to the West Indies. She must prove a valuable Prize, as the Gentlemen on Board her have large Sums of Money with them, and the Vessel having 200 Hogsheads of Tobacco on Board.

16 Aug.

CAPTAIN SIR GEORGE COLLIER, R.N., TO PHILIP STEPHENS <sup>1</sup>

Sir

*Rainbow* in the Harbor of Machias  
in New England, 16th August 1777.

I am to desire You will please to inform their Lordships, that the Lieutenant Governor & Council of Nova Scotia, having in their Representa-

tions to me of the 28th of last Month express'd strong Apprehensions, that the Kings rebellious Subjects in the Eastern Parts of New England were about to invade, & ravage that Province, from Machias, & requesting I would take such Measures to prevent it, as shod appear to me best for the Publick Safety; – I, in consequence thereof, put to Sea on the 30th of July, with the *Rainbow* & *Blonde* under my Command, designing for Machias; but the Calms, & almost constant Fogs, made our Passage, not only very tedious, but dangerous, from the Rapidity of the Currents, (the setting of which frequently varies,) & the numerous Breakers & Shoals the entrance of the Bay of Fundy abounds with.

I was join'd by His Majesty's Ship *Mermaid*, off Cape Sable, & she proceeded with me to the Cranberry Islands near Mount Desart, where I anchor'd on the 10th Inst – I found the *Blonde* here, who had separated from me in a Fog, & the *Hope* Sloop, whom I had (previous to my Sailing) sent to Passamquodi for Intelligence, & directed to join me here; The Captain of the *Hope* confirm'd the Report of the Rebels intentions to invade Nova Scotia; that Magazines were establishing at Machias, & other Preparations making there for that Purpose; & likewise that a Sloop with Ammunition, Provisions, & Presents for the Indians, was lately arrived there.

I staid but a few Hours at the Cranberry Islands, & then weigh'd with the small Squadron; The Fogs & Currents however made it impossible to get into the Harbor of Machias before the 13th of August, where I anchor'd about 4 in the Afternoon with the *Rainbow* & *Mermaid*, as high up, as the Depth of Water wou'd permit: I immediately made the Signal for the Marines of each Ship, (amounting in the whole to 123,) to embark on board the *Hope*, which was done (with an Expedition that did Honor both to the Sea, & Marine Officers, &c) without occasioning a Delay of more than a Quarter of an Hour, (for I wish'd to push the Attack as quick as possible, not only on Account of the Tide of Flood which then prevailed, but also to prevent the Enemy from assembling in too great Numbers, before the Destruction of their Magazines was accomplish'd.)

The *Hope* then proceeded up the River towards the Town, accompany'd by the Ships Long boats, & a Flat bottom Boat well barricaded; The *Blonde* followed, but got aground at about a Mile up; She however soon floated off, but was not able from the narrowness of the Channel to get higher than 3 Miles

The *Hope* went on, till she was stopp'd by a Boom across the River, & a trifling Fortification, which together with the Wind coming foul, oblig'd her to Anchor; the Rebels kept up a pretty brisk Fire of Musketry upon Her, from each side of the River, & from the Fort before mentioned; at 5 o'Clock next Morning the Marines were all landed, under cover of a Fog, & drove the Rebels out of the Fort with very little Resistance, which they set Fire to & destroyed, they found only a two pounder & a Swivel in it, the rest of the Guns being on board two small Privateers who belong to Machias.

Near the Fort were three Magazines forming for the intended Invasion of Nova Scotia, & consisted of Flour, Rice, Tann'd Leather, Hides, 300 Pair of Shoes, Ammunition &c, all which were set Fire to & totally consumed, so

that in all Probability the Rebels will lay aside all future Thoughts of invading their Neighbours, as it will take considerable Time & Expence before the Articles wanted can be re-established.

Besides the Magazines before mentioned, several small Vessels were destroyed, & a Corn Mill with a very large Quantity of Corn was burnt by the *Blonde*; a Sloop of about 80 Tons, loaded with Lumber, was likewise taken.

Capt Dawson having reconnoitred the Boom found it cou'd be cut loose without much Difficulty, which was accordingly performed by Him.

The Marines then re-embarked & the *Hope* proceeded upwards toward the Town; the Rebels however accumulated fast on the adjacent Heights, & kept up a constant Fire of Musketry upon Her, which did no Damage as she was well barricaded: – She got almost as high up as the Saw-Mills in the Town, but finding Breast Works of fell'd Trees, & a number of arm'd Rebels to the amount of about 400 (including 40 or 50 Indians,) & that the Vessels one of which appeared to be a Privateer were hawl'd into a Creek, where they could not be easily got at without landing, (by which our small Force would have been in Danger of being cut off,) Capt Dawson with great Propriety took the Resolution to return, satisfy'd with the Damage already done the Rebels: – He accordingly did so, but a calm taking Place, the *Hope* two or three Times got aground; which gave the Enemy an Opportunity, from Logs of Trees & thick Woods, of killing & wounding some of the Men, who all behaved with great Spirit & Bravery, as did likewise their Officers, who went thro' every Fatigue & Danger, with the utmost Chearfulness & Fortitude.

I may with great Truth say, that every Thing which was possible to do with our small Force has been achieved; & if we had had but 100 Troops more, the Destruction would have been compleat; but it plainly appears from the Circumstance of the Boom, & other Reasons, that the Rebels were apprized from the disaffected at Halifax, of the Attack which was meditated against them.

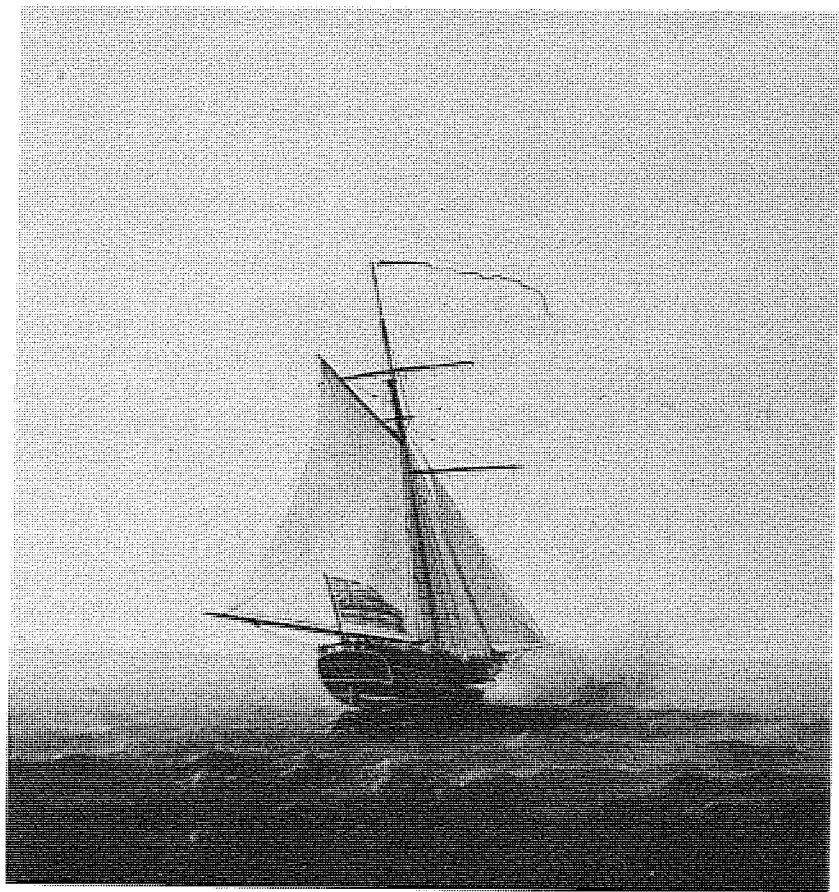
I shall direct one of the large Frigates to stay here for three or four Weeks, to watch for any Vessels of Supply which may be bound to Machias; which I hope with occasional Visits by the Cruizers, will restrain the lawless Banditti of these Parts within just Bounds, & prevent the King's Subjects (their innocent & peacable Neighbours,) from being harrass'd & disturbed by them any more. I am Sir [&c.]

Geo Collier

P.S. I beg leave to add, as one Proof of the inveteracy of the Rebels, that the Musket Balls which were found in the Ships, as well as those extracted from the Wounded Men, are all chew'd or jagged. –

A Return of the Killed & Wounded, belonging to His Majesty's Ships undermentioned, in the River of Machias the 14th & 15th of August 1777.

	Killed	Wounded
<i>Rainbow</i>		6.
<i>Blonde</i>		3.



*Continental Navy Sloop Providence*

*Mermaid*  
*Hope*

Total

	6.
3	3.
3	18.

Geo Collier <sup>2</sup>

[Endorsed] R 12 Nov

1. PRO, Admiralty 1/1611, 74-75.

2. On the same date Collier wrote a report of the action to Lord George Germain, PRO, Colonial Office 217/53.

*Providence Gazette*, SATURDAY, AUGUST 16, 1777

Providence, August 16.

A Prize Schooner arrived at an eastern Port last Tuesday, taken by the Sloop *Providence*, Capt. Rathbun, in the Service of the United States; she was bound from New York to Jamaica.<sup>1</sup> Two other Vessels were in Company with the above Schooner, one mounting 12, the other 4 Guns, both which Capt. Rathbun engaged, and was preparing to board the largest, when the Schooner bore away, and attempted to escape. After securing the Prize, Capt. Rathbun immediately gave Chase to the other Vessel, and gained fast upon them. Mr. George Sinkins, Master of the *Providence*, a good Officer, and well respected, was unhappily killed in the Engagement.

Tuesday last four Vessels from the Eastward, bound to Connecticut, were drove ashore at Westerly by one of the Enemy's Frigates.<sup>2</sup> The Troops stationed there got some Field-Pieces to the Shore, and prevented the Enemy's destroying or getting them off. The Vessels and Cargoes were all saved.

1. *Loyalty*. Prize money paid for this capture to each officer and man on board the Continental Navy sloop *Providence* is in Mass.Arch., Revolutionary Rolls, LII, 84, 15.

2. See Journal of H.M.S. *Cerberus*, August 11.

#### ORDER OF THE CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT <sup>1</sup>

Continental Navy Board [Philadelphia] 16th Augt 1777.

The Officers of British Ships of War have set on Shoar several Persons belonging to American Merchantmen taken by them; these Persons they have considered as Prisoners on Parole; – The American Marine Comm. discharged British Merchantmen taken by their Vessels, not considering them as Prisoners of War – this being the Case it is necessary to come to an Explanation. A negotiation is now on Foot for that & other Purposes, & will, it is expected, be determined in a few Days. In the mean Time, however, the Crews of American Merchantmen so set on Shoar, ought to be considered as Prisoners on Parole –

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

1. Harbeck Collection, HUL.

CAPTAIN BENNETT MATHEWS TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir

with a great deal of Deligance and Trowble with out Any Acting Officer but my Self have got the *Independance* Ready for hur Guns and as



Capt Walkers Clark went out to the Fournice A Wensday About them and Find they have down Nothing to them Sence Capt Walker was there himself; I think it nassary to Acquaint your Excellency of it, and to Ask of you Sir to let me have one of the *Freindships* Ancors as She is now out of use & one of hur Composses for the *Independance* which Order if you think Proper you will please to Send by Mr Stevenson for them. I Should be Glad to know of your Excellency Wheather you Approve of my Gowing on the Easting Shoure to Recrut Men with the Galley Untill the guns is Ready as there is no giting of them hear – From Sir [&c.]

August 16, 1777.

Bennett Mathews

NB. Capt Daveys Masster Daniel Bryan is desirous of Coming with me in the Capassity of a Lieutenant Which I think he is deserving of Should you Sir think Proper Should be glad to be informed of your Sentiments as he is determined not to Sail with Capt Davey Any More Yours Bent Mathews

1. Red Books, XIV, 141, Md.Arch.

JENIFER AND HOOE'S ACCOUNT AGAINST MARYLAND STATE SLOOP *Molly*.<sup>1</sup>

Sloop *Molly* Owned by the State of Maryland To Jenifer & Hooe Dr

1777		Va Curry
June 11	To Cash paid for 1 Barrl Tarr	1 . 4 . . –
	To ditto paid Major Sweeney for 300 feet plank a 10/	1 . 10 . . –
12	To ditto paid Jno Frishby P Accot	3 . 6 . . 3
30	To ditto paid Jno Frishby P ditto	10 . 3 . . 3
July 7	To ditto paid for 14 y'ds Canvas @ 8/2	5 . 14 . . 4
8	To ditto paid Thomas Saulson P Bill	34 . 14 . . 3
10	To ditto paid Dr Davd Brown P ditto	13 . 16 . . 8
14	To ditto paid for 1 Bbl Flour 209 lb a 16/8 P & Cask 2/6	1 . 17 . . 4
15	To ditto paid Mrs Dade for a Tree P ditto	1 . 6 . . –
16	To ditto paid for 10 Gallons Whiskey @ 10/	5 . . . . –
	To ditto paid for 10 lb Sugar 3/	1 . 10 . . –
17	To ditto Advanced Jno Bull 1 months pay	3 . 6 . . –
	To ditto Advanced Thos Graysingham 1 mos ditto	3 . 6 . . –
	To ditto Advanced Wm Kelly 1 mos ditto	3 . 6 . . –
	To ditto Advanced John Higgs 1 mos ditto	3 . 6 . . –
21	To ditto paid for 200 feet 1 Inch plank 10/	1 . . . . –
22	To ditto paid for 45 lb Tallow 1/3	2 . 16 . . 3
	To ditto paid Jno Frishby P Bill	11 . 8 . 11
25	To ditto paid Thomas Monley P ditto	37 . 14 . . 8
26	To ditto paid Richd Clark for 3 Cord Wood 18/	2 . 14 . . –
28	To ditto Advanced E Hudlam 1 mos pay	3 . 6 . . –
	To ditto Advanced Asa Willis 1 mos pay	9 . . . . –

	To ditto Advanced Abram Edwards 1 mos pay	3 . 6 . .
	To ditto paid Cumberland Ferguson 31½ days Joiners Work	} 1 . 15 . .
	To ditto paid for 16 Bbls Bread 2211 lb a 12/6 & Cask 3/	
	To ditto paid for 2 Bbls Powder 218 lb 4/6	16 . 4 . 4½
	To ditto paid for 32 Gallons Whiskey 12/6	49 . 1 . .
30	To ditto paid for 16 lb Sugar 3/	20 . . . .
	To ditto paid for 63½ lb bacon Hams 1/3	2 . 8 . .
	To ditto paid for 13¼ lb Candles 2/6	3 . 19 . 4½
	To ditto paid for 13¼ lb Candles 2/6	1 . 13 . 1
Augt 1	To ditto Advanced Jno Hurst 1 mos pay	4 . 10 . .
	To ditto paid Thos Graysingham 6/ & Jno Bull 6/ to get their Cloaths Redeemed	} 12 . .
	To ditto paid Wm Kelly 24/ to get his Cloaths Redeemed	
	To ditto paid Washer Blunt P Bill	1 . 4 . .
	To ditto Advanced Joseph Woodward 1 Mos pay	2 . 10 . .
4	To ditto paid Wm Bushby P Bill	6 . . . .
5	To ditto paid Wm Herbert for 95 feet Scantling P Bill	9 . 0 . 1½
		15 . 10
	Carried Over	284 . 4 . 8½
	To Amount brought Over	284 . 4 . 8½
August 6	To Cash paid Robert Adam P Bill	5 . 5 . 1½
7	To ditto paid Josiah Watson for 2 - 3 lb Cannon & Carraiges P Bill	} 150 . . . .
9	To ditto pd Jno Loman for 16 lb Veal P Bill	
	To ditto pd Phil Jackson for 6 lb Laird P Bill	16 . . . .
	To ditto pd for 70 lb bacon Hams 1/	6 . . . .
	To ditto Advanced Jas McDonald 1 Mos pay	3 . 10 . .
11	To ditto paid Jno Shaw P Bill	3 . 6 . .
	To ditto paid Robert McCrea P ditto	9 . 8 . .
	To ditto paid Jno Frishby P ditto	3 . 10 . .
	To ditto Advanced Jno Lammond 1 Mos pay	13 . 2 . 9
12	To ditto paid Capt Conway to Advance to Seamen	3 . 6 . .
	To ditto paid John Mills P Bill	22 . . . .
16	To ditto paid Michl Thorn P ditto	180 . 10 . .
	To ditto paid Josiah Watson P ditto	2 . 9 . .
		6 . 17 . 5
		688 . 11 . .
	Commission 5 P Ct	34 . 8 . 6½
		722 . 19 . 6½

Contra

Cr  
Va CyBy Wm Herbert for a Boat Sold  
him

12 . 0 . 0

By Ballance Charged the State  
of Maryland

} 710. 19. 6½

722. 19. 6½

E Exp

Jenifer & Hooe

1. Revolutionary Papers, Box 2, Folder 2, Md.Arch.

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

August 1777

Cape Henry WSW 5 miles

Saturday 16th

at 6 A.M. Came to Sail as P Sigl from the Adml at 8  
Turning up for Cape Henry had 7 to 14 fm Cape  
Henry WNW 4 miles Open'd a Cask of Beef No 2251  
Cont 192 at 10 Calm Anchord with the Stream Anchor  
in 9 fathom at Noon fine Clear Wr  
Fresh Breezes at 1 P.M. Came to Sail as did the Adml  
and all the Convoy Set Studdg Sails at 3 running thro'  
between the Middle Ground & Horse Shoe in Company  
with the Adml & All the Convoy Vessels with white flags  
Being laid on the Horse Shoe and all the Shoals on the  
Larboard hand and Vessells with English Jacks on all the  
Shoals on the Starboard hand <sup>2</sup> at 7 Anchord as Did the  
Adml and all the Convoy in 7 fm water Point Comfort  
WbN 3 miles

1. PRO, Admiralty 52/2000.

2. See "Disposition and Bearings &c: of the Vessels placed on the Different Shoals in Chesapeak Bay." August 15.

# JOURNAL OF CAPTAIN JOHN MONTRESOR <sup>1</sup>

16th [August, Chesapeake Bay] This day we spared a Horse Sloop in  
Quarter Master Gen'l's Department, one But of Water or they must have  
thrown their horses overboard.

1. Scull, ed., *The Montresor Journals*, 438.

# JOHN PAGE TO GOVERNOR RICHARD CASWELL <sup>1</sup>

Sir

Wmsburg August the 16th 1777

The Fleet which has been seen for some Days past coasting along our  
Eastern Shore, last Night entered our Bay; it consists of upwards of 100  
Sail – We think it not only of immediate Concern to this State to give you  
this Information but also of the greatest consequence to the United States in  
general, as we hope to receive considerable assistance from you having on  
a former Occasion experienced the readiness with which North Carolina  
afforded it. I have the honor to be with great Respect Sir [&c.]

John Page

1. HM22402, HUL.

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

To Commodore Brooke, Captains Wm & Celey Saunders, Capt James Markham, and Lieut John Thomas <sup>2</sup> –

You are desired to give the County Lieutenants every Assistance in your power in collecting the Boats or other Vessels which may facilitate the Escape of our internal Enemies or Slaves to the Enemy or may in any manner serve to supply the Enemy with Provisions. –

Navy Board }  
16 Aug 1777 }

Signed

Thomas Whiting 1st Comsr

1. Navy Board Letter Book, VSL.

2. Commanding, respectively, Virginia Navy row galleys *Manley*, *Lewis*, *Page*, and *Norfolk Revenge*.

GOVERNOR RICHARD CASWELL TO STATE TREASURERS <sup>1</sup>

State of North Carolina

Richard Caswell Esquire Governor &  
Commander in Chief of the said State

To either of the Public Treasurers –

You are hereby required to pay unto Richard Ellis Esquire Commissioner of the *Pennsylvania Farmer* Vessel of War belonging to this State the Sum of two thousand five hundred pounds Currency for the Purpose of fitting out the said Vessel for a Cruise against the Enemies of this State, to be Accounted for with the Public, And for so doing this shall be Your Warrant  
Given under my hand and Seal at Arms at  
Newington the 16th day of August Anno Dom.  
1777. R<sup>d</sup> Caswell

By His Excellys Comd  
J Glasgow P Sec

1. Treasurers and Comptrollers Papers, Military Papers, NCDAH.

17 Aug. (Sunday)

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER <sup>1</sup>

August 1777

Working into Machias Bay

Wednesday 13

AM at 4 sent the Barge mann'd & arm'd to cut out a Schooner in Shore  
Moderate & clear Wr in Compy as before PM at 1½ past 1 shorten'd Sail & steerg in for Machias Harbor – at 1½ past 3 came too with the Bt Bower in 6½ fm Water as did the *Mermaid* – the *Blonde* & *Hope* proceeded up the River havg the flat bottom Boat & all the Marines of the Ships with them, – departed this Life John Smith (Seamn) Sailmaker employed repairing Sails – employ'd Watering – dry'd Sails – Sent up the River a Boat to the Assistance of the *Hope*, with the Kedge Anchor & 2 Hawsers, one lower

- studdg Sail & fore top gallt Sail to cover the Marines & Sailors in the flat bottom Boat –
- Thursday 14 Light Airs & foggy with Rain at times PM between the Hours of eight & 9 heard the report of great Guns & small Arms up the River –
- Friday 15 At Anchor in Machias Bay  
AM fm 4 oClock till Noon heard a continual fire up the River brot on bd 2 wounded Men departed this Life Jno Wiley a Marine at 6 sent the Barge up the River to the *Hope* Weigh'd the Anchor to look at it – let it go again 7 fm Water – brot up with the winding Service – Interr'd the deceas'd –  
First pt light Airs & hazey Wr with Rain middle pt dark cloudy Wr with Rain latter pt clear Wr PM heard the Report of great Guns & small Arms at 10 came down the *Hope* with a Sloop<sup>2</sup> she had taken in the River, togr with the flat bottom boat & all the rest of the boats; was inform'd by the *Hope* she had 3 Men kill'd & sevl men wounded of the different Ships–
- Saturday 16 AM at 10 came down & anchd here the *Blonde* First pt moderate Breezs & vble Wr middle & latter pts moderate & Clear  
PM loos'd Sails to dry
- Sunday 17 AM at 6 weigh'd & came to Sail in Compy with the *Mermaid* & *Hope* Left riding in Machias Bay the *Blonde*<sup>3</sup>

1. PRO, Admiralty 51/762.

2. *Betsey*, carrying wood and sent to Halifax, N.S.Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777–82), 58.

3. See Collier to Philip Stephens, August 16.

#### COLONEL JONATHAN EDDY TO THE MASSACHUSETTS COUNCIL<sup>1</sup>

Machias Augt 17th 1777 –

To the Honble Council of the State of Massachusetts Bay

Since my last, acquainting your Honors with the Intelligence I had receiv'd, concerning the Enemy's Design of invading this Place, we have found the reality of it. Last Wednesday the 13th Inst appear'd in Sight three Ships, a brig and a small schooner coming from the Westward, and standing in for the Harbour; & soon after came to an Anchor at the Mouth of the River; One of them was a large Ship, suppos'd to be the *Rainbow* of 44 Guns, the *Mermaid* 28, the *Vulture* 14, and the armed Brig *Hope* 16 Guns.

Conceiving great Hopes of taking us by Surprize, the *Hope* stood immediately up the River attended by a Sloop and twelve Boats, till they came opposite to a small Battery we had about 2 miles below the Falls, mann'd with about Twenty men with small Arms and one 2 pounder. The Enemy

attempted to land there with six Boats and a Number of Men but were repuls'd by our People with some Loss. Early on Thursday Morning, being foggy, thick Weather, they landed on a Neck of clear'd Land, a little below the Battery, in hopes of cutting off the Retreat of our small Party, but Col: Foster who commanded there, took such Precautions in that point as render'd their Hopes abortive, & secur'd his retreat. The Enemy then took Possession of the Battery & burnt two Houses and barns thereabouts, and soon after the Brig stood up the River together with the Sloop and Boats above mention'd, till they came fairly in Sight & within good Shot of the Falls, not expecting to meet with any Resistance, but seeing Continental Colours flying, and two Breastworks fill'd with Men, one of them having two 2 pounders, the other one 2 pounder and six swivels, they began to think of retreating and accordingly got the Boats ahead to Tow the Brig down. This was about Sunset; I instantly detach'd Major Stillman with thirty Men to attack the Boats & harrass the Enemy in their Retreat; The Major proceeded by Land till he got abreast of the Brig and Boats about a Mile and half below the Falls and began a heavy Fire, which was warmly return'd for some Time from the Brig with Cannon and small Arms; The Affair Continued in this Posture till they came opposite the Battery which they had taken at first where the Brig came to an Anchor, the Boats not being able to keep any longer ahead, because of the incessant Fire of our People, which as the River is pretty narrow, must do considerable Execution among the Boats; Next morning she got under way again with the Boats ahead, and were again attack'd by our Men on both Sides of this River, but finally got out of reach of Small Arms & run aground so that she was left dry at Low Water; Our People got one of the 2 pounders down & began to play upon her in this Position, and Hull'd her several times: It is very unfortunate that we had not one or two good Pieces of Cannon, as by that Means the Brig must have struck to us. However having lighten'd her with the help of the Sloop, she got off the next high Water & drop'd down to the other Ship & this Morning the whole came to Sail & went out, except the *Milford*; Their Destination is unknown to us as yet but I shall take Care to inform your Honors as soon as I can procure any Intelligence thereof.

I must beg Leave to Request an immediate Supply of Ammunition and Provisions, as what I brought with me will last but a little while, having been oblig'd to expend a good deal in this three days Siege. In all them attacks our Loss is only one man kill'd and Capt Farnsworth of my Regt wounded but hope he will do well. Great Praise is due to Col: Foster and the Militia under his Command, who gave me all the Assistance I could desire and behaved Extremely well, as also to Major Stillman, and the rest of the Officers and Men belonging to the two Regiments now raising.

It happen'd Extremely well for us that Mr Allan and Mr Prebble had arriv'd here with about 40 Indians who were of great Service to us and assisted us greatly.

The Enemy's Loss in all these Attacks must have been pretty considerable, though we cannot at present come at any Certainty of it –

For further Particulars I refer you to Lieut Col: Campbell who has been very alert on this Occasion, & given us all the Assistance in his Power from the Western Settlements—

I am with due Respect [&c.]

Jon<sup>a</sup> Eddy

1. Mass.Arch., vol. 198, 54–56. Reference to *Milford* should have been H.M.S. *Blonde*.

JOHN PREBLE TO JEDEDIAH PREBLE <sup>1</sup>

[Extract]

Machious Augt 17th 1777

. . . you will have a Particular account Rote by the Commanding officer I suppose so Shall only Mention that dossen [George Dawson] & 3 Ships arived here Wednesday Landed 150 men at Mr Scotts Farm 3 miles below the town, drove a few of our People from a Battery where in was a peace of Cannon & one Swivel, Burnt 3 Houses & a Barn, then Thursday imbarkd their men in a Sloop taken of Capt Longs & proceeded up to the Town of Machious with the Brigg & Sloop towed by a Number of Boats. at their arival finding the place fortified by some Woorks Cannon & Swivels Mounted the men well plased I with the Indians up on the left Made Such an appearance that dossen immediately Tackd Round & began towing down the River this was all by Colo Edeys Good Conduct, a detachment was immediately ordered down the Western Side of the River to fire upon the Boats which was dun with the Gratest Resolution that Evening & Run a Ground after killing some of their men our Loss was but one man killd altho they fired very Sharply with their Cannon the Next morning at light I was down with the Indians & peppered the Brigg a Spell the tide Serveing at about 10 o'clock He Got under way it being Calm was obligd to make use of hur Boats then we ware Reinforced & played upon them from Both Sides the River which Gauld them much & Run the Brigg a Ground a Gain mile & half below, then a peace of Cannon was provided & played upon hur together with Small arms till the Night tide when She went down, I then Commanded a party of 35 men to Watch their motions. today they have all saild but one Ship so that we are verry happy now after the Gratest fateague by Colo Eddeys desire I Shall tarry til I heare from Boston as we dont know what may happen here. . . .

John Preble

. . . Sir since I Wrote my Letter a deserter is arived who Swam 2 miles from the *Rainbow* & informs they Sent 300 men up the River to land, that about 60 was killd in the hole, 10 of their peopele was killd & 10 wounded, another man left the Ship in Company with him but what is become of him he Cant tell, their was 60 of Capt manleys men on Board which ware Stationd between decks the Ships that was here was the *Rainbow Maremaid Vultre* & Dossen Brigg [*Hope*] they had been at Mount desert where 2 torys went on Board them. the Capt of the *Rainbow* Swares he will Bring more men & Destroy machious he thinks there was 600 here —

1. Mass.Arch., vol. 198, 57–59.

CAPTAIN JOHN PAUL JONES TO JOSEPH HEWES<sup>1</sup>

My dear and honored Sir,

Portsmouth August 17th 1777.

Inclosed you have sundry letters &c which you are at liberty to use at discretion – for I can unbosom myself to you with the utmost Confidence, – you have laid me under the most singular Obligations, & you are indeed the Angel of my Happiness; since to your Friendship I owe my present enjoyments, as well as my future prospects. – I will not attempt to thank you by letter, but endeavour to prove by my conduct that your Friendship and good Opinion is not misplaced. –

I do not at present expect an Alteration to take place in the line of Rank, – but I will hope for a separte Command, whereby I may be enabled to distinguish myself in the Service: – for I should esteem it a greater disgrace, and a worse hardship, to be set under the command of any Man who was not in the Navy, as early as Myself, than to be fairly broke and expelled the Service – especially as the Men I speak of cannot plead superiour knowledge, or superiour services; – and many of them with whom I have conversed Mc Neill among the rest, have had candour enough to Acknowledge; that they did not expect to come into the Service in any other Capacity than as Junior Officers. – I aver that many of them durst not step forth as the beginning in such Ships as the *Alfred* then was, and at a time when Independance had not even been mentioned out of doors. – I know what misfortune is, and I dare meet it again, in it's most frightful aspect rather than loose my rank, – there are characters, among the thirteen in the list, who are truely contemptible – with such, as a private Gentleman, I would disdain to sit down – I would disdain to be Acquainted. – I am no Prophet – but an Alteration in the Navy rank will take place at a period not far distant; Justice will point out the Necessity of that alteration. – should it not take place will it not leave room for reflection? – and how will any Gentleman now in the Service be assured that he will not also be superseded by Men of presumptive Abilities? – I am very far from meaning to reflect on the Gentlemen who drew that line of Rank. – I am persuaded that it was done with intentional Impartiality; – but they have been misled by misrepresentation; and their not being long conversant in Navy matters laid them open to imposition. – I esteem several of the thirteen Captains by whom I am at present superseded – but, untill they give proof of their Superiour Abilities, I never shall Acknowledge them as my Senior Officers – I never will act under their command.

I inclose a Copy of my letter to the Marine Committee on the subject of Rank, when I supposed myself superseded by one Man; – and I am by no means inclined to retract my Sentiments now, that I find myself superseded by a number, – if I have deserved this I am unworthy of bearing a Commission! I am unworthy of drawing my Sword in the Cause of Freedom! – I am uncertain whither Mr Morris did or did not think it expedient to lay that letter before the Committee – perhaps he did not. – I would not make a difficulty about trifles, but this is no trifle to me. – I have last Winter paid off the Sloop *Providence*, and Ship *Alfred* from the beginning, and from the



date of my first Commission untill now, I have received no more public Money, as an individual, than the Fifty pounds which was Ordered by the Committee this time twelve month to provide Cabin Stores at Philadelphia, and I have now no prospect of a Settlement.

In the term of Twelve weeks, including the time of fitting out the *Alfred* at Rhode Island; I took twenty four Prizes – among which was only one Sloop – and I have received little more than three thousand dollars, as my share of Prize money; yet these and a thousand other disagreeable circumstances I consider as trifles, – but to be superseded after all is insupportable! –

The *Ranger's* top sails will be bent tomorrow, – and I hope to overcome all the difficulty that subsisted, when I took this command and to have the *Ranger* at Sea much sooner than any other Ship in the Service hath yet been. – I may venture to affirm that there is not one of the thirteen persons in question who would in my situation proceed to Sea without a Settlement. – yet I will go.

I am deeply sensible of the many distinctions and preferences, which I have lately experienced from Congress, as well as from the Marine and Secret Committees. – I am incapable of Ingratitude, and ardently wish to be employed in such enterprizing services, as will convince them that I have not deserved their former Neglect.

I now understand that the *Raleigh* and *Alfred* are, by the Advice of Genl Whipple & Colo Langdon, destined for France in Order to provide the *Raleigh* with Stores, altho' she is now laden as deep as a Merchant Ship; – I mention this as there is a probability of our Junction there, and I am pre-determined not to serve under that dull inactive Genius, who would serve with more reputation in a dockyard than as a Commander in the Navy. – there are Frigates now building and lately built in France, that mount Thirty two Guns on one deck, – I wish for the Command of one of these Ships – and indeed, for the present, we ought to build Ships of no other Construction – they sail exceedingly fast, and are capable of carrying Eighteen Pounds.

Please to put the complaint against Captain Manley into the hands of General Warren. –

It will give me much pleasure to hear from you before you leave Boston – and I request your's and Mr Livingston's free Sentiments and advice on this letter. – I have the greatest respect for his Father and for Colo R H Lee, and should be happy in coresponding with them. – Please to inform me to whom you communicate the paper which I shewed you in Philadelphia, – and whither you think it prudent in me to shew it to any person this way. – You will soon hear of my distination, – I can write you to Philadelphia before I sail, I will hope to hear from you in France should I proceed there. –

I have many things to say on Navy matters, – but must at Present conclude with repeating what I have frequently advanced – I mean that short inlistments are incompatible with the Necessary Subordination of a Navy, – therefore I aver that the Seamen of these States ought to be registered and

made Subject to Serve in their turns for three Years at one time. – I have the Honor to be with much respect and perfect Esteem [&c.]

1. CLS. An autograph draft is in Papers of John Paul Jones, LC, and incomplete copy in Charles Roberts Autograph Collection, HCL.

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

August 1777

At Anch'r in Rhode Island Harbour

Saturday 16

1½ past 4 AM weigh'd and came to Sl at 8 Saw a Schooner to the westwd, run down shore 1½ past haul'd our wind and gave chase to 2 Sail in the Offing

Light breezes and hazey sent the Pinnacle in Chace at 4 PM boarded the Sloop & run the Schooner on Shore at 8 Anchd wh Bt Br in 18 fm pt Judith ENE 5 Mls

Sunday 17

at 6 AM sent the Cutter Arm'd & drove a Sloop on shore<sup>2</sup> Fresh breezes and hazey Wellspoint SbW 2 or 3 Miles at 1 PM Anchd wh Bt Br in Fort pond [Bay] in 9 fm Wellspoint NEbE prize in Co hogg'd Ship with the Flap Hogg

1. PRO, Admiralty 51/181.

2. On August 22 it was reported from New London:

Saturday Evening last, Capt. Jehiel Tinker, in a small Privateer, belonging to East-Haddam, a small Sloop, John Harris, Master, and a large Boat, belonging to Mr. Peter Rogers of this Town, were all drove on Shore at Narraganset-Beach, by one of the Enemy's Ships; and about the same Time a Sloop, John Keney, Master and Owner, belonging to this Place, was taken by a Boat from a British Man of War, near Block-Island; the People took to their Boat and landed on that Island, and have since got to the Main.

Connecticut Gazette, August 22, 1777.

MAJOR GENERAL NATHANAEL GREENE TO BRIGADIER GENERAL  
JAMES M. VARNUM<sup>1</sup>

[Extract]

Camp at the cross roads [Neshaminy Creek, Pennsylvania]

Augt 17th 1777

. . . The destruction of General Burgoyne's army is one of the first objects upon the continent, but how to effect it is the question. You see he moves with caution notwithstanding our army flies before him. It is near a month since he landed at Skenesborough his advance parties have advanced only about twenty or thirty miles and nothing or next to nothing to oppose him. Sure I am he never would have dared to penetrate an inch if he had met with a serious opposition – It is said our troops are pannick struck. this is strange they have met with no misfortune – I am confident if there is a formidable force collects under the command of General Gates that Burgoyne never leaves sight of his Shipping his retreat is secure while he has the command of South bay. in that situation he will rest unless he can bring over a great part of the country to join him. . . .

1. Berol Collection, CUL.

RICHARD HENRY LEE TO MANN PAGE <sup>1</sup>

[Extract]

My dear Sir

Philadelphia 17th Augt 1777

We are not able yet to give you any account of the wandering Howe and his fleet, save that they were seen on the 7th instant off Sinapuxen steering Southward. Our accounts from France say that George depends much on the desperate efforts that Howe & Cornwallis must make to redeem their Bankrupt honor. His present Manoeuvre seems the effort of a despairing Bankrupt – For what good can result from having multitudes of Men & Horses confined on board Ships at this season of the year, exposed to the torrid hell that beams upon their heads? . . .

P.S. Since neither the Northern or Southern posts of this day bring us any account of Howes fleet, I am almost sure that he is gone to Charles Town South Carolina, which, in its present state, against such a great Land & Sea force, cannot stand – It must fall – Curse on his Canvass Wings – Tis an unfair advantage they take of us –

1. Rosenbach Collection, USNAM.

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

Capt George Cooke

[Annapolis] 17th Augt 1777.

The Intelligence received this Morning from [Thomas] Timson, makes it necessary that we instantly prepare in the best manner we can, for Defence or to enable us to assist our Friends. If the Enemy should design to send any considerable Force up the Bay, there will, as it appears to me, be no Place of Security for your Ship, but at Baltimore where too, she may eventually assist in the Defence of that Town. The Gallies at Baltimore we wish to be made as serviceable as may be. You are therefore to run the *Defence* within the Boom at Balt, put what of your Men you can in the Gallies. Shew this Instruction to the Officers on board them, which they are to consider as a particular Order to them to come down with their Gallies. You are to furnish what Guns or other Necessaries you can from the *Defence*, to the Gallies and Majr [Nathaniel] Smith is also requested to give them what Assistance he can, you will also come down in one of the Gallies yourself. We are &ca

1. Council Letter Book (1777–1779), 147, Md.Arch.

INTELLIGENCE REPORT ON THE MOVEMENT OF VICE ADMIRAL HOWE'S FLEET <sup>1</sup>

1777 Information Recd from Capt Thos Timson, the *Nancey* this 17 Augt

That Last Thursday the 14th Inst As he was Lying Abrest of Isaac's Shoals Near Cape Charles, in Company with a Arm'd Brig, Capt Blith, and a Galley Capt Sanders Both belonging to the State of Virginia,<sup>2</sup> with Sundr[y] orther Vesals, when they discoverd the Enemeys fleet, Standg in from Sea, th[e]y Counted destincly Sixty Saill and many Others that th[e]y Could not Count, att Dusk in the Eavening, then on the mast head of the Brig See the Whole fleet Standing into the Capes with the Wind S.E. & Tide

of Flood Att this time the Brigg and Galley gott under way, firing Signal gun's to Alarm the Countrey, Capt Timson says he thinks th[e]y Both sent into Chirrystone to Watch the Enimeys motions, Capt Blith Sent his Whale Boat to Williamsbourg to inform them of the fleet – the fleet being Large and Night Coming On Could not discover the Quantity of Man of Ware, amongst them, there Was three Saill of do Friggets had layed between the Capes for Some time before, –

Capt Timson Say's he Attempted to gett out the Same day before he See the Fleet, that was Standing in, A man of Ware lying on the tale of the Midle ground, which Sent two Boats, to take him, which Oblig'd him to turn Back and Anchor by the Brigg.

Thomas Timpson And<sup>w</sup> Vos

1. Red Books, XIV, 56, Md.Arch.

2. Virginia Navy Captains Francis Bright, brig *Northampton*, and Celey Saunders, galley *Lewis*.

### 18 Aug.

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

Monday [Portsmouth] this morning the Wind NNE We hove  
Augt 18th up and Came to Sail with a fine Breas at 8 pm the [wind]  
[1777] dyed away so Came to anchor at marvelhead

1. Conner's Journal, MM.

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

At a Meeting of the Governor and Council of Safety

Hartford August 18th 1777–

Application was made by Capt Samuel Chew for a Number of Men to Inlist from The Forts at N London &c on Bord his Brig *Resistance*, and on Consideration Resolved that the Men Cannot be Spared without Damage to the Service.

1. Council of Safety Journal, vol. 1, ConnSL.

*New-York Gazette*, MONDAY, AUGUST 18, 1777

New-York, August 18.

The 9th Inst. Capt. Johnson, of the Ship *Mary*, mounting 14 Guns, sailed from the Hook, for Jamaica, in company with the Sloop *Dolphin*, Capt. Mason, of 10 Guns. In the Afternoon of the same Day, they were attacked by a Rebel Privateer of 18 Guns, and full of Men.<sup>1</sup> A hot Action ensued, which continued upwards of six Glasses, when the Pirate was obliged to sheer off, with considerable Loss. For want of Ammunition, the Vessels were obliged to return. One Man only on board the *Mary* was wounded, for whom the Merchants in Town have made liberal Provision, as an Encouragement to Seamen in general to behave spiritedly, in the Defence of Merchant Vessels.

1. Not a privateer, but the Continental Navy sloop *Providence*. See Journal of Marine Lieutenant John Trevett, August 31.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL <sup>1</sup>

August 1777  
Monday 18

At Sing: Anchor off Rappahanock River  
at 5 AM the Sigl to weigh, weighed as did the fleet, our  
Sigl to come under the Adml Stern.  
Lt Airs, half past Noon the Adml Bore away and made the  
Sigl to get into his Wake, having got into Shoal Water,  
we anchor'd Pr Sigl, at 2 pm had orders to go [to] Wi-  
comoco River's Mouth to hinder the Boats and Gallies of  
the Enemy from coming out, anch'd in  $\frac{1}{4}$  less 3 fms, with  
the *Vigilant*, *Senegal*, and our Gally, row'd Guard off the  
River Mouth, came on board some Negro Men and  
Women

1. PRO, Admiralty 51/52.

JOURNAL OF H.M. SLOOP *Dispatch*, LIEUTENANT CHRISTOPHER MASON <sup>1</sup>

August 1777  
[Monday] 18th

New Point Comfort WbN 5 or 6 Miles  
at 5 A.M. weigh'd pr Signl  $\frac{1}{2}$  past 6 the *Roebuck* md  
our Signl to come within hail - N.B. Hoisted a White  
Flagg at our Main Top Mast Head as a direction to the  
Fleet - Saw several Galleys in Shore one of which fired two  
Shot at us, at 8 Anchor'd with the small Bower in 13  
fm veerd to  $\frac{1}{3}$  of a Cable Smith's Point WNW great  
Wiccomacoa SW  $\frac{1}{2}$  W Watts Isld NEbE & Point Lookout  
NEbN  $\frac{1}{2}$  past 8 departed this Life Jams Clegg Marine  
at Noon pass'd by us the Adml & Fleet -  
Fresh breezes & cloudy Wr at 5 P.M. committed the Body  
of the above deceas'd to the Deep

1. PRO, Admiralty 51/253.

JOURNAL OF H.M.S. *Winchelsea*, CAPTAIN NATHANIEL BATEMAN <sup>1</sup>

August 1777  
Monday 18

NW point of the Caicos SbE 5 Leagues  
Modt & Cloudy, at 2 AM tkd Carpenters employ'd fish-  
ing the Main Topmast at 6 saw a sail, gave chase, the  
NW point of the Grand Caicos South 4 Leagues at 4  
gave over chase, & hauled up to the Northward at 12  
Tkd The NW point of the Grand Caicos SE 6 Leagues  
at 4 PM wore ship at 5 saw 2 sail, gave chase  $\frac{1}{2}$  past 6  
fired a Gun & brought too the chase, hove too hoisted  
out the Yaul and sent her on board the chase, found one  
a Ship from Cape Francois bound to havre de Grass, the  
other a Polacre <sup>2</sup> from Cape Francois but found by her  
lading she was bound to America, sent a Petty Officer and  
5 men on board, & brought a French Captain & 10 men

on board of us, & order'd her down to Jamaica hoisted  
in the Yaul, & made sail to the Southward

1. PRO, Admiralty 51/1067.

2. *La Providence*, with wine and cordage, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

### 19 Aug.

BENJAMIN CROWNINSHIELD'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

Trans on Tuesday Augt 19

[Marblehead] This day attende with Light winds to the South ward  
So that we Cant Git out our pinnis is gone to Salem with our people that  
is Sick and Sevrals others is gone to Sea their frinds we Shifted our Birth  
and went further up the harbour

1. Crowninshield's Journal, MassHS.

### RESTRICTION ON ENLISTING NEW ENGLANDERS FOR MASSACHUSETTS PRIVATEER SCHOONER *Resolution* <sup>1</sup>

[Boston, August 19, 1777]

Know all Men by these Presents that We Daniel Martin & John Blake  
of Boston in the County of Suffolk & State of Massachusetts Bay Merchants,  
Major-part Owners of the Private Vessel of War called the *Resolution* &  
Jeremiah Obrian of Machias in the State of aforesaid, Mariner, & Com-  
mander of the said Private Vessel of War, are holden & stand firmly bound  
& oblig'd unto Henry Gardner Esqr Treasurer & Recr General of the State  
aforesaid in the full & just Sum of Two Thousand Pounds to be paid to the said  
Henry or to his Successor in Office to & for the Use of the said State; to the which  
payment well & truly to be made We bind Ourselves, Our Heirs, Execrs and  
Adminisrs firmly by these Presents; Sealed with Our Seals, dated this Nineteenth  
Day of August 1777 –

The Condition of this present Obligation is such that whereas the  
Great & General Court of the State aforesaid, on the Nineteenth day of  
April last, in and by a certain Resolve, allowing private Persons to fit out  
Vessels of War, did among other Things Restrict them from Shipping on  
board said Vessels of War any Inhabitant of any of the New England States,  
other than the State of the Massachusetts Bay – If therefore the above  
bounden Daniel, John & Jeremiah shall not Inlist or take on Board said  
Vessel of War any Inhabitant of any of the New England States, other than  
the State of the Massachusetts Bay aforesaid, then this Obligation to be null  
& Void, otherwise, to remain in full Force & Virtue –

Signed, Sealed & Delivered  
in Presence of –  
Timo Austin Jno Furnass

Daniel Martin  
John Blake  
Jeremiah Obrien

1. Mass.Arch., vol. 139, 137.

REPORT ON THE CONDITION OF MARYLAND NAVY ROW GALLEY *Baltimore* <sup>1</sup>

The present condition of the Galley *Baltimore*. August 19th. 1777. is, that there belongs to said Galley twenty six men, besides commissioned Officers; we are ready for bending sails, but they cannot be made in less than Eight days, wanted two Anchors, cannot have done the iron work of the Gun carriages, Guns wanting a boat wanting, the Vessel wants boot-topping, & painting, iron ballast wanting, Muskets, Bayonets, Cutlasses, &c. &c.

[Lieutenant] James Anderson

1. Red Books, XIV, 53, Md.Arch.

JOURNAL OF H.M. SLOOP *Dispatch*, LIEUTENANT CHRISTOPHER MASON <sup>1</sup>

August 1777

Going up the Chesapeake Bay

[Tuesday] 19th A.M. The Adml & Fleet got under Way fired 2 Six Pounders 12 four Pounders & 3 Swivels shotted at different Vessels to make them bear away to avoid the Shoal, Wash'd between Decks with Vinegar.  
Fresh breezes & cloudy Wr with Thunder Squalls ½ past 12 P.M. weigh'd & came to Sail, at 3 P.M. Anchor'd in 10 fm off Patowmack River, at 5 Weigh'd & came to Sail, at 8 Anchor'd off Patuxan River in 12 fm

1. PRO, Admiralty 51/253.

JOURNAL OF CAPTAIN JOHN MONTRESOR <sup>1</sup>

19th [August, Chesapeake Bay] The fleet and army much distressed for the want of fresh water, having been for some time put to an allowance, but not so much so as the horse vessels, having been obliged to throw numbers of their horses overboard.

1. Scull, ed., *The Montresor Journals*, 440.

SURVEY AND VALUATION OF CAPTURED PENNSYLVANIA PRIVATEER SHIP  
*Oliver Cromwell* <sup>1</sup>

Copy

Pursuant to an Order from James Young Esqr Vice Admiral of the Red &ca &ca &ca dated the 19th Augt 1777 To Us Directed.

We Andrew Anderson, Master Shipwright of His Majesty's Yard at English Harbour; Samuel Webb, Master Shipwrights Assistant; Daniel Anderson, Master of His Majesty's Ship *Portland*; John Smith, Master of His Majesty's Ship *Seaford*, Fabian Spurrier, Master of His Majesty's Ship *Ariadne*; William Tauranac, Carpenter of His Majesty's Ship *Seaford*, Lewis Lane, Carpenter of His Majesty's Ship *Ariadne*; William Welch, Carpentr of His Majesty's Sloop *Fly*; and Domingo Figarella, Boatswain of His Majesty's Yard at English Harbour; have been on board the Ship now in English Harbour (lately Called the *Oliver Cromwell*, an American Rebel Ship

taken by His Majesty's Sloop *Beaver*, and Condemed as prize in a Court of Vice Admiralty at Grenada) and have taken a Strict and Careful Survey of the Said Ship and thoroughly examined the Condition of the Hull, Masts &ca, also the Rigging, Sails and Different Stores; (an Inventory and Condition of which, we have hereunto annexed;) We have likewise set a just and equitable Value on the whole to the best of our Judgments; We find the Hull of the said Ship to be in a very good Condition the Beams & Timbers &ca are of a Proper Scantling and the whole part together in a Workman like manner, except the Method of fixing the Beams, which as the Deck has been raised, are placed directly over one another, and Consequently will be a great Hinderance to the Stowage of Men and Stores; her Masts, Rigging, furniture and Stores are Partly Unserviceable, some good and others much Worn as may be seen in the Inventory and she is of the following Dimen- tions and Tonnage. Vizt

Length on the Deck	Eighty Eight feet
Length of Keel for Tonnage	Seventy three
Breadth Extreme	Twenty Six feet, Six Inches
Depth in the Hold	Thirteen feet
Height between Decks	Five feet, four Inches
Burthen in Tons	Two hundred & 64 $\frac{33}{94}$ Tons

Moreover it is our opinion that the said Ship is capable of carrying one Hundred Men and Fourteen Guns carrying Six pound Shot and We Value her at the Sum of Two thousand pounds Sterling.

Finally we declare that we have taken and made the said Surv'y and Valuation with such care and Assiduity that we are Ready (if Required) to make to the Impartiality of our proceedings.

Given under our Hands at English  
Harbour Antigua, this 19th Augt 1777

Signed,	And. Anderson	Samuel Webb	D: Anderson
	Jn <sup>o</sup> Smith	Fab: Spurrier	W <sup>m</sup> Tauranac
	Lewis Lane	W <sup>m</sup> Welch	Domo Figarrella

#### Boatswains Stores

The Standing Rigging much Worn, the  
Stays and some of the Shrouds Knotted  
and Spliced, the Running Rigging  
part good and part much Worn

Flying Jibb	One	$\frac{2}{3}$ rds Worn
Spritsail Course	One	$\frac{1}{3}$ ditto
ditto	One	Uns'ble
Topsail	One	Repairable
Fore Course	One	$\frac{1}{2}$ Worn
ditto	One	Uns'ble
Topsail	One	"
ditto	One	$\frac{1}{2}$ Worn
Gallant Sail	One	$\frac{1}{3}$ Ditto
Main Course	One	New



ditto	One	Repairable
Topsail	One	New
ditto	One	Uns'ble
Gallant Sail	One	$\frac{1}{2}$ Worn
Royal	One	New
Mizon Course	One	$\frac{1}{2}$ Worn
ditto	One	Uns'ble
Topsail	One	$\frac{3}{4}$ Worn
Staysail Fore Top	One	New
ditto	One	$\frac{1}{3}$ Worn
Main	One	Uns'ble
Top	One	"
Gallant	One	$\frac{1}{3}$ Worn
Middle	One	"
Mizon	One	Uns'ble
Top	One	Repairable
Studding Sail		
Fore Top Gallt	One	New
Main	Two	$\frac{2}{3}$ Worn
Top	One	"
ditto	One	Unsble
Gallant	One	New
Brigs Fore Course	One	$\frac{1}{2}$ Worn
Main Sail	One	"
Ensign Red	One	Uns'ble
Pendant	One	"
Compasses Brass Box	Two	Serviceable
Wood ditto	Three	Uns'ble
Copper Kettle D'ble,		
no Covers	One	Ser'ble
Cable 13 $\frac{1}{2}$ Ins	One 100 fathm	Uns'ble
13	One 100	Serviceable
Hawser 7	Sixty	Uns'ble
Rope 3	Sixty three	New
Rope 2 $\frac{1}{2}$	Eighty Fathm	New
1	One Hundd & 20	"
Glass $\frac{1}{2}$ Watch	One	Uns'ble
Hour	Two	"
Minute	Two	"
$\frac{1}{4}$ ditto	Two	"
Anchor Best Bower	One	Serviceable
Small ditto	One	"
Kedge	One	"
Hooks Cann	One pr	"
Fish	One	"
Travellers Jibb Boom	One	Repairable
Tar	One & half Bll	Serviceable
Blocks Cat	Two	"
Boat Yawl	One	Repairable
Jolly	One	Repairable
Buoy Cann	One	Serviceable

## Carpenters Stores.

Bowsprit, Masts, Yards, Caps & Trussle  
 Trees Complete and Serviceable  
 Except the Main Mast & Yard

Mizon Top Yard and Gaffe and the Bowsprit Cap	}		Unserviceable
Fore Top Mast Spare		One	"
Main ditto		One	"
Yard		One	"
Yards Driver		One	"
Boom Jibb		One	"
Studding		Six	Serviceable
Bell Watch		One	"
Boom Irons on the			
Yards		Four	"
Hoops		Eight	"
Fire Hearth Complete		One	"
Stantions Iron Single		Thirty	"
Leather Liquor'd		One & half Back	"
Bittacle		One	"
Bars 1/2 Capstan		Ten	Uns'ble
Chests Arm		Three	"
Pumps Hand fitted		Two	Serviceable
Hook		One	"
Spears		Two	"
Stantions		Two	"
Boxes Lower		Two	"
Upper		Two	"
Brakes		Two	"

[Endorsed] No 4. Copy of the Report of Survey & Valuation of the  
*Beavers Prize*, late the *Oliver Cromwell*

1. PRO, Admiralty 1/310.

#### DEPOSITION OF THOMAS WARNER <sup>1</sup>

Copy  
Saint Vincent

Before the Honorable Thos  
Hackshaw Esquire one of  
His Majestys Council for  
Said Island -

Personally appeared Thomas Warner of the Said Island Esquire who being duly Sworn on the Holy Evangelists of Almighty God, deposeth and saith, that on the 15th and 16th or 17th of June last past He this Deponent was shewn in the public Prison at St Pierre at Martinico, a great Number of Prisoners being English Sailors and who one Bingham employed as and styling himself the Agent of the American Congress, told Him this Deponent were seventy two or seventy three in Number and Said they Should not be released untill the Americans should be discharged by the English from their Prisons and said He the said Bingham would send them over to America in a Brigantine called the *Sturdy Beggar*: This Deponent further Saith that the Sailors spoke to Him and Said that they were Starving and dying each meal there. But as he the Said Deponent was the only English Gentleman present and all the People at St Pierres appeared to be violent

friends to the American He this Deponent thought it not prudent to hold any further Conversation with them.

Signed/

Thomas Warner

Sworn before me this

19th of Augt 1777

Signed/ Thomas Hackshaw

Vera Copia

Valentine Morris

1. AMAE, Correspondance Politique, Angleterre, vol. 526, 207, LC Photocopy.

20 Aug.

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER <sup>1</sup>

August 1777

Isld of Holt North dist 2 Lgues

Wednesday 20

AM at 3 tack'd – saw a Sail to SSW – the *Hope* in Sight – at 5 took a Schooner fm New England bod to Liverpool – made Sail – at 8 Mount Desart Rock ESE 3 Lgues – First pt moderate & clear Wr middle & latter pts fresh Breezs with thick fogs – at 1 PM saw a Sail to the SE – made the *Hope's* Signl to chase – Saw a Sail to the Et wd – Wore & gave Chase – at 6 fir'd a Shot & brot too the Chase wch prov'd the Brig *Two Brothers* <sup>2</sup> bod fm Newfoundld to Barbadoes with Fish wch had been taken by the Rebel Privateers *Active* & *Speedwell* – at 12 tack'd & made Sail –

1. PRO, Admiralty 51/762.

2. Actually *Three Brothers*, Thomas Johnson, master, taken on July 25 by the two Massachusetts privateers, condemned as lawful recapture in Nova Scotia Vice Admiralty Court on September 17, N.S.Arch., vol. 496, Vice Admiralty Register, vol. 6, 1777–82, 48–52.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

[Extract]

Hond Sir

Boston 20th August 1777 –

I have the pleasure of inclosing a Copy of Captain Hardings letter, of 8th July, by the Prize Brig *Honor* – which is safe arriv'd at Bedford in Dartmouth – The Papers relating to her, I suppose, are in Dartmouth, her loading I hear consists of Beef, Pork, bread, butter, and Cheese – a very valuable Prize. – As these articles are wanted for your Army, and as it is much easier to convey them to New London from Dartmouth, I shall tarry in Boston untill I have your Excellencys perticular orders about them – I dispatch'd my Brother, to take care of her, and to prevent any Embezzlement – the same attention will be paid as if I was on the Spot – I must request my directions as early as possible, and Should think it more for the Interest of the Captors, and Owners to have her dispos'd of as soon as convenient. . . .

1. Conn. Arch., 1st Series, IX, 186, ConnSL.

PENNSYLVANIA NAVY BOARD TO COLONEL LEWIS NICOLA <sup>1</sup>

Sir,

State Navy Board [Philadelphia] August 20th 1777

The Board request of you a Sergeants Guard to protect the combustible and fire Vessells belonging to the Continent now lying on and at Jones's and Thomsons Wharves below the Sweeds Church in Southwark where there is a Guard House belonging to this State provided for their reception.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

JOURNAL OF CAPTAIN JOHN MONTRESOR <sup>1</sup>

20th [August, Poplar Island, Chesapeake Bay] The fleet 28 days from Sandy Hook. . . . Several horses thrown overboard from the different Transports. . . . It's remarkable in the Bay the multitude of crabs that swim nearly to the surface of the water. The Fleet caught thousands.

1. Scull, ed., *The Montresor Journals*, 440-41.

21 Aug.

PATRICK CONNER'S JOURNAL, CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

Thursday at 4 am hove up and Came to Sail out of marbelhead With  
 Augt 21 the Wind at South We got as farr as Necks Mate at  
 [1777] 2 pm it Being high Water we Came to anchor parted  
 with our Small Bower Cable let gow the Best Bower  
 Brout up at 9 pm hove up turnd up as far as Spectul  
 [Spectacle] island and there Came to anchor again thus  
 ends our Cruise

1. Conner's Journal, MM. Crowninshield's Journal adds: "thanks Be to God we are Safe a Rived to the port ware we Belong This a true Copey of Benjamin Crowninshield[s] Journal on Board the *Boston* Frigate Hector McNeill Esqr Commandore" MassHS.

THOMAS SHAW TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Sir

New London August 21st 1777 -

I am sorry to trouble your excellency but necessity obliges me. I want four or five hundred weight of Pistol powder for Musketts on board the Continental Brig *Resistance* without which we cannot sail. Should be glad you would give me an order for Five hundred weight and will either replace it or be accountable therefor as you judge best. In behalf of Nathel Shaw Junr I am [&c.]

Tho<sup>s</sup> Shaw

1. Conn. Arch., 1st Series, IX, 325, ConnSL.

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

August 1777

Norwark Islands North 4 Miles

Wednesday 21st AM at 6 saw a schooner to the Wt Wd Weihd and came to sail stood for the Long Island shore at 9 the schooner

Run into Stanford Harbr Made the Tender signl to Chace Takd & stood In for Stanford at 10 Anchord off Ship Hand point Sent the Boats Mannd & Armd wt the Tender Under the direction of the Master to Cut the schooner out at 1½ past 11 perceiv'd the Boats Towing out the schooner and the Rebels fiering on them wt two Field pieces and Musquetry

Fresh Breezes and fair Weather PM at 1 saw a ship to the Westwd standing to the Eastwd at 2 the Boats and Tender Returnd with the Chace a Light schooner belonging to the Rebels The Yaul having Recd a 4 pd shott through her Hoisted her In Weihd and stood for the Long Island shore at 3 spoke Hs Mjs Ship *Syren* at 4 Anchord off the NE part of Loyds Neck, In Co the *Syren* & *Neptune* Schooner at 6 Weihd as p signl in Co the *Syren* and *Neptune* sent the Tender & Prize in to Huntington bay at 1½ past 8 Anchord off Setaukett, and sent the Boats In to the Harbr at 10 the *Swan* Joind Co & Anchd at 11 the Boats Returnd wt Intelagence the Rebels had been over the Morning but drove off by the British Troops

1. PRO, Admiralty 52/1775.

#### GEORGE WASHINGTON TO THE PRESIDENT OF CONGRESS<sup>1</sup>

Sir

Neshamini Camp August the 21st 1777.<sup>2</sup>

From the Time, which has elapsed, since Genl Howe departed from the Capes of Delaware, there is the strongest reason to conclude, that he is gone either far to the Eastward or Southward, and with a design, to execute some determined plan. The danger of the Sea, – the injury his Troops & Horses must sustain from being so long confined, – the loss of time so late in the Campaign, will scarcely admit a Supposition, that he is merely making a feint, and still intends to return either to Delaware or the North River without performing some enterprize first, in Another Quarter. The probability is in favor of a Southern Expedition; Because he has been seen, since his departure from the Capes, off Sinapuxent, steering a Southern course, – and because, had his destination been to the Eastward, his arrival there from the general state of the winds, must have annouced It before this, or his Fleet would have been discovered by some of the Cruisers on that Coast. If he is gone to the Southward, he must be gone far that way; For had Chesapeake Bay been his Object, he would have been there long since, and the Fact well established. Beyond that, there is no place short of Charles Town, of Sufficient importance to engage his attention. The extensive commerce – the vast accumulation of Military and Other Stores in that Town, and its dependencies, with the eclat it would give his Arms, if he should unfortunately take it, afford him stronger inducements to direct his Operations there, than he could possibly have elsewhere.

Matters being thus circumstanced, an Important Question arises, How this Army is to be employed. If his Intentions are such, as I have supposed them, It appears to me, that an attempt to follow him, would not only be fruitless, but would be attended with ruinous consequences. The distance is so immense, that General Howe might accomplish every purpose he had in view before we could possibly arrive to oppose him, and so long a march, thro an unhealthy climate at this season would debilitate and waste a principle part of our Force. Added to this, after we had made a considerable progress, he might easily reembark his Troops, and turn his Arms against Philadelphia or elsewhere, as he should think proper, without our being in a condition to give the least aid.

As these, and many Other reasons, which will readily occur to Congress, will shew the impracticability of our counteracting Genl Howe in that Quarter, with any good effect, we have no Other Alternative left, than to remain here idle & inactive, on the remote probability of his returning this way, or to proceed towards Hudson's River, with a view of opposing Genl Burgoyne, or making an Attempt on York Island, as the situation of Affairs shall Point out. A Successful Stroke, with respect to either, would be attended with the most signal advantages, and would be the best compensation we could make, for any Losses we may sustain to the Southward. Besides these considerations, if after all our conjectures and reasoning upon the Subject, Genl Howe should be gone to the Eastward, to cooperate with Mr Burgoyne, the Army will be, by the movement proposed, so far on its way to prevent, I hope, the success of his Enterprize.

The above reasons led me to call a Council of General Officers this morning, to take the Subject of removing the Troops from hence into consideration, and I am happy to inform Congress they were in Sentiment with me upon the Occasion, as they will perceive by a Copy of the proceedings then had, which I do myself the Honor of laying before them. Nevertheless, as it is a movement which may involve the most important consequences, I have thought proper to submit it to Congress for their deliberation and decision. If it is deemed expedient, we have perhaps not a moment to loose, in carrying it into execution; and under this persuasion, I have sent Colo Hamilton, one of my Aids, who will have the honor of delivering this, to bring me the result of their Opinions.

As the Northern department has been all along considered as separate and in some measure distinct; and there are special Resolves, vesting the command in particular persons, in case it should hereafter appear eligible to unite the Two Armies, it may perhaps be necessary that Congress should place the Matter upon such a footing, as to remove all scruples or difficulties about the command that could possibly arise on my arrival there. This I request, from a disposition to harmony, and from my knowing the ill & fatal consequences, that have often arisen from such controversies, and not from the most distant apprehension, that one would take place upon such an event. The Thing, However is possible and to guard against it can do no injury. I have the Honor to be with great respect Sir [&c.]

G<sup>o</sup> Washington

P.S. That I may not appear inconsistent – to advise & to act, before I obtain an Opinion, I beg leave to mention that I shall move the Army to the Delaware, to Morrow Morning, to change their Ground at any rate, as their present Encampment begins to be disagreeable and would injure their Health in a short time. Our forage also begins to grow scarce here.

1. Papers CC (Letters from Gen. George Washington, 1775–84), 152, IV, 521–24, NA.

2. Washington wrote another letter to Congress the same day:

[Extract]

I am this moment honored with yours of this morning containing several pieces of intelligence of the Fleet's having been seen off the Capes of Virginia on the 15th instant. I shall in Consequence of this information halt upon my present ground, till I hear something further.

Colo Pinkney of South Carolina paid me a Visit two days ago, he informed me that the Military Stores in Charles Town and the Neighbourhood were immense, and that he did not believe that the Governor or commanding officer there, had had the least intimation of the Fleet's having stood to the Southward, and he seemed very apprehensive that if Charles Town was their object, they would find them lulled into security and quite unprepared for an attack.

As I cannot yet think Genl Howe seriously intends to go into Chesapeake, I would by all means advise that an Express be immediately dispatched (if one has not already gone) to warn them of their danger – to let them prepare in the best manner for defence, and to advise them to remove all supernumerary Stores . . . .

Papers CC (Letters from Gen. George Washington, 1775–84), 152, IV, 517–20, NA.

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

[Philadelphia] Thursday, August 21, 1777

Congress took into consideration the report of the Marine Committee:

*Resolved*, That if, upon due consideration, jointly had by the navy board for the eastern department, and the governor and council of war for the State of Rhode Island, and for which purpose the said navy board are directed to attend upon the said governor and council of war, the preparing fire-ships be judged practicable, expedient, and advisable, the said navy board immediately purchase, upon as reasonable terms as possible, six ships, or square-rigged vessels, at Providence, in the State of Rhode Island &c., the best calculated for fire-ships; that they employ proper persons to fit and prepare the said fire-ships with all possible expedition; that the said navy board provide proper materials therfor, and employ a proper captain or commander, one lieutenant, and a suitable number of men for each of the said ships or vessels, of approved courage and prudence; and that notice be given to all the commanders of the continental ships and vessels in the port of Providence, to be in readiness to sail at a moment's warning: That, as soon as the said fire-ships are well prepared, the first favourable wind and weather be embraced to attack the British ships and navy in the rivers and bays of the state of Rhode Island &c.: that the officers of the continental navy there favour, as much as possible, this design, and use their utmost efforts to get out to sea, and proceed upon such cruize, or to such ports as the said navy board, or the Marine Committee, shall appoint or order.

*Resolved*, That the governor of the said State of Rhode Island &c. and the council of war of that State, be acquainted with the foregoing resolves;

and that they be requested to afford every assistance in their power in effecting the above purposes.

*Resolved*, That General Spencer be made acquainted with the foregoing resolves, and that he be instructed, as far as possible, to favour, the said designs, by such attacks or feints as he may judge proper with the troops and boats under his command.

*Resolved*, That secrecy, as much as possible, be recommended in carrying into execution the foregoing resolves.

*Resolved*, That the sum of 4,000 dollars be paid to the officers and men on board every fire-ship or vessel which shall actually set on fire and destroy any one of the enemy's ships of war, in any of the bays, rivers or harbours, in the State of Rhode Island &c., of 20 guns or upwards; and 3,000 dollars for every ship or vessel of war under 20 guns; and 1,500 dollars for every transport; the proof of the execution done to be certified by the [commodore] commander or commanding officer, or by the oath of such person or persons as may be witness to the fact.

*Resolved*, That the rewards aforesaid, shall be divided in the following proportion: one-fourth to the captain or commander of such fire-ship or vessel, one-seventh to the lieutenant, and the remainder to the crew, to be equally divided amongst them.

*Ordered*, That the Marine Committee collect the best intelligence and instructions they can, respecting the best method of constructing fire-ships, and send the same to the Navy Board of the eastern department.<sup>2</sup>

1. Ford, ed., *JCC*, VIII, 659, 661-62.

2. These resolves were sent by John Hancock to the Continental Navy Board of the Eastern Department and the Rhode Island governor and Council of War on August 25, Papers CC (Letter Books of the Presidents of Congress), 12A, II, 256, NA.

#### LEESON SIMMONS TO PENNSYLVANIA NAVY BOARD <sup>1</sup>

The Honorable the State Navy Board, Port Penn, Agst the 21, 1777.  
Gentlemen,

At 6 o'clock this morning we discovered one of the Enemies Ships & 2 Schooners abreast of Bombay hook, at 2 o'clock this afternoon Capt Alexander the Frigate *Delaware* hove out a signal for getting under way, sending the smallest vessel ahead with himself in the sentor and the other Ships with the fire vessels in the rear, the wind S.W., a moderate gail, they have just cleared the lower end of the Iland, we have half an ower ago discovered another of the Enemies Vessels, an do amagin that the other 2 Ships I was informed ware below are not out of Site of them; should the Fleet ingage, which I mack no doubt they will, shall Dispatch another express as soon as I can discover what Ships they are ingaged with. I am, Gentlemen [&c.]

Leeson Simmons

This day half after five, in the afternoon, the Enemies frigate that lay at ancor in sight gose under way Standing Down our fleet under all Sail in chase, the smallest vessel about a mile and a half from them.

1. Hazard, et al., eds., *Pennsylvania Archives*, 1st series, V, 538-39.



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

August 1777

Friday 21

Fortescue Island SEbE $\frac{1}{4}$ E

At 5 AM sent the Schooners in Shore at 7 fir'd two Guns as Sigls for them to return At 8 Weigh'd & run farther up at  $\frac{1}{2}$  past 9 anchd off Bombay hook in 6 $\frac{1}{2}$  fm muddy bottom Lower part of Bombay hook SW $\frac{1}{4}$ W Throughout Modte & fine Wr at 3 PM Fir'd two Guns (As Sigls to our Tender) on seeing twelve Sail and Rebel Vessels <sup>2</sup> working down the River at  $\frac{1}{2}$  past 4 Weigh'd & Sailing down the River the Buoy got foul of the heel of the Ship & was cut away. Fir'd a number of Guns as Signals at 5 Shoal'd our water, soon after found the Ship aground on the upper part of the Cross ledge the Rebels at the same time Tack'd and stood up the River The Schooner being on shore was taken by the Rebels with 14 days Provision for the Men & two Tons water Cask <sup>3</sup> Carried out the Stream Anchor with 3 Hawasers to the SW at 10 the Ship floating we cut the Hawasers & stood to the NW

1. PRO, Admiralty 51/675.

2. Fleet commanded by Captain Charles Alexander, Continental Navy frigate *Delaware*.

3. Reported from Philadelphia, August 28:

On Saturday last arrived here a tender, mounting 6 carriages and 8 swivel guns, belonging to the *Pearl* frigate taken by the barges of the ship and schooner *Delaware* in sight of the *Pearl*, who was chased by Capt. Alexander, from near Reedy Island, to three miles below Bombay Hook.

*Maryland Journal*, September 2, 1777.

CAPTAIN GEORGE COOK TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

May it Please Your Excelcy

[Baltimore] 21st Augst 1777 –

Yeasterd in the fore Noon gott the Ship within the Chain and Moored her, whare She is ready to Bring Springs on her Cables and Act in the defence of this place

I went on Shore as soon as in my power, to inform my Self of the Situation of the Galley's and made the Capts of them Acquainted with Your Instructions to me, and Afterwerd then of Every Assistance in my power to give them; Capt Mathew's of the *Independence* have forty five men with Officers Onboard, with Every thing Necesserey Excepting Gun's, and I purpose to Suply him with gun's for his Want from the *Defence*, and Shall gett two Twelve poundrs from the point tomorrow in the After Noon, Only Waites for the Carriages to be finished, they have Only Six Eighteen poundrs att the fort which I think full little a Nuff for that place. Majr Smith offerd to Spair two, Should I think it nessesserey but Shall refane takeing of aney till I have the pleasure of hearing from You, the Majr inform'd me of plenty of Large Shott in this place in different hands which he purposes haveing colected together, but no Small Shott for grape or Cross Barr, Capt David's Galley I Expect will be gott read[y] in two day's from this, he Say's, that he has not a bove Six men Exclusive of Officers,

I have inclosed you the Seatuation of Capt Walkers Galley<sup>2</sup> taken from the Officer Onboard; she is badly Calculated for a Galley, and Cant fight Larger Gun's foreward for her Bow Gun's, then Six or foure pounders, and have no ports in her Stern for Gun's, so that she is of littly use as a Galley, and I think will not be gott ready in Less then Eight or teen day's, the men Onboard of her to be put onboard of One of the Other Galley's, and what men I Can Spair from the Ship will Man David's & Mathew's Compleatly and those two may be ready in three day's, I am informd by Capt Mathews that De Course have fifty men at Chester, if not wanted there they would be Serviceable here. I have the Honr to Be Your Exelcys [&c.]

George Cook

1. Red Books, XIV, 54, Md.Arch.

2. *Baltimore.*

WILLIAM LUX TO GOVERNOR THOMAS JOHNSON<sup>1</sup>

Dear Sir

Inclosed is The Lieuts Letter – we could get no Express & I send Harry. This Morning about 9, or half after, the Van of the Enemy appeared above the Bodkin, in sight of Town from the Crt House Steeple, and the Hill above the Church. they were on the Eastern Shore standing up the Bay and have so continued, just now (10 minits ago) I saw them from the Church Hill and they seemd the Rear division being composed chiefly of small Craft with a few large Ships, as they appeard to the naked Eye for I had no Glass, and the distance very Considerable. Capt Nicholson says he counted 150 Sail from his Maintopmast Head. – As they are obliged to go above the Mouth of the River to clear the Bodkin Shoals, before they can stand in to the Mouth of the River, we cannot yet determine whether they mean to come here, or not, but I shoud suppose not, because I think if they had, their Headmost Ships must have hove in Sight coming up the River before now. – Your Letter was sent Express by an Officer to Congress at 2 oClock, and we wrote them of the Enemy being in sight, & standing up the Bay. I am [&c.]

Thursday 15 Minits past 3 oClock

Will<sup>m</sup> Lux

21 August. 77.

1. Red Books, XVI, 125, Md.Arch.

GOVERNOR THOMAS JOHNSON TO THE PRESIDENT OF CONGRESS<sup>1</sup>

Annapolis Thursd. Mornng. 7 oClock

Sir.

21 Aug. 1777.

Three Ships of War hove in Sight of this place Yesterday about Sunset; a large Fleet is extended about 15 or 20 Miles below till this Morning, the largest of the three Ships has now got above Annapolis the whole Fleet is under Sail and in Sight they amount to more than one hundred Sail<sup>2</sup> there appears to be amongst them a good many heavy Ships this Fleet seems to be more than equal to any Design of plundering or to destroy this Town or Balt. it may possibly be intended to run to the Scheme which has been said

to be entertained of cutting off the Eastern from the Western Shore by establishing a Line of Communication between the two Bays. I am Sir [&c.]

Th Johnson

1. Papers CC (Maryland and Delaware State Papers, 1775-89), 70, 277-30, NA.
2. Later the same day Johnson wrote Hancock increasing his estimate of the size of Howe's fleet to "at least two hundred & sixty Sail", Papers CC (Maryland and Delaware State Papers, 1775-89), 70, 215-18, NA.

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

[Annapolis] Thursday 21 August 1777.

The British Fleet having this morning passed Annapolis and consisting of upwards of two hundred & Sixty Sail as said to have been counted by some and as estimated generally. The Governor proposed to the Council as a Question for their opinion whether the small number of Militia already in Town should be kept and others called in and preparation made with a view to defend this place or the Town and Forts evacuated and the Guns and Stores endeavoured to be removed and secured. The Governor and Council were unanimously of opinion that Annapolis cannot be defended by any force which may probably be collected against the force the Enemy may at any Time bring against it and that therefore the Town and Forts ought to be evacuated and the Guns and Stores removed and Secured - Major [John] Fulford was consulted on this question whilst the same was under Consideration and was of the same Opinion as the Governor and Council.

1. Proceedings of the Governor's Council (20 March 1777 - 31 March 1779), 89, Md.Arch.

### MAJOR CHARLES STUART TO HIS FATHER, THE EARL OF BUTE <sup>1</sup>

[Extract]

Chesapeake Bay, on Board a Transport, Aug. 21, 1777

I was not entirely wrong in my conjecture Gen. Howe intended going to the South. We sailed from Sandy Hook on the 23rd July and arrived at the Delaware the 30th, stood up that river for some hours, when, as if it were a feint to perplex Washington, we put back to sea the middle of the same night, and on Friday got between Capes Henry and Charles (two Capes that form the entrance of Chesapeake Bay), and are this day off Annapolis steering for Baltimore.

During our voyage various reports have been spread concerning Burgoyne, but one in particular seems to have weight, as it is mention'd in all the rebel newspapers; it says that he has had an action with their Northern army at Fort Amherst (formerly Fort Ann), wherein their army was totally defeated, and their General Schuyler surrendered.

Our movements to the Chesapeake seem to indicate that Gen. Howe has hopes, or assurances, that Maryland will return to obedience; it is probable that that part of Maryland, Virginia, and the lower Delaware Counties situated on the peninsular form'd by the Delaware and Chesapeake, may answer these expectations, as in general they have been well

affected, and as they are so situated that no rebel army wou'd venture there when very few ships are left for their protection, but the Western Coast of this Bay, from all I can learn, are very averse to a reconciliation. They have hoisted the rebel Colours, and the arm'd vessels we have observed are too strong proofs of this unreasonable enmity. . . .

1. *New Records of the American Revolution. The Letters, Manuscripts and Documents sent by Lieut.-Gen. Sir Charles Stuart, to his Father, the Earl of Bute, 1775-79 and Letters of General Howe, General Clinton, and other Officers to Sir Charles Stuart, during the Revolution, 1779-81* (privately printed, n.d.), 34-35.

GOVERNOR PATRICK TONYN TO GOVERNOR JOHN RUTLEDGE <sup>1</sup>

(Copy)

Sir/ Council Chamber St Augustine the 21st August 1777.

I received your Letter of 5th August with the enclosures by a Flag of Truce, to which I have done due honour.

I pass over the Reflection you were pleased to throw upon His Majestys Servants in America for their ill treatment of Prisoners, conscious that they are groundless.

My Personal knowledge of the two great Officers His Majesty hath been pleased to honour with the supreme Command in America will not admit of the least suspicion of ill treatment to deluded Men their Prisoners. The well established Character of the English Nation for humanity and generosity I doubt not will remain unsullied in this unhappy Contest.

The Prisoners brought into this Province have been treated with great tenderness, several have been permitted to walk about the Town at large, many have been allowed to retire to their places of Abode upon their Parole, several promised, that they would procure one of our People to be exchanged for them, some of whom have not fulfilled their Engagements.

The Masters, Mariners, and Men in general of Merchant Vessels, who have been brought into this Province have been permitted to be at large, and to go where they chose.

Your threats of using with Cruelty Captain Lofthouse, or any other Person, whose misfortune it may be to fall into your hands, shall never intimidate me to sacrifice my honour, or the public Interest. I hope I shall never retaliate Cruelties upon the deluded Men, who may become Captives to His Majesty, or to punish the innocent for the Errors, or faults of the Guilty.

I mean not to irritate or to insult, I hope however you will excuse me for saying that there is a great difference between Mr Lofthouse the Master of a Merchant Vessel, and Mr Pickering the Commander of a Vessel of War in Arms, and Rebellion against his Majesty. – but suppose them in similar Circumstances, in that respect, why should a Man, who conducts himself with prudence, and discretion be cruelly treated, because another man behaves with impropriety and insolence. I never heard of Pickering untill I received your Letter, as I am not acquainted with the particular circumstances of his being taken, I decline being any ways concerned in his Exchange.

There is in this Province Mr Engs Master of the *Franklin* taken by Lieutenant Ellis of the *Hinchinbrook* off your Bar, he being the Master of a Merchant Vessel can not be deemed an improper Exchange for Loft-house.

Mr Engs with some others for particular circumstances have been confined in a healthy and airy situation, and directions have been given to supply them regularly with a reasonable allowance of Provisions at the Kings Expende.

Messieurs Freeman and Westcott I gave liberty six months ago to leave this Province, and they have been gone since that time. If you are not satisfied to grant Messieurs Kennedy and Bethune the same indulgence, rather than they should suffer as Prisoners I will take them in Exchange.

I shall in a few days send Mr Engs and some others of our Prisoners belonging to your Province with a Flag of Truce.

Mr Warner the Pilot of this Port, arrived here some time ago, I shall send by the Flag Mr Richard Stevens in Exchange for him, he might have broke his Parole, but I might with the same Justice demand that you would return Mr Logan who voluntarily and unasked engaged upon his honour to procure one of our people in your Custody to be sent in his stead.

I shall only observe, that with respect to Mr and Mrs Logan, and Messieurs Perronnean and Bellenger, who arrived in the *Betsey and Jenny* from London, that I did not consider them Prisoners of War, that with respect to the Logans they had my Passport to go to Georgia or Carolina, that I wished for their departure for their Convenience long before they went, and that I desired it might be understood by the two last, that I neither considered them as Rebels, or Prisoners of War, that they had liberty to go when, and where they pleased except to the Colonies in Rebellion into which I could not permit them to pass. If they were friends of Government it would expose them to persecution as they were at that time expelling all such from their Provinces, and that if they were not it would be strengthening his Majestys Enemies.

His Majestys Proclamation and my Proclamation forbid all intercourse, correspondence or connection with the Colonies in Rebellion, and I shall never encourage or permit this Province to become the Channel of unnecessary Correspondence with People, who are hostile to, and Opposers of his Majestys Government.

For the satisfaction of the Inhabitants of this Province, I expect you will send as you have offered all the Letters, that came by Lofthouse for this Province under a Cover directed for me. I am Sir [&c.]

Pat: Tonym.

[Endorsed] In Govr Tonym's (No 43) of 18th Sepr 1777.

1. PRO, Colonial Office 5/557, 358-60.

JOURNAL OF H.M.S. *Lowestoffe*, CAPTAIN WILLIAM LOCKER <sup>1</sup>

August 1777

At Anchor off Heneago [Great Inagua Is.]

Thursday 21st

At 2 AM hauld up Foresl & lay too At 3 Filld Mn Topsl  
at 7 Brot up wt the Small Br in 8 fm NW Point Hene-

ago NNWt distce 2 Miles At 11 Saw a Sail in the NW  
 Qr Made the Sloops Sigl to Chace People empd getting  
 Up Mn Top sal Wooding & Watering the Ship –  
 Pleasant Breezes & fair Wr At 3 PM The Sloop ret'd with  
 the Chace A Sloop<sup>2</sup> from Charlestown South Carolina  
 bound to Cape Nichola Mould with Rice at 6 Sent a  
 Midshipman & 8 Men on board At 8 Sailed for Port  
 Royl –

1. PRO, Admiralty 51/4247.

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

22 Aug.

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

[Extract]

Boston 22d August 1777

... the Marine board<sup>2</sup> is not organiz'd here, the marine department  
 Suffers for want therof, the *Boston* has been arriv'd About a Month – at an  
 Eastern port, and is now coming up our harbour. I deplore the loss of the  
*Hancock* Frigate, Several of poor Manleys men have got here from halli-  
 fax I have reason to believe he has done honour to his Country. The *Lee*  
 Capt Skimmer has been sail'd about a Month, I am daily expecting the  
 Arrival of some prizes from her tho we've not heard from him since he  
 sail'd. I verily believe if had he been in the Frigate in a certain Situation,  
 we shou'd not have lost either of the Frigates. I look on him to be Equal  
 in Judgment & Spirit to any man in the Northern Department, he carries  
 a strict Command and yet his Men merely Idolizes him. I shou'd be glad to  
 obtain an Order on the Commissary here for Pork for the Navy – if the  
*Boston* fits out soon, its not in my Power to Supply her with that Article  
 unless some shoud be sent in, there being none to be purchased in this  
 State ...

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

2. Continental Navy Board of the Eastern Department.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL<sup>1</sup>

Honble sirs

Boston 22nd Augst 1777

Mr William Jasper being employed to make Surgeons Instruments for  
 the Navy, Which he cant perform for the Want of Materials, he Applys for  
 ten pounds Cast Steel, Six smooth files half round, Six half Round Bastards,  
 four flat files of different Sizes.

I pray the honble Board wou'd be pleased to Order the above Articles  
 may be deliver'd him he paying for them, and you will Oblige Honble  
 sirs [&c.]

J Bradford

[Endorsed] In Council Augt 22d 1777 Read & Ordered that the Board of  
 War be and they hereby are directed to deliver Jno Bradford Esqr Agent  
 10 lb Cast Steel Six smooth Files half round & Six half round Bastards &

four Flat Files of different Sizes for Surgeons Instruments for the Navy in the Continental service – Said Bradford paying for the same

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

1. Mass.Arch., vol. 167, 179.

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

[Extract]

Providence Augst 22nd 1777

. . . The Bearer Mr George Olney goes on purpose to Carry the Accots for Buildg the 2 ships of War here,<sup>2</sup> who acted As Clark in that Transaction & is a Worthy Modest Young Gentleman, What a grait pittey it is they had not gone far out before Newport was Block up as Advised by the Comte & Council of war when the Capts & princple Offecers Acknow[ledged] they was as ready for the seas 9 Mos agone er now, & more hands belonging to them, Tho' a very grait Expenche has been Accrung upon them ever since, ~~They might have gone.~~ . . .

1. Brown Papers, JCBL.

2. Continental Navy frigates *Providence* and *Warren*.

JOHN HANCOCK TO CAPTAIN JAMES NICHOLSON <sup>1</sup>

Sir,

Philada Augt 22d 1777.

As the Enemy's Fleet are in Chesapeak Bay and may possibly turn their Views agt Baltimore, or at least make an Attempt to seize the Shipping in that Harbour, I have it in Charge from Congress to inform you, that it is their desire, in Case your Vessel cannot be saved from falling into the Hands of the Enemy otherwise than by destroying her, that in this Case you should destroy her, and at the same Time save as much of her Tackle, Apparel, & Stores as you possibly can.

Being thoroughly persuaded of your Zeal and Attachment in the Service of the United States, I make no Doubt of your exerting yourself on this and every other Occasion when called upon, in a Manner becoming your Character & the Trust reposed in you by your Country. I am, with Respect, Sir [&c.]

J H. Presid

Captain Nicholson Commander of the Continenl Frigate *Virginia* at Baltimore.

1. Papers CC (Letter Books of the Presidents of Congress), 12A, II, 252-53, NA.

CHARLES CARROLL OF CARROLLTON TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

[Extract]

Dear Sir/

22d Aug. 1777.

Mr Deards, who got here late yesterday evening, brought me the first authentic intelligence of the enemy's grand fleet being in our Bay. An express passed thro' this place tuesday morning with an acct that part of the Enemy's fleet was off the Mouth of Potowmack: I could not persuade myself that this fleet was any thing more than some ships sent to pillage & collect

Stock: but it seems that Howe's army is on board this fleet, & it is now plain he means to land at the head of the Bay: perhaps he will form an encampment in the isthmus or narrow neck of land between the two Bays, & thus inclose the Peninsula lying between Chesapeak & Delaware Bays: from thence he may flatter himself with recruiting his army with the disaffected & supplying it with provisions. – Pray let me know your determinations. Do you think it proper to call the assembly? can it meet, if you call it? I suppose the Enemy's shipping will endeavour to cut off, if it can be done, the communication between the two shores. Imagine the Militia, or a part of it, will be called out & sent to the head of the Bay? but what magazines are formed there for their support? & what can be collected to feed our militia, & Gen. Washington's army in the space even of 6 weeks? Imagine Howe's intention is to do what I have mentioned above, & when his army is refreshed to move towards Philada . . . .

1. Etting Autograph Collection, Signers of the Declaration of Independence, HSP.

MAJOR NATHANIEL SMITH TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir Baltimore the 22d August 1777 –

I Recd your three different letters by Express the Fleet Appeard off the mouth of this River before the last came to hand, cant yet tell what their intentions is. the headmost Ship, which from her Carrying a Flag at her maintopmast head, Suppose to be the Admiral has come too in the mouth of the Channel comming to this place, a few minuets ago, the wind now at S.W. a Small Brease dont imagine they will be Up this Night. – General [Andrew] Buchanan is doing all he can to git the Militia togeather hope they Will turn Out Well. Capt Nicholson is down here With all his men which has Nearly mand Our Lower Battery: I am not So well prepared as I coud Wish but Shant give Up the Fort, Without giving them Some trouble. I am sir [&c.]

Nath<sup>l</sup> Smith

P.S. Since Righting the Above, Observe the whol Fleet is Comming too off the mouth of the River Yours &c N Smith

1. Brown Books, V, 52, Md.Arch.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL <sup>1</sup>

August 1777  
Friday 22

At Sing: Anchor off Hollands Bay  
at 7 AM weighed as did the Admiral and fleet, our Signal to come under the Admirals Stern, made sail to the *Roebuck* ahead, who made a Sigl for the Adml to Anchor, having not water enough.  
[PM] Our Boats on board the *Roebuck*, to be placed on the different Shoals, at 2 Anchor'd in  $3\frac{1}{4}$  fatms, weighed and run for the Entrance of Elk River, till 3 fms and then came too, the *Roebuck* and many Transports anchor'd here, the Admiral and large Ships below us.

1. PRO, Admiralty 51/52.



CAPTAIN JOHN DAVID TO CAPTAIN GEORGE COOK, MARYLAND NAVY SHIP  
*Defence*<sup>1</sup>

Sir/ Galley *Conqueror* August 22nd 1777 –  
This morning we waid from Rock Creek Stood down to the Bodkin  
Saw the fleet all Lying in the Chanall of Patapscoe Sent the Barge to the  
Northerd to see if any was father up the Bay She saw a Sloop which we  
think was a guide for the fleete which got under way in form and Stood all  
up the Bay in forme we Leave You to Judge where thay bound – there is  
a great Number of them Ten or Twelve Ships of War and one Galley, I  
hope you will send us some fresh Provision and little Coffee & Veneger for  
we have nothing to Eat but Salt Meat. I am Sir [&c.]

John David

1. Red Books, XIV, 51, Md.Arch.

*Maryland Journal*, TUESDAY, SEPTEMBER 2, 1777

Williamsburg, Aug. 22.

It may not be unworthy of observation with what calmness we now  
hear of the approach of a fleet of two hundred sail. Two years ago a tender  
with half a dozen three pounders would have excited more consternation  
among the people than so formidable an armament does at present. Such  
are the glorious fruits of independence, which has delivered our minds  
from those shackles which an accustomed tyranny had imposed on them.

23 Aug.

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

At a Meeting of the Governor and Council of Safety held at

Hartford 23rd August AD 1777

This day Mr Jonathan Woodworth Prize master of Brigantine *Honor*  
bound from Dartmouth in England to Newfoundland Taken by the *Oliver*  
*Cromwell* Seth Harding Esqr Commander on the 8th July last in Lat: 45.  
Long: 34. is Safe arrived at Dartmouth New England, came before his Ex-  
cellency and Council of Safety, and reported the Cargo as follows viz 2  
chests Tea – 15 hhd Porter – 1 Case Linens – 8 bbls Pitch – 5 bbls Tar – 3  
Cask Leather and Cloathing – 50 Thousand wgt Bread & flour – 2 Tons  
Cordage – 2 pipes Port wine – 120 bbls pork – 120 bbls Beef – 180 Firkins  
Butter.

A Letter made out and forwarded to the Marine Board respecting the  
Continental Ship of War building at Middletown in this State under the  
direction of Capt John Cotton.

1. Council of Safety Journal, vol. 1, ConnSL.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT, JR., BOSTON<sup>1</sup>

Sir

Hartford August 23d 1777

I congratulate you on Capt Hardings Success, he has sent into Bedford  
a Prize Brigantine called the *Honour* John Jackson late Master with a  
Valuable Cargo –

we depend you will take Charge of her, & pursue proper measures for her Condemnation with your wonted Prudence & Dispatch, as Part of her Cargo is very valuable, & lying at Bedford may be attended with some risque, we have given Mr David Trumbull Orders to receive Six Cart Loads of the most valuable Articles, & transport the same into this State, which you will please to Order him delivered accordingly – Capt Harding was in the midst of a small fleet of merchantmen, 15 Sail under a weak Convoy, should he be so fortunate as to send in any more of them, we shall depend upon your Care to pursue such measures as necessary.

You will please to advise me of what is Needfull from Time to Time & believe me Sir your [&c.]

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

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

Dear Sir

Kingston 23 Augt 1777

Mr Deane in a Letter of the 28 May, after recommending an attack on the Greenland fishery & Hudson Bay Trade, desired me to communicate the following Plan to Congress vizt “To send three frigates loaded with Tobacco to Nantz or Bordeaux, equipped in the best Manner and on their Arrival hide the chief of their Guns and appear as Cruizers. Intelligence may be had every week what the station of the British Fleet is, and how the Coast is defended, and a sudden Blow may be struck which will alarm & shake Great Britain to the Center. This Plan will appear bold & extravagant – so much the more likely to succeed as it will be unexpected, & the plundering and burning of Liverpool or Glasgow would be a most glorious Revenge, And believe me it is very easily effected – I dare put my Life on the Issue of it, if left to my Management, and I can get good Men to execute.”

This was a favourite Plan of Mr Dean before he left Philadelphia, and I confess I wish the Experiment may be tried. The greatest Difficulty I fear would be to get the frigates well manned &c safe to France – I am Sir [&c.]

John Jay –

1. Berol Collection, CUL.

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

Philada, Saturday, Aug. 23, 1777.

The Navy Board informed the Council by Letter, that the Continental Navy Board, had requested that “Three of our armed Gallies & Two fire Vessels” may be sent down to the assistance of Capt. Alexander, & requested the order of Council thereupon. –

On consideration Agreed, That the request of the Continental Navy Board, be complied with; but that it be recommended, to the State Navy Board, to inform the Gentlemen aforesaid, that the Council think it necessary to observe, that the Gallies are not constructed for rough water & that they hope the Boats will not be run into unnecessary danger.

1. Supreme Executive Council Minute Books, vol. 6, 110–11, Pa.Arch.

PENNSYLVANIA NAVY BOARD TO CAPTAIN THOMAS MOORE <sup>1</sup>

Sir, State Navy Board [Philadelphia] August 23d 1777  
 The board request you, with the Captains [Nathan] Boys and [Isaac] Roach of the Gallies,<sup>2</sup> and Captain [Griffith] Jones of the fire Ship *Strumbelo* to proceed with the greatest dispatch and join Captain Alexander<sup>3</sup> whose orders you and the others above mention'd will strictly obey – Capt [Martin] Wirt will deliver you one hogshead of rum and as much beef and pork with bread for six weeks cruise for all the vessells under your command which you'l see them provided with – At Reedy Island apply to Captain [Leeson] Simmons or Mr Benjamin Hall who will supply you with what fresh provisions you will have occasion for – Captain Alexander has orders to take particular care that you are not order'd too low down or into ruff water than your Vessells will be sufficient to be safe in.

1. Navy Board Minute Books, vol. 2, Pa.Arch. Moore commanded row galley *Hancock*.

2. Commanding, respectively, *Franklin* and *Congress*.

3. Alexander commanded the Continental Navy frigate *Delaware*, and was in charge of the expedition down the Delaware River and Bay.

MAJOR NATHANIEL SMITH TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir Fort at Whetstone Augt 23d 1777.  
 The last of the enemies Ships weighed Anchor yesterday morning at half after eight OClock & Stood Up the Bay: am informd this day by two Gentlemen from the head of the Bay that they have landed 200 men on Presuse [Spesutie] Island, Supos'd for Stock. Mr Garthes of this place cros'd Susquehannah at 5 OClock last evening, Says one Divission of the Fleet was Standing for the Head [of] Elk the Other for Susquehannah or Charles Town. – its probable After landing their men, they may Attempt our Fort, if it Shoud be the Case will give them as warm a Reception as in my Power. – have been informd that its the General oppinion of the people at Annapolis that they [ca]nt hold that place, against So large a Fleet as is Above Us – if thats the case, woud it not be best, to try to save this – by Sending Some of the 18lb guns by land here, We have much the Advantage as nothing Larger then a Frigate can git Up. if the Gallys had their guns they woud in my Oppinion be Able to Prevent the enemie landing in the Ferry Branch Above Us – & wou'd be in a Very Safe Place as the Water is Very Shoale, Up towards Elk Ridge & the Channel Crocked – youl See by my last Return I am Very Weak as to guns having only 6.18 pounders – think if the Gallies had their Guns, & I had Ten 18 pounders more With the Assistance of the Frigate & *Defence* We cou'd Prevent them from taking this place by Water, the men Under my Command are all in high Spirits – Shoud be glad to have your Oppinion & Instructions by Return of Express. I am Sir [&c.]  
 Nath<sup>l</sup> Smith

1. Brown Books, V, 50, Md.Arch.

*North-Carolina Gazette*, FRIDAY, AUGUST 29, 1777

Wilmington, August 23.

On Thursday last arrived in this Port, the Letter of Marque Brigantine

*Resolution*, belonging to this Part of the State, and commanded by Joseph Meredith; accompanied by a large Ship called the *Polly*, Capt. Thomas Collart, bound to Jamaica from the Mississippi, which he met with in his Return home, in Lat. 30, Long 75, and which he has conducted to a good Anchorage in Cape Fear River. There is no Doubt of her being a Prize, and will sell to a considerable Amount, being well fitted, and loaded with a Cargo very suitable to the West India Market.

24 Aug. (Sunday)

RICHARD BULKELEY TO CAPTAIN SIR GEORGE COLLIER, H.M.S. *Rainbow* <sup>1</sup>

Sir

Secretarys Office Halifax 24th August 1777.

Your Letter dated the 17th of this Month from His Majestys Ship *Rainbow* in Machias Harbor, & address'd to the Lieutenant Governor & Council, was received Yesterday; & I have the Honor on their behalf to acknowledge the Signal Service You have done for the Frontier Settlements, in that part of this Province; by the readiness & zeal wherewith You have pursued the Views of this Government; in destroying the Preparations which the Rebels had been making at Machias to attempt an Invasion; – for this Service, Sir, executed with that Alacrity, which You have always shewn for the Kings Service on this Station, the Lieutenant Governor & Council request You will accept their best Thanks. I have the Honor to be respectfully Sir [&c.]

Rich. Bulkeley Sec. Prov.

(Copy)

[Endorsed] No 2 In Sr G. Colliers Letter of 9 Octo

1. PRO, Admiralty 1/1611, 79.

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

Hond Sir,

Portsmouth August 24th 1777.

Yesterday Genl Whipple shewed me a letter which he had just receiv'd from you by return of Express wherein you mentioned my having Orders for France, I apprehend you allude to my former Orders from the Secret Committee, as I have receiv'd none lately to that Effect, as the *Raleigh* and *Alfred* have proceeded for France, should any Enterprize be adopted there I dread the thoughts of being set under that Mans command, who tho' he may be a good Carpenter, is by no means conversant in an Enterprize, or in the Art of War; and indeed I cannot consider any Man as my Senior Officer who durst not step forth at the beginning in such Ships as the *Alfred* then was, nor will I ever draw my Sword under the Command of any Man who was not in the Service as early as myself unless he hath merited a Preference by his superiour Services or Abilities. If the principle with Whom I was connected behaved out of Character and was incapable as was certainly the Case, I am ready to prove before you and the World, that I have not merited the heavy Stigma of being Superseded by thirteen Persons whose superiour Pretentions either as to Services or Abilities are at best Presumptive, for Heavens sake dear Sir, guard me against such Connections, which would be far worse than death. I know I can prove by my Conduct that I have not

merited to be superseded, give me but an Opportunity of proving it, I ask no more.

Altho' I assisted Captain Thompson with some hands, I expect to have the *Ranger* at Sea within a fortnight.

I am in the Sincerity of my Heart with Perfect Esteem Honored Sir  
[&c.]

Jn<sup>o</sup> P Jones

1. Papers of John Paul Jones, 6623, LC.

CAPTAIN JOHN PAUL JONES TO CAPTAIN HECTOR MCNEILL <sup>1</sup>

My dear Sir,

Portsmouth August 24th 1777.

I am happy to hear of your safe arrival at Boston. – I am almost in readiness for Sea, so that I cannot hope for the pleasure of seeing you in Boston before my departure; you will oblige me much by a Copy of your prisoner's scheme of quartering the Officers and Men in different rates of the Enemies Navy and what he conceives to be their duty respectively. – Thompson and Hinman are gone; and by the Accounts of Fishermen off the Isle of Shoals, the *Raleigh*, sails very fast – I am sorry you went to Boston <sup>2</sup> – why could not you and I have a Frolic together, – the *Boston* would have been refitted here as soon as the *Ranger*, will be ready, had we bent our Course Eastward as the others have done. – I am at a loss for Top swivles – I wish you could Spare me those of the *Boston* – as they could easily be replaced at the Air Furnace, before you will be in readiness. – I will hope to hear from you shortly, and in the mean time with my respect to your Family I sincerely am, – My dear Sir, [&c.]

Jn<sup>o</sup> P Jones

1. BMS.

2. McNeill had put into Wiscasset July 16, 1777, and had then proceeded down the coast in the *Boston* by easy stages, with stops at Falmouth and Portsmouth, reaching Boston on August 23.

CAPTAIN JOHN PAUL JONES TO MARINE CAPTAIN MATTHEW PARKE <sup>1</sup>

Sir

Portsmouth 24th August 1777.

Yours down to the 21st is with me. – with respect to the Swivels unless they can be done this week the time will not now Admit to have them Cast – therefore desire Captain Bradford to Apply for Captain McNeills or any other Eight Short Swivels fit for Tops and Send them here without loss of time. – Should not Colo Fraizer continue determined to proceed in the *Ranger* the Qr Cask of Wine will be more than Sufficient for my own Stores – however I have sent you two hundred Dollars – to pay Major Swan &ca but the Wine must be Bottled and Sent round here immediately Other wise you are not to take it. – you had no Orders to purchase for the *Ranger*, – therefore need not have laid out the Money which was given you for another purpose especially as the Agent was on the Spot.

I want the Sewing and Whipping Twine in the possession of Captn Bradford which was purchased by Captn Roach for the *Ranger* – their being none here at present to finish the light Sails. – I sent you a large Packet P

the last post inclosed to Messrs Livingston & Turnbull but, as you make no mention of the receipt of it – I fear those Gentlemen must have left Boston before the Mail reached it. – the Packet contained letters of great importance to my friend Mr Hewes. – I have written to the post Master and desired him to put the packet into your hands. – should he do so you are to break it Open and forward the Packet for Mr Hewes under a cover directed for the Honble Robt Morris Philadelphia. – Your letter contained an Order from the Master of the *Alfred* to his Wife for the Delivery of my Copper Stove. You must Apply for the Stove with or without the Order – and endeavour to procure from 40 to 60 Sea Hatts or if they cannot be had – send as many Dutch or Kilmarnock Caps for the Seamen. – My Old St George's Ensign was forgot at Captain Bradfords – let it be Sent. – Mr Cairns will oblige me by Sending Deep Sea and lead Lines – I believe we want little else in his way except what was lately Ordered – The Topsail Sheets are Made and the Topsails Bent. – When these things are Shipt you are to return here as soon as possible and bring with you the Agent's Account of Money Supplied me as Commander of the Sloop *Providence* and ship *Alfred* – Also the Invoice of Slops & Cloths sent round here for the *Ranger*. – the Cartridges Mr Wallingsford tells me are Suited to the Muskets. – You are not to loose a day or hour at this important Season – I have not Sat down myself except at Mails [*sic*] or to write letters since I took this Command. – should Mr Livingston be gone for Philadelphia you may Apply to Mr Russell – Mercht and ask him whither he hath been requested by Mr Livingston to Accept of my Agency. – I have not the pleasure of being Personally acquainted with Mr Russell – but am so much pleased with his Character that I would give him the preference and Use my influence with the Officers and Men in his behalf. – should you not return here this week write me P Thursdays post – every letter you send by the Stage costs three times the postage.

You must procure for me a Waste Book and Ledger of about two or three quires of good paper – Also a half a Ream of different Sorts of post and writing paper, a Small Box of good wafers – an Almonick – Six Books of large Sized writing paper containing one or two quires each unrulled. – And ask the post master to let me have two glasses for the pewter Ink stands which I had sometime ago from his Old Man – as those I recd were on arrival Broken and others cannot be procured here – I am Sir [&c.]

J.P.J.

1. Papers of John Paul Jones, 6621, LC.

ADVERTISEMENT FOR A DESERTER FROM CONTINENTAL NAVY BRIGANTINE  
*Resistance*<sup>1</sup>

Twenty Dollars Reward

Deserted from the Brigantine *Resistance*, Samuel Chew, Commander, Samuel Culver; He is a lusty well set Man, of a down, or Indian shade, is by Trade a Mason, and is supposed to be lurking about Groton. Whoever will take up the said Deserter, and send him on Board the above named Brig,

or secure him in Gaol, that I may have him again, or send him on Board any of the United States Ships, so that he may serve the Time he Inlisted for, shall be intituled to the above Reward, and all necessary Charges paid by  
 Samuel Chew

Brig *Resistance*, New London, August 24, 1777.

1. *Connecticut Gazette*, September 5, 1777.

HENRY MARCHANT TO GOVERNOR NICHOLAS COOKE <sup>1</sup>

[Extract]

Honored Sir,

Philadelphia August 24th 1777 –

I have by no Means been unmindful of the unhappy Situation of the State of Rhode Island. A very large Body of the Enemy long since took Possession of near a quarter Part of that State, and altho' the Enemy have called off from Time to Time great Part of their Forces there, Yet Their having gained a Possession, aided still by Their Ships; the Force of the State with the small Aid received from Our Sister States have not yet enabled Us to dislodge the Enemy. – In the mean Time, the whole Trade and Commerce of the State, as well as the Continental Ships have been blocked up. –

Taking into Consideration that the Enemy have seen proper to make this Campaign so far to the Southward and Northward as I am in Hopes will give an Opportunity to raise a sufficient Force of Millitia and State Battallions to induce Our State joined by Massts and Connecticut to make an Attempt upon Rhode-Island: – And in Order to give a Spring to such a hoped for Design; and wishing at least to get Our Shipping and Continental Navy out to Sea, – I ventured to draw up the enclosed Resolutions and to prefer Them to Congress: – They were by Congress referred to the Marrine Committee, and obtaining a favourable Report from that Board, I finally got Them passed by Congress nearly as I had at first drawn them up.<sup>2</sup>

If They should be thought by the Navy Board for the Eastern Department and the Councill of War of Our State, to have been idle, inexpedient or unadviseable, I shall but have lost my Pains, not doubting but they will be candidly considered. – If on the other Hand, They should meet the Approbation of the State I have the Honor to represent, I shall feel myself amply rewarded: – And should They prove efficacious in delivering Our Trade and Commerce and the Continental Navy, from its present Embarrassments my every Wish will be unspeakably gratified. – I thought I could not well answer it to the distressed State of Rhode-Island &c to remain an Idle Spectator of the Calamities to which it has been reduced without receiving any Continental Aid, while so many Thousands have been expended in the particular Defence of Delaware Bay and River; – Not less than ten Fire Ships, besides several large Gallies having been ordered by Congress, exclusive of very great Continental Assistance in constructing and raising of Batteries &c. &c. –

I would by no Means however wish to see the publick Monies expended

in Our State, without a hopeful Prospect of its being really beneficial. – And I would therefore strongly recommend that it be first well considered. – I doubt not You will have the same Resolves inclosed to you by the President; <sup>3</sup> but I have hitherto made it my Duty to transmit you all Resolves that respect Our State – I could wish the Hints I offered some Time past, of sending out two armed Briggs on a Cruize, and to France for Cloathing &c four Our Soldiery may be thought worthy of Attention; especially if Our Harbour should be opened –

Just as Congress as well as Genl Washington had concluded Mr How had most certainly sailed for South Carolina, and an Expedition was forming four Our Army, and some of Them had began to move again Eastward, An Express denounced, Mr How's Appearance with a Fleet of 260 Sail almost up to the Head of Cheaspeak Bay, Genl Washington immediately ordered his Army to march this Way – The main Body of His Army this Morning passed thro' this City. – From the State House We had a fair View of Them as they passed in Their several Divisions – The Army alone with the necessary Cannon and Artillery for each Division, exclusive of Their Baggage Waggons, Guards &c which took another Rout, were upwards of two Hours in passing, with a lively smart Step. . .

It is just reported that How has begun a landing about seven Miles below the Head of Elk. . .

1. Letters to the Governor, vol. 11 (1777–78), R.I.Arch.

2. The Marine Committee reported on Marchant's resolutions on August 21. See *Journal of the Continental Congress* entry of that date.

3. Copies of the resolutions were sent by Hancock to Governor Cooke and Rhode Island Council of War on August 25. Letters to the Governor, vol. 11 (1777–78), R.I.Arch.

#### JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW <sup>1</sup>

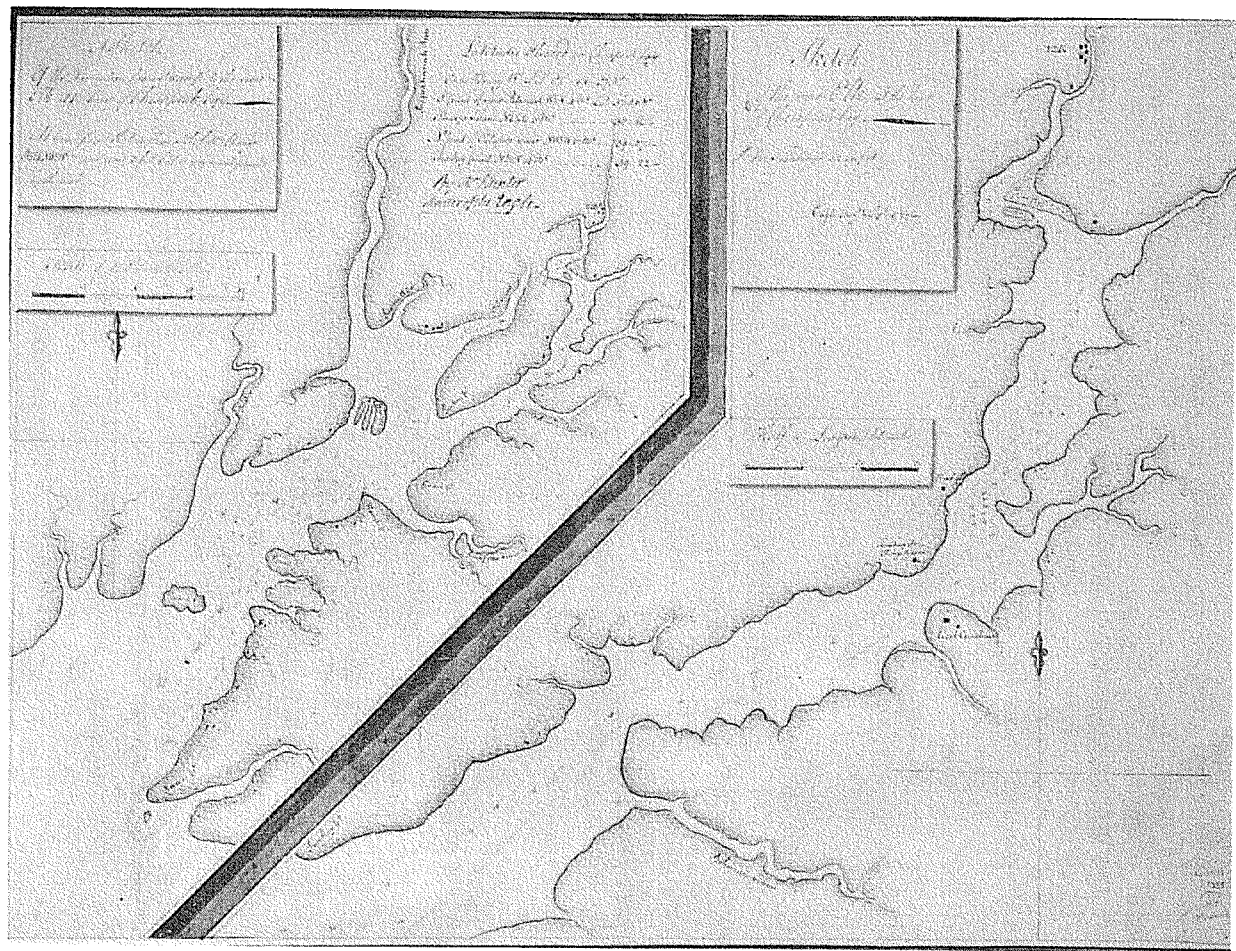
August 1777  
Sunday 24th

In Delaware Bay [Anchored near the Brandywine]  
at 5 AM Do Mr Barry came onbd with a Flag of truce  
from Philadelphia ½ past do Saw severl sail of Vessels  
coming Down the bay towards us (they being) the Rebell  
Squadron ½ past 7 Mr Barry ret'd to his Flag of truce  
at 8 Do being flood made the Signl & weigh'd with the  
*Camilla* & *Pearl* & gave chace to the Rebels at 9 Do the  
Rebel Squadron consisted of ten sail (Vizt) 5 Ships, 2  
Briggs, 2 Sloops & 1 Schooner <sup>2</sup> Tkd & Stood up the Bay  
with all the Sail She could Set at noon Still in chace  
of the Rebels, they about 9 or 10 miles ahead of us.  
Do wr PM Still in chace at ½ past 1 Do being very  
little wind the tide almost Done & not the probability of  
coming up with them, Anchord about 3 Miles above the  
upper middle in 6 fm Bombay hook NWbW about 8  
miles at 6 Do the Rebels almost out of Sight.

1. PRO, Admiralty 51/548.

2. Fleet commanded by Captain Charles Alexander, Continental Navy frigate *Delaware*.





AQUILA HALL TO GOVERNOR THOMAS JOHNSON<sup>1</sup>

[Extract]

Dr Sir

I have sent express to let you know the Enimys Fleet now lays off[f] the mouth of Elk River and down towards Sassafras river. I have been watching them this day or two and have Ordered the Militia to Assemble at Swan Town this day. I was there yesterday with a few men, and there was a Brigg, a Sloop, a Gondola, and one or two small Craft pased by Swan Town, about a Mile Above the Place and then the Brigg and Sloop returned back, but the Gondola and a small vessel went up to the mouth of Susquehannah and then returned to the Fleet as did all the rest, If a few Cannon had been Planted at Swan Town they might have Prevented the Vessels from going by Swan Town; after the Vessels had returned to the Fleet Captn Francis Holland with two of my sons, Two of the Paca's and two or three more passed over to Spesutie Island with intent to drive off what Stock they could, but before they return'd with a Parcel of Cattle there came a Sloop and Schooner two Armed Vessels and Anchored opposite a sand bank where Captn Holland was Obliged to drive the Cattle by within Abt  $\frac{1}{4}$  of a mile of the Vessels and as soon as the Enemy saw Captn Holland enter the beach they sent off[f] a boat with men to head him, and at the same [time] began to play on him & men with Cannon ball & Grape shott which drove the Cattle back and then Captn Holland was Obliged to retreat down the Island where I sent Canoes to take them off, the Tenders Continues at Anchor yet, and I Intend this day to make another tryal to gett some of the stock off[f], If no more Vessels comes to Assist those that are there then is a fine Parcel of stock on the Island and its a Pity it should fall into their hands. . .

Sunday 10 OClock August the 24th 1777. Aquila Hall Lt. Harf[or]d Coty

1. Red Books, XVIII, 102, Md.Arch.

HENRY HOLLINGSWORTH TO GOVERNOR THOMAS JOHNSON<sup>1</sup>

[Extract]

Honord Sir

Head of Elk 24 Aust 10 oClock [1777]

I take the Liberty to informe you that the British fleet is now Laying in the Head of the Bay they are situated from Turkey Point to Howels in an oblong forme on Board of one of the Largest Ships is a Blew Flagg which induces me to think Admaral How is on Board, there are two or three Small armd yessles gone into the mouths of Susquehanah and North East pehaps with intent to stop Susquehanah Ferry the Mouth of Elk River and Sasiffrass is intirely shut up as the Fleet Lays as thick as possible before them, there appeard Last Evning a Disposission to Land as a Number of Boats ware Hoisted out, there is many Light Horses on Board very evident to be seen and from every appearance at present they intend to Land on Bohemia and the Southeast Side of Elk River there is more stores hear than can possibly be remov'd in time I fear . . . I have taken the Liberty to acquaint Congress of our Situation, and that of the Fleet, being

Imbouldend thereto by the Nesessety of the case and my Situation.<sup>2</sup> I shall use every means in my powr to remove the Stores and Flatter my selfe the Militia will come in time to seport this Post. I am [&c.]

H Hollingsworth

1. Red Books, XVIII, 47, Md.Arch.

2. Hollingsworth wrote two letters to John Hancock on this date, Papers CC (Letters Addressed to Congress, 1775-89), 78, XI, 227-30, 231-32, NA.

“GENERAL DISPOSITION PREPARATIVE TO THE LANDING OF THE  
[BRITISH] ARMY”<sup>1</sup>

The *Vigilant*, *Swift*, *Senegal*, *Sphynx*, *Apollo* and *Roebuck* are to form the advanced Detachment of the Ships appointed for covering the Descent. The Captains will take their Stations in the Order of Succession annexed for proceeding up the Elk at Day-Light to-morrow Morning, or as soon after as the Signal for that purpose is made from the Ship in which the Admiral is embarked. They are to be prepared with Stern-Cables and Springs, for taking their Covering Stations according to the Appointments that will be timely signified in the Progress of the Operation.

And for greater Expedition in the Conveyance of those Orders, a Boat from each Ship is to attend the Admiral, who will be forward with the leading Ships, to give the further Directions in these several Respects necessary.

Captain Duncan will command the Flat-Boats.

The Troops of the First Debarkation will be ready for embarking in the Flat-Boats by 3 o’Clock to-morrow Morning; at which time the Night-Signal for embarking them will be made, if the Weather is suitable for the purpose.

As soon as the Troops of the First-Debarkation are assembled in the Flat-Boats, the Boats are to rendezvous with them onboard the *Roebuck*, there to wait for further Orders.

If the Weather should in the mean time prove unfavorable for Landing the Troops, the Signal for countermanding the Landing will be made by the Admiral; and the Troops are in that Case to be carried back to their respective Ships. The Boats are to wait alongside the several Transports for further Directions.

The Flat-Boats with the Troops proceeding up the Elk are to follow the Covering Ships.

The Transports of the Second and Third Debarkations, Artillery, Horse-Ships &c, are to succeed, according to the Orders that have been already communicated.

The particular part of the Shore on which the Landing is to be made; The Placing of the Covering Ships and other Arrangements regarding the general Conduct of this Service, will be regulated in the Progress thereof as Circumstances may require.

Given onboard His Majesty’s Ship the *Eagle* off of Elk River the 24th day of August 1777.

Howe

To Captain Philemon Pownoll  
 Commander of His Majesty's  
 Ship the *Apollo*.  
 By Command of the Vice Admiral  
 Josh Davies

[Enclosure]

North

*Vigilant*

*Swift*  
*Sphynx*

*Senegal*  
*Apollo*

*Roebuck*

---

Flat-Boats with First Debarkation

---

Transports with Second Debarkation

---

Transports with Third Debarkation &c &c

1. Simcoe Papers, CL.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL <sup>1</sup>

August 1777                      Moor'd in the Elk River  
 Saturday 23                    at 11 AM the Adml weighed and cross'd a bar of  $3\frac{1}{2}$  fms  
    water.  
    First part mod. and Sultry with Rain and Lightning, latter  
    clear and Sultry PM our boat rowing Guard all night,  
 Sunday 24                    AM many Transports about, the *Eagle* and the other two  
    Deck Ships above 2 Miles below us not being able to come  
    any higher up, being no more than 18 feet water where we  
    lay, at 10 the Admiral came up in his Boat, many People  
    seen on the Shore, but did not appear to be armed.  
    Mod: and Sultry with lightning and Thunder in the  
    Night, PM the Flat Boats prepared to disembark the  
    troops, weigh'd the Stream anchor and warped the Ship a  
    little higher up; departed this Life Mr Jas Sandilands  
    midshipman

1. PRO, Admiralty 51/52.

JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS <sup>1</sup>

August 1777                      At Anchor off the River Elk -  
 Saturday 23d                    at  $\frac{1}{2}$  past 10 AM weigh'd & came to sail, stood upwards  
    towards Turkey Point and pass'd over a mud Bank with  
    20 feet on it.  $\frac{3}{4}$  past 11 Anchd in 7 fm soft Ground, veer'd  
    to  $\frac{1}{2}$  a Cable & Steadied with the Kedge.  
    The first part Modt breezes, with thunder, lightening &  
    rain, Middle light airs & Cloudy, latter little winds &  
    do at  $\frac{1}{2}$  past Noon made the *Augusta*, *Somerset*, *Non-*

*such & Isis's Sigls to Anchor, carried out the Kedge Anchor to steady the Ship, at 10 Slip'd the Kedge Hawser, & carried out the Stream Anchor to the NW, made the Sigl for the Lieutnt of the York Sloop –*

Sunday 24th

The first & Middle parts Modte & Cloudy, the latter light breezes & fair, at  $\frac{1}{2}$  past 5 Sent two Officers, 12 Flat Boats & a Gally on service, at 6 made the Sigl for the Capt of the *Sphynx* –

1. NMM, Admiralty L/E/11.

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

August 1777

Sasafras point SWbS 1 Mile

Sunday 24th

AM employ'd Sounding but Cou'd not find Water to Join the Adml at Noon sent 2 Lieuts with petty Officers & Men for a Gun Boat & 11 flatt boats to Attend the Army

1. PRO, Admiralty 52/1880.

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

August 1777

Pooles Island SW 4 or 5 miles

Sunday 24th

AM at 11 the Adml made our Sigl to Weigh Weighd & Came to Sail Do receivd on Board a Pilot the Adml made our Signal Came to with the Stream anchor in 5 fathom the Est Point Spiesutie Island NbE $\frac{1}{2}$ E 4 or 5 miles Sasafras Point SW $\frac{1}{2}$ W  $\frac{1}{2}$  a mile Turkey Point NE $\frac{1}{2}$ E 2 Leagues Opend a Cask of Pork 114 Contg 320 Short 13

First part fresh Breezes & Cloudy, Middle hard Squalls with thunder & Lightning & Rain Do let go the Small Bower run to  $\frac{1}{2}$  a Cable P.M. the Adml & All the Fleet Anchord in the mouth of the Elk Punishd Robt Dalzell with 12 lashes for Drunkeness mand 13 flat Boats with 10 men a Coxen & Petty Officer Each and Sent them on Duty with Lieutenants [John] Polkinghorne & [William] Meeks Do all the Transports & Adml Howe with his Flag on Board the *Roebuck* Sailed up the Elk

1. PRO, Admiralty 52/2000.

BRIGADIER GENERAL ANDREW BUCHANAN TO THE PRESIDENT OF CONGRESS <sup>1</sup>

Sir,

Head Quarters Baltimore 24 August 1777.

Capt John David of the *Conqueror* Galley who was dispatched to watch the Enemy is returnd and reports that he had proceeded in Sight of them, as far as Pooles Island where he landed with 20 Men Armd, and Colo Richard Lloyd came over to him and informd him that he counted the Fleet as they past his House, & that they consisted of 200 odd Transports, & 30 Vessells of War – That the Transports all went up Elk River Yesterday

Morning, and most of the Armd Vessells 5 of which of the largest lays from Sarsafra up to Turkey Point across the Bay, the others appear to have gone up to Turkey Point and above it. That the Fleet went in four divisions Guarded by the Ships of War all round, and in the midst as in the annex Plan, the *Roebuck* aHead Sounding, with small Vessells which she placed on each Shoal or Point. —

*Roebuck* a Tide ahead  
Van

three large Ships of 50 & 60 Guns

Frigate	Division of Transports	Frigate	Division of Transports	Frigate
Frigate	Transports	Frigate	Transports	Frigate
Frigate	Transports	Frigate	Galley	Frigate
Frigate	Transports	Frigate	Transports	Frigate
Frigate	Transports	Frigate	Transports	Frigate
	Galley			

Three Capital Ships

That there was many Transports with Troops, some with Horses & some with Hay. That the Transports consisted of Ships, Snows, Brigs, Schooners & Sloops. I thought this Intelligence of consequence and therefore transmit it by Express. I have the Honor to be Sir [&c.]

An<sup>d</sup> Buchanan

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, II, 233–36, NA.

WILLIAM AYLETT TO JARED TRACY, BOSTON <sup>1</sup>

Sir

Williamsburg Augt 24th 1777.

The Briggs *Defiance* & *King of Prusia*, after a long delay, longer I think than was absolutely necessary, are ready to depart, & intend attempting to Escape in the Approaching dark Nights. I wish them Success & hope to God they will arrive Safe they have been now more than A month reparing at Portsmouth. the expence attending the repairs & additional Supplys since my last will be furnished you by Capt Paul Loyal one of the Gentn who Superintends the Continental Ship Yard in this State, & I have desired him to give you his Oppinion respecting the Brigg *Defiance*, it being my Oppinion that She was sent out under an Idea of her falling into the Enemies hands, for the Capt Acknowledgees that She left her Port in a leakey condition & without proper Sails, both as to number & Condition and it is my Oppinion that the Continent ought not to pay for the time it has taken to repair her, or to Sustain the loss of part of the flour which was dam[age]d by their neglecting to pump the Vessel in due time. I fear the whole of this flour will be injured by long lying in a hott hold, altho it was good when I examined it about three weeks ago.

I fear Six of your Vessels will fall into the Enemies hands to wit. Taylors, Atwoods, Riggs, Jas. Perkins, Trasks & Stephen Lows. they are blocked up by the Enemies fleet at the head of Elk, where they were sent with Indian Corn & where they have been unaccountably detain'd. they

left this the last of June indeed Taylor & Atwood received their Loads early in June and were long detained by the Enemy and Contrary winds at York. Trask about the last of June, Low a little After & Perkins about the middle of July. the first of them has had time enough to have been back from Boston, While they have been laying there Witham, Bennett & Hunt got back just before the fleet appeared in our Bay, they say the Vessels lay at Elk a fortnight before – A Single Article was taken out of them. these three I hope will be ready to depart in a few days, this flour business I fear will be productive of great loss to the Continent as besides the detention & loss of Vessels, there is a large qty of flour Stored that I fear will perish. I am Sir [&c.]

William Aylett

1. Miscellaneous Letters, Force Transcripts, S-W, LC.

GOVERNOR RICHARD CASWELL TO STATE TREASURERS <sup>1</sup>

State of North Carolina

Richard Caswell Esqr Governor &  
Commander in Chief of the said State

To either of the Public Treasurers –

You are hereby required to pay to Henry Toomer or Order two thousand pounds Currency, for the purpose of paying off the Crew of the *General Washington* (a Country Ship) and for fitting out the said Ship for which the said Toomer as Commissioner of the Ship aforesaid is to Account with the Public, for your so doing this shall be your Warrt

Given under my hand & Seal at Arms  
at Newington the 24th day of August  
Anno Dom. 1777.

R Caswell

1. Treasurers and Comptrollers Papers, Military Papers, NCDAH.

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

Sir

Antigua 24th of August 1777.

Please to acquaint my Lords Commissioners of the Admiralty, that Yesterday arrived here His Majesty's Brigantine *Badger*, by whom I have received the Several dispatches for the different Governors, which I will forward to them by the earliest opportunity. I have also received Copys of Lord Germain's Letters to the Governor of this Island, from which I perceive His Majesty's Intentions are to give the whole Value of the Prizes taken by the Non Commissioned Vessels to their Owners, unless the Owners of those I have Caused to be Seized by pertinaciously persisting in the Prosecuting of the Suit against me, for having acted in the discharge of my Duty, should remove the favorable sentiments His Majesty entertains for them, and Render themselves unworthy of so particular a mark of His Royal Favour; whether they will or not by this Conveyance I shall not be able to acquaint their Lordships, as I make use of the Opportunity of the *Badgers* going to Jamaica to send this by the first Packet from thence. I beg to observe to their Lordships, that the Owners of None of the Non Commissioned Privateers

except the *Hamond*, attempted the Prosecution of any suit against me, though they were detained the same Manner as she was, and most of their Men: They were always very glad to have their Vessels returned back to them on asking for, and promising not to fit them out again as Cruizers, which promise they never kept, as some of them were twice taken and released again.

The *Hammond* was a second Time taken and they might have had her then for asking, as I never refused giving her up; but they took another Method, as their Lordships have already been informed. As She had not taken any thing, the Owners of Her cannot partake of His Majesty's Goodness, therefore they Yet may Obstinate persist; for the Two Extraordinary Verdicts they have Obtained, they may think will make up to them for their Want of Success. I sincerely wish they may not; and that every thing may be amicably settled, I beg leave to return my thanks to their Lordships, for their directions to their Solicitor to take the Cause in Hand, neither myself nor Captain Dumaresq have yet payed any Money, but have been obliged to keep out of the Way 'till we heard from England.

Their Lordships being so good as to Confirm the Commissions I gave in consequence of Captain [Thomas] Wilkinsons Death, Captain [Thomas] Windsor now takes the Opportunity of Returning to England, by the Packet from Jamaica; and I have appointed Mr [John Auriol] Drummond first Lieutenant of the *Portland* to the Command of the *Beavers Prize*, late the *Oliver Cromwell* Rebel Privateer, who will sail the first Week in November with a Convoy for England as I cannot Get Guns fitt for her here; of which I wrote their Lordships by the *Camel*. I have received Petitions from the Islands to appoint a Convoy after the Hurricane Season is over, and as I have reason to believe it will be a very large one, I must also send home the *Grasshopper* with them; I am sorry to find that Captain [William Clement] Finch pursuant to his Orders did not Join the Tortola Ships, it might be owing to bad Weather as it is dangerous going among the Virgin Islands at this Time of Year, and it is impossible to beat up from the Island Tortola to join the Convoy at the Place of General Rendezvous; so that the whole must go to them.

I further have the Pleasure to acquaint their Lordships that (as the *Portland* is in Port for the Hurricane Months) I have Manned a Couple of Sloops as Tenders with a Petty Officer to go out occasionally and that they have taken a Privateer called the *Black Snake* a Schooner of Eight Guns and Forty Men (Twenty four of whom are French) and Carried her into Barbadoes. She made no Resistance though only one of the Sloops got up with her after a Chace of Eight Hours, I have appointed Mr Newsam the Midshipman who Commanded her to the Vacancy made by Mr Drummonds going into the *Beavers Prize*, and also Mr [William] Peacock Lieutenant of the *Beaver* to be second Lieutenant of the *Portland*, all which I hope their Lordships will approve of.

The Several Reports of the New *Endeavour* and *Oliver Cromwell* I will transmit to their Lordships by the first Conveyance. I am Sir [&c.]

Jam<sup>s</sup> Young



many things Necessary with which I would not take up your time at present – Shall now proceed to mention some things which respect my Self more particularly.

In my former Letters I gave you the Outline of our Late Cruize, without entering into a circumstantial Account, or giving my Opinion of men, & things with that freedom I now propose to indulge my Self in this.

I take the Liberty to assure you, That when I enter'd into the Continental Service I had not one Single thought whither I Should be placed the third or the Thirteenth upon the List, my ambition was fully Satisfied when I was favour'd with a Commission placing me where I now am – and Altho I did then foresee that one day or other I might possibly fall under the Command of one man, whose Ability I had reason to doubt – yet I was determined that happen whensoever it might – I would Obey and follow his instructions with all that Zeal which becomes a faithfull Servant to the Publick, who will never neglect or loose Sight of his duty for any private view whatever – With these Sentiments I enter'd into the Service and have constantly made them my practice ever since – my conduct on our late cruize under the Command of Capt Manley will Abundantly prove the truth of what I here advance, for Never did a Pilotfish follow a Sharke, or a Jackall follow a Lion, with more Assiduity and Complisance then I follow'd him at Sea for Six or Seven weeks (chiefly in bad weather Latitudes) – and that without any regular System of Signals, or instructions for my direction during which time he led me into Severall Scrapes by his misconduct – and at last left me in one to Shift for my Self.

I hold it criminal to asperse the character of any man, much more the Absent, and in some cases Scarcely Justifiable to Speak all the Truth for which reasons were I not under a Necessity I Should now Say Verely little of Capt Manley – but inasmuch As I find my Self involved in a chain of difficultys by his blunders & misconduct, I must in justice to my Self Say, That he is totally unequall to the Command with which he has been intrusted – he being ignorant, Obstinate Overbearing and Tyranical beyond discription – a man under whose command none can live with pleasure but such creatures as himself – and those Also must be of his own making – Such is That Fellow of yesterday, Mr Stephen Hill whom he promoted over all Other Officers heads to Command the *Fox*, who by his ignorance and Misconduct lost her at last, for had he Tack'd when Capt Manley and my Self Tack'd on the Enemy he might have weather'd them whilst we were engaged with the *Flora* or had he kept the wind with me even after Manley left us, & Tack'd to the South'd from us he might have Escaped – but to bear away, & run to Leward with all the Sail he could crou'd when a Third Ship of the Enemy was then in Sight to Lewward discover'd the most Stupid ignorance in Nature.

All these things will Abundantly appear when ever a court martial happens, which god Grant may be Soon.

I have been curst with another composition of the Fool and Knave, I mean a certain Mr Palmes who had a Commission as Capt of Marines on board the *Boston* which Commission he has destroy'd by casting it into the

fire. his disobedience to orders & frothy foolish conduct Obliged me to lay him under an arrest – but as there is no means here of bringing him to a Court martial I shall leave it to you how to deal with him – in the mean time I shall take Notice of him another way. I am Gentlemen [&c.]

Hector McNeill

1. Captain Hector McNeill Letter Book, MassHS.

# MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

[Boston] 25 Augst 1777

Order'd That Capt Clouston land four 6 pounds & take off four 4 pounds out of the *Penet*

Order'd That the Comy store One hundred hhds Salt at Medford & the remainder in this Town out of Prize Brig *Friendship* –

Order'd That Capt Batoon of the prize Brig *Friendship* deliver Mr Alcock One hundred hhds Salt out of said Brig on Accot of the Captors –

Order'd That Capt Hopkins procure a cool Store for Forty pipes Wine brought from the prize Vessel at the Eastward by Capt Harper –

Order'd The Comy return Capt [Nicholas] Devereux two Teirces Beef one & half Barrel Pork Two hundrs weight Bread Forty pounds Flour one Keg Pease  $\frac{3}{4}$  Firkin Butter Thirty five pounds Butter say Candles, expended on Board after she was taken, & now cleared by Court of Admiralty <sup>2</sup> –

NB Fourteen days chd by Colo Glover for Attende on the prize Brig *Peter & Jane* to be taken out of the next Return for Attende on the Board –

Order'd That Capt Hopkins deliver Capt Clouston two pipes Wine out of the prize Brig –

Order'd That Colo Glover's Bill against the prize Brig *Peter & Jane* £41 . 4 . 10 be paid

1. Mass.Arch., vol. 148, 483–85.

2. The prize brig *Phoebe*, the cargo only being condemned.

# JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Honble Sirs

Boston 25th Augst 1777

I am Sorry I'm Oblig'd to be thus troublesome to the Board, But I am Again Call'd upon by the Continena Agent for the New hampshire State, for the undermentiond Articles, for the use of the Ship *Ranger*, Which Colonel [Thomas] Crafts is Ready to furnish, Receiving an Order from the Honble Board for that purpose, pray your honours to Give the Necessary Orders [&c.]

J Bradford Contl Agent

60 Hand Grenades fill'd

50 fuzes

30 double Stocks, for false fires filled

[Endorsed] In Council Augt 26t 1777 Read & Ordered – That Colo Crafts be and he hereby is directed to Deliver the above Articles to the Continental

Agent John Bradford Esq he paying a reasonable Price for the same And said Crafts be directed to pay the Same into the Treasury of this State –  
Jn<sup>o</sup> Avery Dpy Secy

1. Mass.Arch., vol. 173, 361.

CAPTAIN SAMUEL CHEW TO LIEUTENANT GEORGE CHAMPLIN <sup>1</sup>

Capt Champlin

Please to Apply to Thos. Shaw Esqr for about 5 more Sheets and Send them to me by the boat. I am Ec

Sam Chew

Brig. *Resistance* Monday 10 oClock Mornng

[Endorsed] Received of N Shaw Junr four hundred & fifty 5 dollars for Capt Chew

N London Augt 25 1777

Geo Champlin

7 half sheets 65 each is 455

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 13, NLCHS.

CONTINENTAL MARINE COMMITTEE TO LIEUTENANT JOHN STEVENS,  
SCHOONER *Lewis* <sup>1</sup>

Sir

[Philadelphia] August 25th 1777

Your Letter of the 18th June advising your arrival at Charles Town with 500 Stand of Arms has come to hand, and we are pleased with your success. The Commercial Committee has now given Orders to the Agents to load your Vessel with a convenient Cargo which you must receive and proceed therewith to the Island of Martinico where you are to deliver the same as the said Agents shall direct.

When this is done you must again return to Charles Town where the Agents will employ your Schooner agreeable to orders now given them, therefore you must follow such directions as they give you in future advising us when you arrive. We doubt not you will be extreemly cautious to prevent your Vessel from falling into the hands of the enemy and that you will be diligent for dispatch in Port and at Sea. Wishing you success We are Sir [&c.]

1. Marine Committee Letter Book, 101, NA.

CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO  
CAPTAIN JAMES JOSIAH, CONTINENTAL NAVY SHIP *Champion* <sup>1</sup>

Sir/

[Philadelphia]

Captain Alexander having received Instructions from us to make an Attack on the Enemy's Ships in Delaware Bay, if he shall judge proper, you are to assist him in this Enterprise by every Means in your Power; After which Captain Alexander, Captain [Isaiah] Robinson & Captain [Benjamin] Dunn will immediately proceed to Sea. – As you will then be the oldest Officer you are to take the Command of the Remainder of the Fleet, & conduct them with all Expedition into the Cape May Channel: When there, you are to exert the utmost of your Endeavours to keep the same open, so

that American Vessels from Sea may come up that Channel to this City, & those bound from hence may get to Sea.

As we know your Ship is but weakly mann'd, you are to divide Captain Brewster's [Peter Brusstar] Crew & yours in such Manner that each may be equal in Number and Strength, which we think may answer the Purpose, tho' not so fully as we could wish.

We hope you will have Opportunities whilst in the Cape May Channel of encreasing your Strength by Enlistments. –

We shall expect to hear from you as often as Occasion shall require.

Wishing you good Success, we are Your Friends

Continental Navy Board 25th Augt 1777

Fra<sup>a</sup> Hopkinson

1. FDRL.

# CAPTAIN CHARLES ALEXANDER'S SIGNALS FOR THE FLEET IN THE DELAWARE <sup>1</sup>

[August 25, 1777] <sup>2</sup>

Signals By Day from the *Delaware* Frigate

Dutch Jack at the fore top Galant Mast Head for the *Andrew Doria*

Chasing Signals.

to the	} NE a French Jack NW an English Jack }	} at the Mizen Peek
to the		
	} SE a French Jack SW an English Jack }	} at the Ensign Staff

A Pendant at the Ensign Staff for Captn to Come onboard but if their Should be any Vessels Signal out it is only for the Capt of Such Vessel

The Signal to be hoisted when in Distress, a French Jack 6 Foot below the Pendant

To get under Way Continental Jack at the Main top Galant Mast Head

To Anchor Continental Jack at the fore top Galant Mast Head

To Heave too French Jack at the Mizen top mast Head

On Discovering a Strange Sail if a Ship the Ensign to be hoisted at the Main top or top galant Mast Head if any Other Vessel on the Staff; to be hoisted & Lowred for Each Strange Vessel Seen Leaving 2 Minutes between each hoisting & Lowring

To leave off[f] Chase & Join the Squadron A Yelow Pendant above an English Jack at the fore top galant Mast Head to be repeated by the Vessels between me & the Nearest Chasing Vessels by an Ensign at the Main top or top Galant Mast Head till She Discovers it –

To Engage Contintal Jack at the Mizen top Mast Head observing if their Should be any Vessels Signal at the same time Hoisted there is none to Engage but the Vessels that the Signal is for; the Next Largest Vessels to be ready to fall into the Line in case of Necessity

To Cover the Fire Ship intended to Grapple your Signal & a White Pendant under it You are then to give your Attention to her

To draw off from the Enemy a French Ensign at the single Jack Yard Arm

To Speak with the *Delaware* the Jack to be hoisted above the Pendant Ship *Hecla* to grapple Continental Jack above a french Jack at the fore top Galant Mast Head

Brig *Vulcano* do do do Dutch do do do  
By Night.

To get under way 2 Lights of Eaqual Heighth at the Ensign Staff

On Discovering an Enemy 1 Light at the Ensign Staff & 2 false fires and if not answered by the Other Vessels with 1 Light at the Ensign Staff you are to fire 1 Gun

To Engage 2 Lights of Eaqual Heighth in the Main Shrouds & 1 Gun & Each Vessel to keep 1 Light in the Main Shrouds whilst Engaged

Signal in Distress 3 Lights Triangle in the Main Shrouds & 3 false fires

To Speak with the *Delaware* 1 Light at each arm of the Cross Jack fore Yard

To Anchor 3 Lights at the Ensign Staff one above the Other

Note you are to observe when the general Signal is Hoisted if their Shou'd be any Other Signal Hoisted it is only for that Vessel that the Signal belongs to

To Draw off from the Enemy 4 Lights one Above the Other at the Mizen Peek

Signal to know The Guard Boats and they you to hoiste a Jack at each mast head they will hoiste a Jack or Ensign at their main mast or Spreet head then you are to hall down the Jack that is hoisted forward if they shew their Colours first the same Signals as before to be repeated.

By Night.

fire Ship to grapple 3 Lights of eaqual hight in the main Shrouds

Do Brig do 4 do do do

At the same time the Largest vesels not engaged to cover the Vessel that's to Grapple going a head will Prevent your seing the Signal Observe that

1. FDRL.

2. Signals are undated; dated here to agree with orders to Captain James Josiah.

#### RICHARD HENRY LEE TO THOMAS JEFFERSON <sup>1</sup>

[Extract]

Phila August 25. 1777

. . . After Gen. Howe had long raised the curiosity of this part of the world, to know what could be his view in imbarcking his army and coasting it for 5 weeks in a most oppressively hot season; at length, he appears at the very head of Chesapeak Bay where he remains with more than 200 sail of Vessels—His Troops not yet landed that we know of, but imagined they were put on shore yesterday. We are left yet to guess his object. It may be supposed either for this City, or to conduct a line from the Chesapeak to Newcastle and thereby inclose a large tract of Country between that Bay, Delaware, and the Sea. Let his plan be what it may, Gen. Washington, with

a gallant Army is gone to enter a Caveat. The General with his Army passed thro this City yesterday, and they made a fine appearance . . .

1. Lee Family Papers, UVL.

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

- Augt. 1777                      Cape Henlopen Light House S $\frac{1}{4}$ E 4 or 5 miles  
distance from the Shore 2 miles
- Thursday 21st    at 6 AM Saw 4 Row Gallies go into Lewis Town Creek  
First Part Light Breezes, Middle and Latter Do and Hazy  
at 5 PM Saw a Sail Standing in, Weighed and Came to  
Sail, Gave Chace made and Shortned Sail Occasionally, at  
6 Bt too the Chace, Proved a Schooner from St Augustine  
and Bound for Nyork, Came in Here for Protection being  
a friend to Govermt, Tkd and Stood in,  $\frac{1}{2}$  past 7 Anchord  
with the small Bower in 4 fathom Water, in Old Kill Road,  
Veered  $\frac{1}{3}$  of a Cable
- Friday 22nd       at 11 Saw a Signal on Board the *Pearl* to Join Her, An-  
swered Weighed and Came to Sail up the River  
Fresh Breezes and Hazy Weather, Light House South 2  
Leagues at 1 PM Joined Company with the *Pearl* who  
Informed us of a Rebel fleet Comeing down the River,  
Anchord with the Small Bower in 7 fathom Water Veered  
 $\frac{1}{3}$  Cable, Weighed and Came to Sail up the River,  $\frac{1}{2}$   
past 8 Anchord with the Small Bower in 6 fathom water  
Veered  $\frac{1}{3}$  of a Cable
- Saturday 23d       $\frac{1}{2}$  past 4 AM Saw a Small Sail Standing down the River  
towards us, with a white flag at His Mast Head, at 6 the  
Above Sail Anchord here Proved the *Messcutter* James  
Barry with a flag a Truce from the Congress, made a  
Signal to the *Pearl* to Join us, at 7 fired 2 Nine Prs as  
Signal Guns, at 8 Anchord Here the *Pearl*, at 9 Saw a Sail  
in the Offing Suposed to be the *Liverpool*  
Light Breezes and Hazy Weather, Cape Henlopen Light  
House South 4 Leagues at 9 PM Came in and Anchord  
Here His Majestys Ship *Liverpool*
- Sunday 24th       at 6 AM Saw 8 or 10 Sail of Rebel Vessells <sup>2</sup> Comeing  
down the River, got all Clear for Engaging them, at 8  
Weighed and Came to Sail up the River, made and  
Shortned Sail Occasionally in Company the *Liverpool*  
and *Pearl*, at 9 Saw the Reble fleet Tkd and Stand up the  
River and Crouded all the Sail they Could, the fleet Con-  
sisted of 4 Ships, 3 Brigs, 2 Schooners & 2 Sloops, at 8 AM  
Dismissed James Barry who came with the Flag a Truce  
Light Winds and Cloudy Weather, Egg Island Light House  
EbN 3 to 4 Leagues standing up the River In Chace of  
the Rebel fleet, at 1 PM a Signal on Board the *Liverpool*

to Prepare to anchor, Shortned Sail and Anchor'd with the small Br in 6 fathom Water, Veered  $\frac{1}{3}$  of a Cable, in Compy the *Liverpool* and *Pearl*  
 Monday 25th at 4 AM Weighed and Came to Sail in Company as before, Employed turning to Windward down the River, saw 3 Sail of the Rebel fleet up the River, at 9 Anchor'd with the small Bower in 6 fathom Water, Veered  $\frac{1}{3}$  of a Cable in Company as before Lost Sight of the Rebel fleet Egg Island Light House NEBe

1. PRO, Admiralty 51/157.

2. Fleet commanded by Captain Charles Alexander, Continental Navy frigate *Delaware*.

#### JOURNAL OF H.M.S. *Roebuck*, CAPTAIN ANDREW SNAPE HAMOND <sup>1</sup>

August 1777 Turkey point NNW  $1\frac{1}{2}$  Mile  
 Monday 25th at 3 AM made the Signll for the Troops to Embark in the Flat Boats, at 5 the Flatt Boats with Troops assembl'd near us, at 6 Hoisted Ld Howes Flag, at 7 Weigh'd & made the Signll for the Transports to Weigh, at 12 Anchor'd in the Elk Ferry point NE  $\frac{1}{2}$  a Mile and part of the Troops landed

1. PRO, Admiralty 51/4311.

#### JOURNAL OF H.M.S. *Sphynx*, CAPTAIN ANTHONY HUNT <sup>1</sup>

August 1777 At Single Anchor off Turkey Island  
 Sunday 24 Employed as the Service required.  
 Little Wind and Cloudy Wr at 9 PM: weigh'd and tow'd to the NEt up the River Elk, at  $\frac{1}{2}$  past 10 Anchord with the Bt Br in 3 fms,  
 Monday 25 Moord Head and Stern off Cecil Court House in the River Elk –  
 at 3 AM: the Signal on board the *Roebuck* for the Troops to be ready to Land, at 4 Weighed and Stood up the River in co the *Apollo*, *Swift*, *Senegal*, *Vigilant* and Several Armd Vessels, at 10 Anch'd of Cecil Court House in the River Elk in order to Cover the Landing, Flat boats Employed Variously Landing the Troops on the North Side –  
 Little Wind and Cloudy Wr [PM] Flat-boats Employed landing the Troops &ca &ca

1. PRO, Admiralty 51/922.

#### JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY <sup>1</sup>

August 1777 At Anchor up the Elk River  
 Monday 25 at 1 AM weighed and Towed farther up, at 3 Anchd in  $4\frac{1}{2}$  fms, by the Small Bower,  $\frac{1}{4}$  Mile off Shore, at 5 AM

weighed and came to Sail, at 6 the Adml came on board & hoisted his flag at the Foretopmast head, all the fleet of Transports following, at 10 Anchd in 12 feet Water, to cover the landing of the Army, Cecil court house SbW  $\frac{1}{4}$  Mile off Shore, at 10 the Adml and General went on Shore with the Army, at 11 Struck the Admirals flag, which was hoisted directly on board the *Roebuck*, the Army Landed without Opposition –

Do Weather flat Boats disembarking the 2d division of the Army out of the Transports, at 8 much thunder, lightning and rain, our Boat rowing Guard –

1. PRO, Admiralty 51/1037.

#### JOURNAL OF H.M.S. *Eagle*, CAPTAIN ROGER CURTIS <sup>1</sup>

August 1777

Moord off the River Elk

Monday 25th

at 5 AM hauld down the Flag, & hoisted the Pendant, at 7 saw the Flag flying on board the *Roebuck* to the NE, observ'd her & part of the Fleet get under weigh, hoisted the Colours, at 11 the Transports weigh'd & stood up the River Elk, Anchd here the *Somerset* & *Isis*, pay'd the Ships sides with Varnish of Pine –

The first part fresh breezes & fair, Middle Modte with thunder, lightening & Rain, latter little winds & Cloudy. Paid the Bends with Tar, Sailmakers Empd repairing Sails –

1. NMM, Admiralty L/E/11.

#### JOURNAL OF AMBROSE SERLE <sup>1</sup>

Monday 25th [August]

This Morning the Troops landed, without the least Opposition, about 7 miles from Turkey Point on the Western Shore of the River Elk. We anchored near the Place of Landing. Two men were hanged, & 5 severely whipped, for plundering. . .

1. Ambrose Serle Journal, HUL.

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

Sir/

You are desired to give Orders to the Captains of the different Vessels in the Naval Service to keep the Strictest Watch on the Enemy as it is more than Probable that they will be attacked by some of their Armed Vessels as soon as they have Landed their Troops. You are desired to Station at Hamp-



ton the *Norfolk Revenge*, *Hero* & *Henry* Gallies and grant as few furloughs as possible during this Time of Danger. –

Navy Board }  
25 Aug 1777 }

Signed

Jn<sup>o</sup> Hutchings 1 Comsr Pro tm

1. Navy Board Letter Book, VSL. Similar alert orders were sent to other Virginia Navy officers.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ<sup>1</sup>

August 1777

Moored at the Pitch Kettle Moorings in English Harbour Antigua

Monday 25th

Do Weather sailed hence the *Badger* for Jamaica. The *Oliver Cromwell* was bought into His Majesty's Service and Commission'd<sup>2</sup> Mr Jno Auriol Drummond was appointed Captain, Mr John Newsam Lieut Mr Richd Rowe Master & John Hamilton Qr Master was Appointed Gunner, Mr Robt Boyle Nicholas was appointed 1st Lieut of the *Portland*, Mr Peacock of the *Beaver* and Mr Daniel Martin Gunner, Mr John Aylmer appointed Lieut of the *Beaver*.

1. PRO, Admiralty 51/711.

2. Renamed *Beavers Prize*.

RICHARD HARRISON TO THE MARYLAND COUNCIL<sup>1</sup>

[Extract]

St Pierre Martinique 25 Aug 1777

. . . I have been waiting with Impatience for the papers concerning the Cargoe of the schooner *friendship* which Mr Vanbebbber had sold in Curaçoa, as well as a state of some other Matters at Statia that it is absolutely necessary to transfer into your Accot here before it can be rendered in regular form – These I have not been able to procure an Accot of the disagreeable & perplex'd situation of Mr Vanbebbber, who you doubtless know was confined in the Fort at Statia for three or four Weeks, during which time he had sufficient Employment to think of and provide for his personal Safety, which he at last effected on the Night of the 7th or 8th ulto by evading the Vigelance of his keepers & flying to St Croix, from whence he embarked a few days after and is I hope now safely landed in America— Ever since he has been gone I have been settling our Accounts, & with the assistance of Mr James Smith with whom he left his Books & papers, & who I expect up here in a few days, I hope soon to have them all finally adjusted; that is to say closed and the Ballances transferred into my own private Books – when they are to be paid, must depend on you. . . .

Inclosed is Accot sales of the *Mollys* last Cargoe, Nte Proceeds at your Credit £1244. 9. 9 – Also Accot Sales of the *Friendships* last Cargoe Nte Proceeds £770. 10. 10½. – You will find the Charges on the latter very high, the principal of which is for transvoiding the Flour into french Casks – This however I found to be absolutely necessary not only to freshen the Flour but to procure a sale for it – for being obliged to export it. I could prevail

upon no body to purchase that would run the Risk of carrying it off in the American Barrells – Upon the whole I think you considerable gainers by it, as it has turned to much better Accot low as the sales are, than I some time ago expected.

We have now here a 64 Gun Ship & 5 frigates lately arrived from France, & several others are shortly expected – This naval armament seems to announce some hostile Intention on the part of the French; and indeed it appears to me almost impossible that they can remain idle Spectators much longer – Next Spring I think at farthest they will begin to unfold their designs if not sooner, especially if our Affairs should take an unfavourable turn in America But whatever may be their Views their Ships will be of great use to us here, as they will at least serve to protect our trading Vessells from the British Cruizers which are very numerous in these Seas & injure our Commerce much, particularly among the Leeward Islands.

Mr Vanbebbers Connection with me ceased when he left Statia all the debts we owed are of course thrown upon me here; it is to this place then that you will be pleased to order the Vessells that are to relieve me, not only on that Accot, but as a place also that [they] may come to with the least Risk – Hoping soon to see some of them arrive, I am with the truest respect and Attachment [&c.]

R<sup>d</sup> Harrison

Tobacco 70 a 80/ – PCt

Flour sound & Fresh 66/ . p barrl

Corn 6/ a 7/6 p bushl

Hhd Staves £13. 4/ . p M.

1. Red Books, XVI, 128, Md.Arch.

26 Aug.

TRIAL AND CONDEMNATION IN NOVA SCOTIA VICE ADMIRALTY COURT OF THE  
RECAPTURED BRIGANTINE *Active*<sup>1</sup>

Cause

Maximilian Jacobs Esqr Commander of his Majestys Ship  
of War the *Amazon*, VS. the Brigantine *Active*

21st July 1777 Libel filed and Entered and Order made thereon as on  
file.

Registers Office July 24. 1777.

Lawrence Crump Purser of his Majestys Ship of War the  
*Amazon* being duly Sworne Deposeth that on or about the  
19th of July Inst being then on the Coast of Nova Scotia  
they fell in with a Brig which they gave Chace to Several  
hours, that they came up with her and took possession of  
her, & found she was in possession of the Rebels, who had  
taken her on her Passage from Quebec to England, & was  
proceeding with said Brig for Boston in New England, that  
she was in Ballast when the *Amazon* took her, that he does  
not know of any papers that were found on Board her, that

he understood her Name was the *Active*, that one Enoch Taylor was the Rebel Prize Master of her, & that she is now in this Harbour of Halifax.

Law<sup>r</sup> Crump

Sworne before me the Day and Year  
first above written. Charles Morris Junr Regtr

Registers Office 26th July 1777.

Enoch Taylor being duly Sworne Deposeth that he belonged to the Schooner *Speedwell*, a Privateer fitted out from Boston New England, Commanded by one Jonathan Greeley Mounting 8 four pounders, 8 Swivels, & had thirteen hands Men and Boys on Board, that on or about the 20th of June last being on a Cruize in said Privateer, they fell in with a Brig called the *Active*, being then to the Eastward of the Grand Banks of Newfoundland & in the Latitude 48°, which Brig they took and found she had been at Quebec last fall with Provisions, & was when taken Bound to Liverpool in England one [blank] Clark Master of her, that she had 8 four pounders, 8 Swivels, a Chest of Small Arms, 10 Barrels of Powder, the best part of a Suit of Sails, which he the Deponant understood was for the Brig, some Balls, Cartridges, Pistols, & Cutlasses, all which they put on Board the Privateer, that they also took out the Master Mate and all the hands, except three lads, that one Thomas Smith was put on Board Prize Master, who had Orders from the Captain of the Privateer to proceed to Boston with said Brig or any other Port in New England he could get into, that on or about the 20 July Inst being off of Cape Sable, they fell in with a Ship called the *Amazon* Commanded by Capt Jacobs who retook the said Brig & brought her into this Port, and the Deponant further Deposeth that he understood said Brig was a hired Vessel, That he does not know what became of the Papers, but Supposes the Captain of the Privateer took them.

Enoch Taylor

Sworne before me the day and Year  
first above written Charles Morris Junr Regtr

11 Augt 1777

Court opened by making Proclamation as usual, The Libel, Order, & Return thereon read, the Evidence taken before the Register also read: The Judge then ordered Proclamation to be made for all Persons Claiming property in the Brigantine *Active* and her Appurtenances to Appear & Assert their Claims and defend their rights to the same. Alexander Brymer Esqr Agent Victualler Appeared and Declared the Brig was Apprais'd at Double her Value & therefor beg'd leave to withdraw the Claim he had filed in Court. The Warrant Issued by this Court to Asser-

tain the Value of the said Brig & return thereon made,  
read as follows:

Nova Scotia Court      To John Newton, Samuel Cotnam & W H. South  
of Vice Admiralty      Esquires & Mr John Loader Master Builder in his  
                                 Majesty's Dock Yard Halifax.

Greeting.

Whereas Maximilian Jacobs Esqr Commander of his Majesty's Ship of War *Amazon* did some time in the Month of July Inst retake a certain Brigantine called the *Active*, from the Inhabitants of some of his Majesty's Colonies now in open Rebellion which said Brig with her Cargo on Board are now under Libel in this Court for the one 8th part thereof, to be paid to the said Captors for the retaking & bringing the same safe into this Port of Halifax. These are therefore to impower & require you or any three of you to make a true and just Appraisement & Valuation of the said Brig her Boats, Stores, Tackle, Apparel, & Furniture as also her Cargo if any on Board, & make report thereof on Oath into the Registers Office on the first Day of Augt next at 12 oClock at noon together with this Warrant, and also to Certify your Opinion whither it would not be for the Advantage of the Owners to have the said Brig and Cargo Sold, should no Claimer appear to take Charge of the same.

Given under my hand & the Seal of the said  
Court at Halifax the 24th Day of July Anno  
Dom 1777.

P Curiam Charles Morris Junr Regtr

Pursuant to an Order from the Court of Vice Admiralty we whose names are hereunto Subscribed, have been on Board the Brigantine *Active*, & taken a Strict & Carefull Survey of her Hull, Masts, Yards, Standing, & running Rigging, Anchors, Cables, Sails, &c & find as follows vizt -

The Hull Burthen 125 Tons with Masts,

Yards, Standg & running rigging worth	350	..	..	..
One Cable of Eleven Inches almost new	33	..	..	..
One Cable of Eight Inches      Do      Do	16	..	..	..
40 Fathom of Eleven Inch Cable	7	..	..	..
3 Anchors Wt 20 Ct	30	..	..	..
Cabin & Ships Stores, & Fire Hearths	8	..	..	..
Water Casks Ten N	5	..	..	..
Seventy Fathom of four and a half Inch				
Towline	4	10	..	..
Decayed Shrouds in the Hold	2	..	..	..
A Suit of Sails half Worn	50	..	..	..

505. 10. ..

And we further Declare that we have taken this Survey with that Care and Equity, that We do make Oath to the Impartiality of our Proceedings, & give it as our Opinions that it would be to the Merchants Advantage (if not Claimed within the time Allowed by Law, that said Brig should be Sold, there being no Persons here to take proper Care of her, without a great expence.

Jn<sup>o</sup> Newton  
Sam<sup>l</sup> Cottnam  
W H South  
John Loader.

The Advocate General then moved the Court that as no Person could be found to take Charge of the Brig & pay the 8 to the Captors agreeable to Law, that said Brig and her appurtenances might be Sold, & the 8th & Charges paid, & the remaining Seven Eighths lodged in Court for the Owners. The Court having taken the aforesaid Motion into Consideration. Ordered, That the said Brigantine *Active*, her Boats, Stores, Tackle, and Furniture, be Sold at Public Auction, under the Direction & Management of the Collector of his Majesty's Customs in whose Custody the said Brigantine is, & that he the said Collector do render to this Court a true and just Account of Sales thereof, and that he do pay the Monies arising by such Sales into the hands of the Register of this Court for their further Consideration & determination in the Premises. The Court Adjourned to Saturday the 23d Int at 11 oClock A.M.

23d Augt 1777. Court Opened by making Proclamation as usual  
The Advocate General then moved for a Decree in this Cause that the Captors might be paid An Eighth of the Amount of Sales of the Brigantine *Active* agreeable to Act of Parliament. The Judge then Ordered the following Decree to be pronounced. for Decree Vid. the files. Halifax 13 Augt 1777. Account of Sales of the Brig *Active* taken by his Majestys Ship *Amazon*, Sold by Order of the Court of Vice Admiralty & Settled with Charles Morris Esqr Register of said Court.

The Brig <i>Active</i> and Appurtenances	310	—	—
Charges Vizt			
Bill of sale	10	—	—
Cryers fees & Advertising	10	—	—
Commissions	9	6	—
	10	6	—
	299	14	—
Halifax 25 Augt 1777.	Errors Excepted	Ja Browne	

The Amount of Sales of the Brigantine <i>Active</i> .....	310	—	—
Auctioneers Coms 3 P Cent, Advertising 10/- Bill of Sale 10/-	10	6	—
	299	14	—

## The Eighth &amp; Charges to be Deducted:

One full Eighth to the Captors .....	37	9	3
Judges fees on Condemnation to pay an 8th			
15 Sterling .....	16	13	4
Advocate Generals Bill .....	7	—	—
Warrant of Appraisement .....	1	1	—
4 Appraisers at 2¾ ea. ....	4	13	4
Light House dues .....	3	10	—
Wharfage .....	3	6	6
Collectors Bill for Masters Attendance,			
his own Trouble &ca .....	4	10	—
Petits Account for Labour, Shifting Ballast,			
Dryg Sails, his own Attendance .....	8	5	6
Copy of the Case and Sundry Papers .....	1	6	8
Poundage 5 P Ct receiving Custody & paying			
out the Money .....	14	19	8½
	102	15	3½
	186	18	8½

Remains for the Owners or Insurers One hundred and Eighty Six Pounds, Eighteen Shillings & Eight pence half penny. Examined and Allowed this 26th day of August 1777.

(Signed) Rich Bulkeley.

## Memo/

a state of this Case given to Mr Butler and also to Mr Abbot who were appointed agents for Insurers Merchants and others in England —

1. N.S. Arch., vol. 496, Vice Admiralty Register, 1777-1782, vol. 6, 16-20.

AMERICAN PRISONERS ON BOARD H.M.S. *Flora*, CAPTAIN JOHN BRISBANE,  
FROM RETAKEN H.M.S. *Fox* <sup>1</sup>

[Extract]

[August 26, 1777] <sup>2</sup>

Mens Names.	Qualities	D. D.D. or R.	Time of Discharge.	Year	Whither or for what Reason.
Alexr Kilmarnick	Ab	D	9th July	1777	S: Book
Soln Coomb	Ab	D	9th July	"	Lord Stanly Prison Ship
Benjn Hutchins	Ab		9th July	"	
Wm Neal	Ab	D	9th July	"	S: Book
Wm Johnson	Ab	D	9th July	"	Lord Stanly Prison Ship
Geo. West	Ab		9th July	"	
Josh O'Brien	Ab	D	9th July	"	S: Book
Rd Payne	Ordry	D	9th July	"	Lord Stanly Prison Ship
Adam Freeman	Ab	D	15th July	"	Halifax
Jno Craddock	Mar				
Hanabel Broadstreet	Cook				

Mens Names.	Qualities	D. D.D. or R.	Time of Discharge.	Year	Whither or for what Reason.
Nehemh Orgood	Ab	D	9th July	1777	<i>Lord Stanly Prison Ship</i>
Wm Ingerson	Ab				
Chas Williams	Ab				
Saml Cavenor	Ab				
Reuben Emerson	Ab				
Ebenezar Colson	Ab	D	9th July	1777	<i>Lord Stanly Prison Ship</i>
Thos Cutter	Ab				
Northern Broadstreet	Mar				
Wm Cross	Ab				
Abm Plumket	Mar				
Caesar Lee	Ab	D	15th July	"	<i>Lord Stanly Prison Ship</i>
Josh Lawrence	Ab				
Thos Berry	2d Lts Mt				
	Servant				
Zacha Dod	Mar				
Laburn Spray	Mar	D	9th July	"	<i>Lord Stanly Prison Ship</i>
Elijah Goldthwaite	Ab				
Henry Connell	Grs Crew				
Aholiat Phelps	Mar				
Saml Maugrage	Ab				
Josh Harrington	Ab	D	9th July	1777	<i>Lord Stanley Prison Ship</i>
John Wood	Mar				
Jereh Brown	Ab				
Israel Banlch	Mar				
David Muckleroy	Ab				
Timy Lunt	Cooper	D	9th July	1777	<i>Lord Stanly Prison Ship</i>
Cuff Wood	Ordry				
John Ganet	Ab				
Lemuel Woodburry	Ab				
Patk Brien	Ab				
Patk Burn	LM	D	10th July	"	<i>S: Book</i> <i>Syren</i>
Josh Downs	Mar				
Jno Elliott	Ab				
Inerean Lebetter	Mar				
Henry Davis	Ab				
John Potter	Mar	D	9th July	1777	<i>Lord Stanly Prison Ship</i>
Rd Carlton	Ab				
Andw Fielding	Ab				
Gilbert James	Ab				
Thos Glover	Ab				
Thos Barker	Ab	D	9th July	1777	<i>Lord Stanly Prison Ship</i>
Josh Richardson	Ab				
James Smith	Ab				
Wm Munroy	Ab				
Geo. Barry	Ab				
Ebenr Beal	Pilot	D	9th July	"	<i>Lord Stanly Prison Ship</i>
Saml Denown	Mar				
Jno Baptist Guillum	Surgns				
Merchenet	Mate				
John Connell	Ab				
Gideon Woodwill	Crs Mte	D	10th July	"	<i>Syren</i>
Joseph Mitchell	Do				
Jas Sawyer	Do				

1. PRO, Admiralty 36/7809.

2. Date is on portion of document not included in this extract.

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

August 1777

Sunday 24th

Cape Negro Wt 0 Miles

at 2 PM Saw the *Milford* fire a gun at a sail she chaced to the SW sent a boat on board a Schooner from Halifax bound to Cape Forchew they informed us of being chaced that Morning by a privateer off the Ragged Island at 4 PM saw a sail to the Etward about 4 leags off being little wind mannd & Armed the pinace Commanded by Mr Cribben & chaced her a light breeze springing up set all Sail & followed the boat the chace put before the wind at 7 PM Lost sight of the boat & chace light airs stood off and on all night

Monday 25th

The boat Not Returning at 9 AM fired 1 gun as Sigl for the boat thick fog at 1½ [past] 9 Cleared up Saw 2 Sail Close in with the Ragged Island Set all Sail & gave chace at 10 Come up with the chace which proved to be the *Success* sloop belonging to Halifax which the pinnace had retook from the Rebbles the Other Schooner from Liverpool

Fresh Breezes & hazey at 3 PM Anchd in Green harbor in 5 fms at 4 the sloop Run on a ledge of Rocks Sent a Boat to assist the Sloop but being falling water Could not get her off at 11 Sent more men on board the Sloop got out 3 Anchors a Stern the Tide riseing Verry little could not Move her at 4 PM sent the pinnace to Serch the small Creeks & Harbors for the Privateer & them that run from the Sloop at 7 she Returned without any Information -

Tuesday 26th

at 4 AM got ashore boats along side the sloop & began to lighten her at 7 sent the Pinnace Mannd & Armed to a little Harbor & other Creeks having Information of the Rebles being thereabouts fresh Breezes and Cloudy got 5 Boat loads of Cole out of the Sloop -

Fresh Breezes & hazey latter fresh Breezes and foggy At Anchor in Green Harbor at 2 PM hove the Sloop off without any Damage at 3 saw 2 Boats going across the Harbor sent the Yaul Mannd & Armd in pursuiet of them at 6 the boats Returnd having Recd no Intellagence at 7 got the Coals on board the Sloop and got her Ready for Sea at 9 hoisted the boats in & cleard for sea.

1. PRO, Admiralty 52/1636.

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

August 1777

Tuesday 26th

Latt Obs 43° .00''No Long 56° .59'' [at Sea]

Light Breezes & thick foggy Wr at 1½ pt 4 [AM] Saw the Cutter whom fired 3 Guns Do Saw a Sail to the Soward



Made Sail & Gave chase 6 Made the Cutter's Signal & fired a Gun Do the Cutter Standing towards us Light Breezes & Cloudy at 1½ past 8 Brot too Main top sail to the Mast & Spoke the Cutter with a Brig in Company whom she had taken at 8 P.M. (Whitch was the Guns that was then heard) whitch was taken by a privateer Schooner belonging to Salem & taken on the Banks of Newfound Land She proved to be the Brig *Juno* Laden with fish took the Prisoners Out & Sent a petty Officer & 5 Men to take Charge of her at 10 filled Main top sail & Stood to the Wtward the Prize & Convoy in Compy at 11 Brot too & spoke the prize at 12 modt & Hazy  
 1½ past 12 [PM] Sent the prize to Halifax Do Made Sail the Convoy in Compy 1 Modt Breezes & Hazy the Cutter & Schooner in Compy ¼ past 2 Saw the Land bearing No about 5 or 6 Leagues 3 Opend a Cask of Beef Contents 84 peices 4 Do Wr the Westernmost Land in Sight NW about 5 Leags

1. PRO, Admiralty 52/1865.

CAPTAIN SAMUEL CHEW TO NATHANIEL SHAW, JR.<sup>1</sup>

Received of Nathl Shaw Junr Continental Agent the Brig Called the *Resistance* One Hundred & Fifty Tons Burthen, My Self Commander fitted out by Shaw for & On Accot of the United States of America, Mounting Fourteen Four Pounder Cannon, Twelve Swivells, Sixteen Blunder Busses, Fifty Small Arms &c with Sufficient Amunition Stores, Sails, Rigging & Every Necessary for a Four Months Cruise – now Lying in the Port of New London ready for Sailing. Having Sign'd two Receipts of This Tenor & Date New London Augt 26th 1777  
 Pr Sam Chew

1. Nathaniel and Thomas Shaw Letters and Papers, Portfolio 13, NLCHS.

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

Philada, Tuesday, Augt 26, 1777

The Navy Board having represented to Council that Commodore Hazlewoods Pay during the time of his attending & directing the fitting of the Fire Ships & Rafts, & recommending it to the consideration of the Council to make him a handsome allowance for his extra trouble & great attention to that department; thereupon

Ordered, That Commodore Hazlewood, be allowed & paid for his extra service in fitting out the Fire Ships & Fire Rafts, the Sum of One hundred Pounds –

1. Supreme Executive Council Minute Books, vol. 6, 112, Pa.Arch.

LIBEL FILED AGAINST PRIZE SCHOONER *Pearl's* TENDER IN PENNSYLVANIA  
ADMIRALTY COURT <sup>1</sup>

Port of Philadelphia }  
Pennsylvania, ss.

To all whom it may concern.

Notice is hereby given, that a Court of Admiralty, for taking cognizance of and trying the justice of captures of vessels, made pursuant to the Resolves of the honourable Continental Congress, and brought into this port, will be held at the State house, in the city of Philadelphia, on Friday, the 12th day of September next, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of Charles Alexander, Esq; Commander of the *Delaware* frigate (who, as well, &c.) against the schooner, or vessel, called the *Pearle's* Tender, burthen about 50 tons, with her tackle, apparel, furniture, guns, &c. To the end and intent that the owner or owners of the said schooner, &c. or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

August 26, 1777.

By order of the Judge,  
Andrew Robeson, Register.

1. *Pennsylvania Gazette*, August 27, 1777. The *Pearl's* tender was tried and condemned as a legal prize in the Pennsylvania Admiralty Court, September 16 and sold for £770 on October 1, 1777, Colonial-Revolutionary Manuscripts Collection, Admiralty Court Papers, 1776-83, HSP.

JOURNAL OF CAPTAIN JOHN MONTRESOR <sup>1</sup>

26th [August, Elk River] The Shoalness of the Elk convinced the Rebels that our fleet would never navigate it, but through the great abilities of our Naval officers it was happily effected as the bottom was muddy and the ships on it were cutting channels through it for each other.

1. Scull, ed., *The Montresor Journals*, 442.

WILLIAM PACA TO SAMUEL CHASE <sup>1</sup>

[Extract]

[Chestertown, Maryland, August] 26 [1777]

. . . Our Bay Side abounds with dead Horses from the [British] Fleet. . . .

1. Red Books, IV, 103, Md.Arch.

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

Gentlemen

Charles Town So Carolina Augst 26th 1777

I advised the 8th June that the Frigate *Randolph* was brought down from the Ship-yard after which she was twice Struck with Lightning & her Mainmast Shattered each time in such manner as to Require a New one, a Conductor is since fixed to the Mainmast, these Accidents together with the backwardness of Seamen entering onbd has caused the detention of this Ship

in Port She is well fitted now & Several Privateers havg just arrived a Number of Men entered out of them so as to make up about Two hundred exclusive of Officers, the adva they engaged for is

Twenty Dollars p Man Bounty

Ten Dollars p do I agreed to Adva in part of Prize Money that may become due on the Cruize and

Twenty Dollars Bounty offered by this State

Capt Biddle has been onboard for ten days past & dropped down into Rebellion Road in order to embrace the first fair Wind & proceed on a Cruize I have procured Shipping to make Remittances to Mr S. Ceronio at Cape Francois, therefore don't stand in need of the *Randolph* for that purpose, & Capt Biddle observing the frequent Visits the Enemy make on our Coast, & take prizes so as to injure trade much, intends to stay on this Coast between this & St Augustine which I hope will meet your approbation, as Trade is carried on to a great extent here, when no interruption from Cruizers & the other States benefit by it Capt Stevens in the Continental Schooner *Lewis* arrived here the 10th June from Martinique with 20 Chests of small Arms, he was Confined by Sickness for sometime after his arrival & his Vessell laid up, he is Recovered & I have bought the Brig *Chance* a fine Bermudas built Vessell for £15,000 & given the Command to him, she is to mount 8 three Pounders, Six of which I bought with the Vessell & two are taken out of the Schooner *Lewis*, she will carry about 350 barrells of Rice & is very suitable to Run between this & Cape Francois, as soon as she is hove down & Caulked I shall load her with Rice, Tobacco & Indico to address of Mr Ceronio for Accot of the United States, the Com[missio]n Capt Stevens had in the Schooner will answer I think if endorsed by our President on the back that the Command is given him in the Brig but shall be glad if you'l please to send a New One for to be delivered on his Return The Schooner *Lewis* I have loaded with Salt by Permission from the President on Accot of the United States for No Carolina, she sailed this Morning, in order to get Tobacco in Return which will answer better than any other trade for so small a Vessell if she can be kept constantly in it, Tobacco is an Article much wanted for the Vessells I load on Contl Accot to make their Cargoes of greater Value than what can be done with Rice – I shall soon transmit the *Randolphs* Accots & am [&c.]

John Dorsius

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, VII, 117–18, NA.

GOVERNOR BERNARDO DE GÁLVEZ TO GOVERNOR PETER CHESTER, PENSACOLA <sup>1</sup>

[Extract]

Most Excellent and Dear Sir:

New Orleans, August 26, 1777

I received Your Excellency's estimable letter of 1 June of this year,<sup>2</sup> in which you were pleased to explain the sentiment caused you by the notice of the seizure of the English boats on the Misisipy [Mississippi], and how little you expected this action in the midst of the deep peace and good harmony which prevailed between our two nations . . . before I appre-

hended the English Boats, Spanish ones were seized on the Lake [Pontchartrain] by the English war sloop *West Florida* . . .

I would gladly answer all the points in Your Excellency's esteemed letter if it were not a repetition of what I have answered already to the Gentlemen Commissioners of Your Excellency,<sup>8</sup> who in their name and that of your nation have made the same representations, and which I have answered; all will come to Your Excellency's attention and I hope that you will be satisfied. . . .

1. AGI, Santo Domingo, Legajo 2547, 641-42, LC Photocopy. The two governors had exchanged charge and counter-charge about smuggling and interfering with their respective nationals and vessels on the Mississippi and lakes in the New Orleans area.
2. AGI, Santo Domingo, Legajo 2547, 633-40, LC Photocopy.
3. Lieutenant Colonel Alexander Dickson and John Stephenson, members of the West Florida Council, carried Governor Chester's June 1 letter to New Orleans and opened a correspondence with Governor Gálvez. Dickson and Stephenson made a lengthy report to Governor Chester on the results of their mission, September 29, 1777, PRO, Colonial Office 5/631. A copy is in UFL.

27 Aug.

#### MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 27 Augst 1777

Order'd The Brig *Penet* be dld Mr Pierpont for a prison Ship paying for her at the Rate he hires others -

Order'd That Capt Hopkins strip the Brig *Penet* & deliver her to Robert Pierpont Esqr -

Order'd The Comy deliver Mr Pierpont one Cable & Anchor suitable for the Guard Ship taking the Weight & making Return -

1. Mass.Arch., vol. 148, 488-90.

#### DIARY OF FREDERICK MACKENZIE <sup>1</sup>

[Newport] 27 Augt About 4 o'Clock this morning a Brig was discovered passing the Battery at Fogland ferry. She had almost passed the battery before she was seen owing to a thick fog, and there was only time to fire two shot at her before she was again observed by it. A few minutes after the Guns were fired: The *Kingsfisher* Sloop, stationed in the Seconnet, discovered a large ship very near her, under a pressed sail. She immediately Slipped, got under way, and fired her bow chace at the Enemy, who immediately altered her course and run directly on Shore to the Northward of Seconnet point. The *Kingsfisher* followed and came to an anchor at a small distance from her. She then fired a good many shot into the Rebel ship, which having obliged her people to take to their boats and row to the shore, the *Kingsfisher* sent her boats on board with an intention of bringing her off if possible; but as it was Ebb tide, and she had run on shore with great force, and all sails standing, it was found impracticable, and therefore orders were given to burn her, which was soon done effectually, and about 5 o'Clock she blew up. She proved to be a Rebel privateer, mounting 20.6 prs on her Main Deck, and 2.3 prs on her quarter deck; besides 16 Swivels, and a num-



*Captain Samuel Chace, Jr.*

ber of small arms. She was a new ship, well fitted, and clear for action.<sup>2</sup> Our people found a light burning in the light room in the Magazine. She did not fire a shot; but after her people quitted her, a continual fire of Small arms was kept up from the Shore on the *Kingsfisher's* boats, without any effect. The brig which was in Company made her escape, as The *Kingsfisher* was fully employed in destroying the Privateer.<sup>3</sup>

Great praise is due to Captain Graeme and his ship's Company for their conduct and activity on this occasion. The want of spirit on the part of the Rebels was very conspicuous. It is probable she had not less than 150 or 200 men on board; and for a vessel of that force to run ashore from a Sloop of War of 14 Guns and about 90 men, without firing a shot, was perfectly scandalous.<sup>4</sup> She was Commanded by one Chase, and it is supposed came down from Taunton River.

1. *Mackenzie's Diary*, I, 170.

2. *Oliver Cromwell*, Captain Samuel Chace, Jr., commissioned August 4, 1777, was owned by Nicholas Brown and William and Joseph Russell. In a letter to his wife dated "Thursday Eve [August 28]," Joseph Russell wrote: "We have lost the Ship *Oliver Cromwell* in passing by the East Side of Rhode Isl<sup>d</sup>—she was oblig'd they say to Run ashore & the Man of Warr burnt her. the Loss is great to us—but hope our luck will be better one of these Days.—Capt Chace they say is lost all he hade in the World", Shepley Papers, vol. 9, 57, RIHS.

3. Continental Navy brigantine *Hampden*.

4. The *Providence Gazette*, August 30, 1777, reported that Captain Chace had only 23 men on board.

*Connecticut Journal*, WEDNESDAY, AUGUST 27, 1777

New Haven, August 27.

Monday Morning the British Ship *Swan*, and three Tenders, came to off Milford Farms, about nine Miles from hence, where they landed about 40 men, with an Intention, as is suppos'd, to take away some Cattle, but on the Approach of the Enemy they were driven off by the Owners; they remained on Shore about 20 Minutes, in which Time they were busily employed in breaking the Windows, Doors, &c. of Mr. Merwin's House, and destroying his Beds and Furniture, but on the Peoples assembling they took to their Boats, and went off with great Precipitation, taking with them two Hogs, and a few Cheeses. A few Shots were exchanged with them and our People, after they were in their Boats, but we don't learn that any Execution was done on either Side.

JOHN BROWN, SECRETARY OF THE CONTINENTAL MARINE COMMITTEE, TO  
JAMES MAXWELL AND PAUL LOYALL<sup>1</sup>

Gentlemen

[Philadelphia] August 27th 1777

The Honorable the Marine Committee has ordered me to communicate their apprehensions for the safety of the Frigates now building by you for the Continental Service; should the enemy attempt to destroy them on their return or during their continuance in Chesapeake Bay. They request that you will give your opinion on this head, and should you think it necessary

to form any plan for the preservation of those Vessels wherein their interposition or assistance will be required please to inform them thereof. I am Gentlemen [&c.]

By order of the Committee  
John Brown Secy

1. Marine Committee Letter Book, 101, NA. Maxwell and Loyall were in charge of the construction of two Continental Navy frigates at Gosport, Virginia.

#### PETITION TO VICE ADMIRAL CLARK GAYTON <sup>1</sup>

To Clark Gayton Esqr Vice Admiral of the White, & Commander in Chief of his Majesty's Fleet at Jamaica &c

The petitioners John Morris Esqr Mr Hugh Inglis, Mr Arthur Clarke, on the part of his Wife Katherine, & Mr John Morgridge humbly sett forth.

That your Petitioners, late inhabitants of the Province of So Carolina & Georgia, suffering under the present Anarchy in America did embrace the earliest opportunity of removing from it, and availing themselves to the permission given by the People of So Carolina, did sail from the Port of Charles Town on the 12th of July last, in a French Brigg, for the Port of Cape Francois in Hispaniola, as the only means of getting to this place, and arrived at the said Port of Cape Francois on the 9th Instant.

There your Petitioners there hired a small French Sloop nam'd the *Cooper*, now in this Port, for the purpose of conveying themselves and baggage to this place, and sailed from Cape Francois the 17th August Instant,

That your Petitioners had no sooner left the Port in the said Sloop, than they were boarded by a boat with 12 Arm'd Men, within two Miles of the Fort, who took possession of their Vessel, and carried her down to a Sloop about two Leagues to the leeward, which was Arm'd with Ten Carriage Guns & twelve Swivels, having Eighty Men onboard, all Foreigners, tho' under American Colours.

After standing off Shore for about an hour, both Vessels Tack'd and put into Port Francois, about three Miles from the Town of the Cape.

Your Petitioners were immediately sent onboard the Pirate Vessel, where they continued from the morning of the 19th to the Evening of the 20th during which, the whole of their baggage, was sent onboard the Pirate, and every thing valuable, but wearing apparel, was taken from them, as specified in the inclosed account, which your Petitioners are ready to attest; after which they were order'd to proceed on their voyage, and arriv'd here the 23d instant.

The Pirate Vessel as far as we cou'd learn is called the *Fanny*, a Sloop about 80 Tons, American built & Commanded by a Frenchman Nam'd Hegue, there was also onboard two French Gentlemen Monsieur Courtan & Monsr Banan known to be residents at Cape Francois & suppos'd to be part Owners.

The Capt'n Shew'd no Commission, and when asked whether he had any, answer'd it was of no consequence that his Vessel had been plunder'd

and robbed by an English Man of Warr, and that he was determin'd to retaliate upon the first English he shou'd Meet.

As your Petitioners flatter themselves the Viciousness of the Act, will clearly appear, from the few Matters of fact herein stated, they have only to request you will be pleas'd to consider their sufferings, and make no doubt but you will endeavour to obtain them such redress, as you may judge them entitled to as British Subjects, and your Petitioners as in duty bound shall ever pray

Dated, Kingston Jamaica

August 27th 1777

John Morris – Commsr for  
the Port of Charles Town

Hugh Inglis Arthur Clarke John Morgridge

[Endorsed] A true Copy – Arthur Clarke

1. PRO, Admiralty 1/240.

28 Aug.

AMERICAN PRISONERS FROM CONTINENTAL NAVY FRIGATE *Hancock*,  
BRIG *Cabot* AND RECAPTURED H.M.S. *Fox* ON BOARD H.M.S. *Rainbow*,  
CAPTAIN SIR GEORGE COLLIER.<sup>1</sup>

[Extract]

[August 28, 1777]<sup>2</sup>

To what ship belonging	Mens Names	Qualities
<i>Fox</i>	Frans O'Neal	Ab
	Charles Still	Ordy
	Henry Paston	Pursers Servant
	Geo. Dawson <sup>3</sup>	Ab
<i>Hancock</i> Rebel Frigate	Willm Dominy	
	Joseph Barret	
	Bartian Keazer	
	Thomas Millet	
	Nathl Byles	
	Willm Perry	
	Ebenezer Cleves	
	Willm Phipps	
	James Ranger	
	Alexr Ryan	
	David Day	
	Henry Hotchkins	
	John White	
	Robt Cooper	
	John Adam White	
	Peter Jennis	
	Geo. Storey	
	Benjn Burn	
	Jeremh Efrand	
	John Long	
	Thomas Green	
	Willm White	
	Corns Turner	
	John Cairnes	
	Wiswall Stephens	
	John Bell	
	Philemon Noble	



To what ship belonging	Mens Names	Qualities
	Stephen Saywood	
	Solomon Silas	
	Thomas Lee	
	Thomas Anson	
	John Harris	
Fox	Henry North	Boatsn
	Thomas Dixey	Gunner
	Willm Steel	Steward
Prize Cabot	Geo. Douglas	
	John Jackson	
	Thomas Legarr	
Fox	John Fife	
Hancock Rebel Frigate	Elisha Fuller	
	James Corbett	
	Abm Williams	
	John Edwards	
	Patrick Hughes	
	John Lemon	
	John Dugar	

- 1. PRO, Admiralty 36/8108.
- 2. Date is on portion of document not included in this extract.
- 3. Next to Dawson's name is notation "Supposed to be a Deserter from the *Niger*."

WILLIAM WHIPPLE TO ROBERT MORRIS <sup>1</sup>

[Extract]

Portsmouth, Aug. 28, 1777

The *Raleigh* (after waiting a fortnight for a Wind) sailed the 22d accompanied by the *Alfred*. She seem'd to go very fast through the water & I have been since informed by some Fishermen who saw her 7 or 8 Leagues off, that she could spare the *Alfred*, her small sail, and some of her courses. Capt Thompson was greatly at loss what to do. His Ship barely manned for defence, and no probability of increasing the number, the Enemies Ships so exceedingly thick on the Coast, that there is the greatest Chance of falling in with a number of them, on the other hand, the time spending, and the Crews of both Ships growing uneasy, being thus situated and no one here authorized to direct him what to do, he had a consultation with the Officers of the two Ships, the result he transmitted to the President and I hope it will be approved, for tho' I did not presume to advise him I must confess I fully approved in my own mind, the determination, as the best method in his situation, that could be adopted for the Public good.

I never had an opportunity of knowing anything of Capt Hinman till he came here, & as I had formed an opinion of him not the most favorable (and that without any just cause, or indeed without any cause, except the general Prejudice I had taken to Commodore Hopkins's Officers) I think myself bound in justice to say, that from the opportunity I have had of observing his conduct, I am fully convinced he is an exceeding good Officer. He is very judicious & active, an Excellent disciplinarian & at the same time possesses the intire Confidence & even the affection of his Officers & men. I

am in great hope these ships will Retrieve the Honour that the American Flagg has suffer'd the loss of, by the ill conduct of some others. The *Ranger* will sail in about ten days if she has a Wind, Capt Jones tells me he has more than 100 men on his Roll & has a fair Prespect of filling up his Complement in a few days. Are you not mistaken in supposing Capt Jones has orders to go to Europe. He tells me he has received no such orders, since he took charge of the *Ranger*, however he will go thither unless he receives orders to the Contrary. . . .

1. Stan V. Henkel's Catalogue No. 1183, *The Confidential Correspondence of Robert Morris*, letter no. 99 (Philadelphia, 1917).

**"A MUSTER ROLL OF ALL OFFICERS SEAMEN & MARINES BELONGING TO THE CONTINENTAL ARMED SLOOP *Providence*  
 COMMANDED BY JOHN PECK RATHBUN ESQR FROM JUNE 19. 1777 TO [AUGUST 28, 1777]"<sup>1</sup>**

830

Number	Names	Stations	Time of Entry Year Month	Wages per month	Run, Dead, Sick or Discharged	Pro- motions	Cash Advanc'd	Slops Advanc'd
1	John Peck Rathbun	Captain	1777	48				
2	Joseph Vesey	1st Lieutenant		24				36/
3	Daniel Bears	2nd ditto		24				
4	George Sinkens	Master	June 19	24				
5	John Trevett	Capt Marines		30				
6	William P Thurston	1st Mastrs Mate	July 1st	15			£10 10 -	
7	William Gregory	2d ditto do	" 15				3 8 -	
8		3d do						
9	[Ebenezer] Richmond	Surgeon	July 24	21 $\frac{2}{3}$				
10	James Rogers	Purser	Apl 1st			from Clerk to Purser Augt 1		
11	Saml Bailey	Clerk	June 19	12				23/
12	Oliver Whitwell	1st Midshipmn	July 8	12			72/	
13	Joseph Deveber	2d ditto	" 30	12			78/	
14	Thomas Pain	Steward	July 22	10				36/
15	Lillibridge Worth	Gunner	" 1st	13				
16	John Webster	Boatswain	June 19	13				8/
17	Thomas Brewer	Carpenter	24	13				15/
18	Amos Potter	Gunners Mate	June 19	9			60/	
19		Boats do		9				
20	Andrew Brewer	Carpts do	June 24	9				
21		Surgs do		13 $\frac{1}{3}$				

AMERICAN THEATRE

22	Andrew Burnet	Cook		June 24	8½			
23	Richard Grinnell	Armourer		[Torn]	9			
24	Peleg Avery	Coxswain		[Torn]	[Torn]	Run July 25. 1777		
25	James Bridges	Cooper	1777	June 26	9		62/	
26	John Willson	Sail maker	do	" 24	10		60/	
27	Joseph Claghorn	do mate	do	July 1	8½		48/	
28	Joseph Stewart	Gunr Yeoman	do	" 24	9		48/	36/
29	Francis Simons	Mastr at Arms	do	" 30	9		42/	
30	Alexr Ballingall	Qur Master	do	" 24	8½		60/	
31	Dowty Randall	do	do	July 18	8½		54/	
32	James Clarke	Serjt Marines	do	May 3	8		48/	78/
33	Toby Jacobs	Seaman	do	June 19	8	Run July 17. 1777	108/	
34	Anabony	ditto	do	" 19	8		51/	51/
35	Thomas Perfect	ditto	do	" 19	8		48/	15/
36	William Nichols	ditto	do	July 20	8		48/	15/
37	John Nichols	ditto	do	" 16	8		48/	
38	Isaac Read	ditto	do	" 8	8		48/	36/
39	Edward Clanning	Marine	do	June 19	6¾	Promoted to Seaman	78/	36/
40	Joseph Weeden	do	do	" 26	6¾		36/	15/
41	James Vial	Marine	do	July 24	6¾			
42	Barzillai Luce	ditto	do	June 24	6¾	Sick Quartrs July		
43	Danl Paddock	Seaman	do	July 1	8		48/	15/
44	Nichols Stoddard	do	do	" 1	8	reduc'd to a marine	40/	76/
45	Thomas Allen	Marine	do	" 1	6¾		40/	51/

Number	Names	Stations	Time of Entry Year	Month	Wages per month	Run, Dead, Sick or Discharged	Pro- motions	Cash Advanc'd	Slops Advanc'd
46	Thomas Collins	ditto	do	" 8	6 $\frac{2}{3}$			40/	15/
47	John Tinckom	ditto	do	" 1	6 $\frac{2}{3}$			48/	
48	Esek Whipple	ditto	do	" 1	6 $\frac{2}{3}$			48/	
49	Joseph Shaw	ditto	do	June 19	6 $\frac{2}{3}$				20/
50	Saml Browning	ditto	do	July 14	6 $\frac{2}{3}$			42/	27/
51	Seth Baker	ditto	[Torn]	[Torn]	[Torn]			40/	
52	Thomas Bailey	Boy	[Torn]	[Torn]	[Torn]				
53	John Shaw	Seaman	[Torn]	[Torn]	[Torn]			48/	36/
54	Andrew Burnet	Boy	1777	June 19					
55	Samuel Wood	Seaman	"	July 29	8		Reduc'd to a marine	48/	36/
56	Samuel Woggs	do	"	" 29	8			48/	
57	Thomas Hay	do	"	" 29	8			48/	
58	Thomas Connant	do	"	" 29	8				
59	Zaccheus Hinckley	do	"	" 29	8				
60	Benj Harding	Marine	"	" 29	6 $\frac{2}{3}$			42/	15/
61	Nathl Arnold	do	"	" 26	6 $\frac{2}{3}$		Promoted to Seaman	48/	36/
62	Joshua Joy	Seaman	"	" 26	8			48/	36/
63	Elnathan Lake	Marine	"	" 24	6 $\frac{2}{3}$	Run July 25. 1777			
64	Stephen Read	do	"	" 30	6 $\frac{2}{3}$			48/	
65	Michael Wiser	Coxswain	"	" 31	9			60/	
66	Tristram Luce	Pilot	"	" 26				96/	
67	Henry Stoddard	Marine	"	" 31	6 $\frac{2}{3}$				

68				
69				
70	William Howell	Seaman	"	Augt 1
71	Solomon Hallet	ditto	"	" 1
72	Thomas Hawes	Landsman	"	" 11
73	James Blossom	ditto	"	" 1
74	James Morton	Seaman	"	Augt 11
75	Richard Sampson	ditto	"	" 11
76	Robert Falle	ditto	"	" 11
77	William Sinnett	Boy	"	" 11
78	Imml Dunsaps	Seaman	"	Augt 28
79	Joseph Allen	marine	"	[Torn]

Bedford July 31. 1777  
I Certify that the above & foregoing is a true Muster Roll  
James Rogers

1. Miscellaneous Manuscripts, RIHS.

ADVERTISEMENT TO SETTLE THE ACCOUNTS OF THE CONTINENTAL NAVY  
FRIGATE *Raleigh* <sup>1</sup>

All Persons having any Demands on the Continental Frigate *Raleigh*, are requested to bring their Accounts immediately to the subscriber, in order for Payment. Those who neglect it will be excluded therefrom.

John Langdon, Agent.

Portsmouth August 28, 1777.

1. *The Freeman's Journal*, Portsmouth, N.H., August 30, 1777.

COMMODORE WILLIAM HOTHAM TO JEREMIAH POWELL <sup>1</sup>

Sir

*Preston* off New York 28th August 1777.

I this day sent onboard the Cartel Vessel *Speedwell*, a like Number of Men of the same Quality with those which were received from her, a List of them is delivered to Mr Hussey who is Charged with Negotiating the Exchange, and I am to observe to You, that the whole in our Possession have been sent, which were desired in return; And that the Major part of the rest appear upon the Books here, to belong to your State [Massachusetts].

I must at the same time add that I hear with much Concern, the Treatment of the Officers lately brought Prisoners into your Province by the *Boston*,<sup>2</sup> is by no means such, as the Humanity You suppose me to possess, would lead me to shew to any Prisoners here, or as from the Rank they hold in the Kings Service they are entitled to expect.

I shall therefore be inclined to hope that from this Representation more Lenity will be shewn to those Gentlemen in future. I am Sir [&c.]

W Hotham

1. Mass.Arch., Revolutionary Rolls, VIII, 97.

2. Officers from H.M.S. *Fox*.

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

August 1777

Moor'd off Weltch Point Elk River

Wednesday 27

AM Sent a Boat with a Petty Officer and 5 Men Arm'd to take off a Flatt Boat belonging to the Rebles [*sic*] which was surrounded by the Rebles and taken Loos'd sails to Dry

Light airs and Cloudy PM came off a Flagg of Truce for some things for our People sent a Party of Men Arm'd and took our boat off again

Thursday 28

AM weigh'd and warp'd further up the River with a Number of arm'd Vessels and Small Craft with Baggage &c at 9 Came to with the small bower and steadied with the Kedge Anchor AM at 4 weigh'd and tow'd and row'd up to Plumb Point Emp'd occasionally and stopping the Boats that pass from going on shore

1. PRO, Admiralty 52/1789.

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

Number 37.

*Eagle* Elk River

Sir

August the 28th 1777

I informed You in my last Letter of the 9th of July that the part of the Army intended by the General for a particular Service was embarked.

I put to Sea from Sandy Hook with the Fleet, consisting in the whole of Two Hundred and Sixty seven Sail, the twenty third of the same Month; being the earliest Opportunity the Weather would admit. But having frequent Calms, and otherwise constant South West and Southerly Winds in the mean Time, the Progress of the Armament was so much retarded, that We were not advanced along the Coast so far as the Delaware before the 29th; Nor off of the Capes of Virginia, the Destination of the Fleet, until the 14th Instant.

The Wind then changing to the Eastward, the Fleet proceeded on and anchored next Day within the Entrance of Chesepeak Bay. By the Attention of Captain Griffith commanding in the Rear, and the general good Disposition of the Masters of the Transports, the Passage was effected without Separation.

Captain Hamond, who had acquired a very correct Knowledge of the Navigation, was withdrawn from the Delaware, the *Roebuck* being replaced by the *Liverpool*, and charged with the Care of stationing proper Pilot Vessels to mark out the Channel up the Chesepeak Bay. The Fleet with that Assistance, being by the chief Pilot Mr William Warren Hayton, safely conducted up to the Head of the Bay, anchored between the Sasafras and Elk Rivers the Twenty-second.

Having attended the General to reconnoitre the adjacent Shores next Day, the Descent was fixed to be made on the 25th in the Elk.

The Debarkation of the Army was to be made on this Occasion in five Divisions, corresponding to the Number of Men which could be regularly landed from the Flat-Boats at the same Time.

The covering Ships, consisting of the *Roebuck*, with the *Apollo*, *Sphynx*, *Vigilant*, *Senegal* and *Swift*, moving up the River on the Morning of the 25th, the Flat-Boats under the chief Command of Captain Duncan, with the Infantry of the first Division advanced, and were followed in Succession by the Transports of the Second and Third Divisions.

No Preparation being made to oppose the Descent, the Transports of the other Divisions were also ordered forward: And the whole Army, with the necessary Proportion of Artillery and Stores, were landed the same Day on the Northern Shore opposite to Cecil Court House, about six Miles from Turkey Point.

The Ships of War, with the Transports engaged in this Service, will remain upon the several Stations as expressed in the enclosed Return, until the further Operations of the Army give Cause for making some Change in their present Appointments.

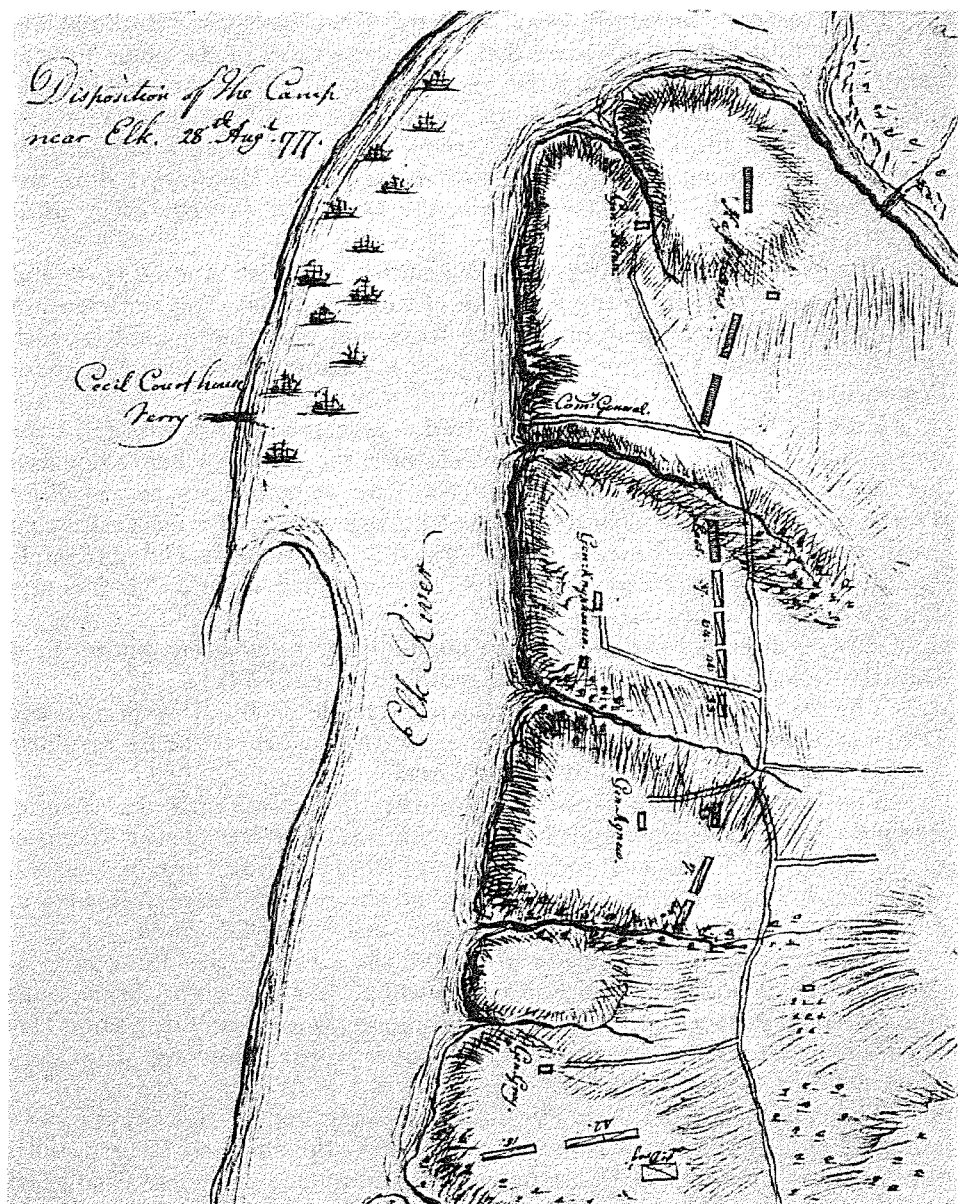
On the Arrival of the Fleet off the Entrance of Chesepeak Bay, I had the Satisfaction to receive Advice from New York, of the Capture of the Ameri-



Disposition of the Camp  
near Elk, 28<sup>th</sup> Aug. 1777.

Cecil Court House  
Ferry

Elk River



can Armed Ship named the *Hancock*, by the *Rainbow*; And Recovery of His Majesty's Ship the *Fox* (taken some Time before) by the *Flora*. The very spirited Determination of Captain Brisbane, and proper Conduct of Sir George Collier, have induced me to trouble the Lords Commissioners with Copies of Captain Brisbane's Letters on that Occasion.

I have likewise added thereto, the Copy of a Letter from Captain Fotheringham, received at the same time, respecting his Desire to take the earliest Opportunity for having an Inquiry made into the Circumstances of the Capture of the *Fox*. The *Fox* being at Halifax, and more particularly not of the Squadron under my Command; I have therefore sent Directions for the Ship to be refitted, and Captain Fotheringham to be replaced in Charge thereof, for conducting Her to Newfoundland or Great Britain, as Circumstances will admit; when a proper Convoy can be provided for the Security of the Ship, in the State she can only be now navigated. He will be assisted therein by such of the Ship's Company as were released at the same time; and is to advise You of his Arrival in England, for receiving the Commands of the Lords Commissioners of the Admiralty regarding his further Proceedings, if he is not sooner enabled to join Vice Admiral Montagu abroad. The other Principal Officers of the *Fox* will take their passage to England likewise, by the earliest Opportunity that offers after they may be exchanged, if the *Boston* Armed Ship is not intercepted by the several Frigates stationed on the New England Coasts.

Enclosed herewith you will receive an Account of the State and Condition of the Ships in this Bay and at Halifax since the Date of the last Return. — The Main-Mast of the *Isis* was struck with Lightning the 23d Instant, and appears to be rendered unserviceable, otherwise than for the passage to New York, where the Ship may be supplied with another Mast. The same Accident happened to three of the Transports at different Times, during the Progress of the Fleet up the Bay; But tho' the Masts were equally affected, the Ship's Companies in the several Instances, happily escaped all material Injury. I am, with great Consideration, Sir [&c.]

Howe

P.S. I beg leave further to submit to their Lordships Consideration the Extract of a Letter from Sir George Collier of the 12th past, with the Report of the Dimensions of the Armed Ship referred to therein; And beg to receive their Lordships Commands upon the Proposition.<sup>2</sup>

[Endorsed] R 28 Octr (8 Inclosures)

1. PRO, Admiralty 1/487, 480–83.

2. See Dimensions of Continental Navy Frigate *Hancock*, July 12.

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA <sup>1</sup>

*Eagle*  
off the River Elk  
Augt the 28th 1777.

{ Disposition of His Majesty's Ships and Vessels employed in North America  
under the Command of the Vice Admiral the Viscount Howe.

Rate	Ships Names	Guns	Men	Commanders	Appointments
3	<i>Eagle</i>	64	522	{ V. Amdl Lord Howe Captn Duncan Curtis Griffith Reynolds Ourry	{ Arrived from the West Indies at New York the 20th of July Rejoined the Fleet at New York 6th July  { Destined to be placed with the <i>Richmond</i> off of Swan Point
—	<i>Nonsuch</i>	—	500		
	<i>Augusta</i>	—	—		
—	<i>Somerset</i>	—	520		
6	<i>Sphynx</i>	20	160	Hunt	
Sloop	<i>Dispatch</i>	14	125	Mason	
	<i>Swift</i>	—	—	Howorth	
Fr. Ship	<i>Strombolo</i>	8	45	Clayton	
A. Ship	<i>Vigilant</i>	20	150	Lieut Henry	
A. Vess.	<i>Haerlem</i>	12	65	Knight	
	<i>York</i>	—	—	Wallbeoff	
—	<i>Cornwallis</i>	—	—	Brown	
	<i>Stanley</i>	—	—	Whitworth	
St. Sh.	<i>Adventure</i>	—	40	Hallum	

Off the Entrance of the Elk attending  
the Operations of the Army.

5	<i>Richmond</i>	—	220	Captn Gidoin	{	Taken from New York with the Fleet, being replaced by the <i>Tartar</i> . Appointed to remain off of Swan Point for preserving a Communication with the Fleet, thro' the more intricate Parts of the Channel to the Elk.	
—	<i>Apollo</i>	—	—	Pownoll			
5	<i>Raisnable</i>	64	500	Captn Fitzherbert	{	Arrived at New York from the St Lawrence the 19th of July, and taken with the Fleet. Appointed to conduct the Packet to the East ward in Safety; and calling at New York, to return from thence with Dispatches to join the Fleet.	
4	<i>Isis</i>	50	350	Honble Wm Cornwallis			
5	<i>Emerald</i>	32	220	Captn Caldwell	{	Left on the Arrival of the Fleet at the Entrance of Chesepeak Bay. Ordered for Water and Provisions off of Swan Point. Appointed to relieve the <i>Raisnable</i> off the Entrance of Chesepeak Bay.	
6	<i>Solebay</i>	28	200	Symons			
Sloop	<i>Otter</i>	14	125	Squire	{	Arrived from Jamaica at New York the 20th of July	Stationed at the Entrance of Chesepeak Bay
—	<i>Senegal</i>	—	—	Molloy			
5	<i>Roebuck</i>	44	280	Captn Hamond	{	Under Orders to proceed for the Delaware	
5	<i>Pearl</i>	32	220	Captn Linzee			
6	<i>Liverpool</i>	28	200	Bellew			
—	<i>Camilla</i>	20	160	Honble Chas Phipps			
Sloop	<i>Merlin</i>	14	125	Capt			
					Stationed in the River Delaware		

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA <sup>1</sup>—[continued]

Rate	Ships Names	Guns	Men	Commanders	Appointments
4	<i>Preston</i>	50	367	{ Commo Hotham Capt Uppleby }	At and in the Vicinage of New York under the orders of Commodore Hotham
3	<i>St Albans</i>	64	500	Onslow	
4	<i>Centurion</i>	50	350	Brathwaite	
6	<i>Tartar</i>	28	200	Ommanney	
—	<i>Mercury</i>	20	160	Montagu	
—	<i>Rose</i>	—	—	Reid	
Sloop	<i>Raven</i>	—	125	Stanhope	
Bomb	<i>Thunder</i>	—	80		
—	<i>Carcass</i>	—	70		
A. Vessel	<i>Diligent</i>	—	—	Lieut Farnham	
Galley	<i>Dependence</i>	—	40	Clarke	
—	<i>Spitfire</i>	—	—	Scott	
—	<i>Crane</i>	—	—	Mr Hitchcock	
H. Ship	<i>Jersey</i>	—	140	Capt Halsted	
St. Ship	<i>Elephant</i>	—	—	Lieut Bechinoc	
5	<i>Thames</i>	32	220	Capt Howe	{ Sailed for New York, for Water and Provisions { Arrived at New York from Halifax the 19th July with a Convoy and to return forthwith to that Port { Ordered to relieve one of the Frigates most in want of careening under the Orders of Sir Peter Parker
6	<i>Milford</i>	28	200	Sr Wm Burnaby	
—	<i>Syren</i>	—	—	Capt Furneaux	

Sloop	<i>Swan</i>	14	125	Capt Ayscough	} In Long Island Sound
—	<i>Falcon</i>	—	—	Harmood	
—	<i>Scorpion</i>	—	—	Browne	
Brig	<i>Halifax</i>	—	40	Lieut Quarme	
4	<i>Chatham</i>	50	367	{ R. Adml Sr P: Parker Capt Caulfield	} To the Northward of Gould Island
—	<i>Renown</i>	—	350	Banks	
5	<i>Amazon</i>	32	220	Jacobs	
—	<i>Juno</i>	—	—	Dalrymple	
—	<i>Orpheus</i>	—	—	Hudson	
Sloop	<i>King'sfisher</i>	14	125	Graeme	} Off Boston
5	<i>Diamond</i>	32	220	Feilding	
6	<i>Greyhound</i>	28	200	Dickson	
—	<i>Unicorn</i>	20	160	Ford	
5	<i>Lark</i>	32	220	Smith	
6	<i>Cerberus</i>	28	200	Symons	} Ordered to repair to Rhode Isl after cruising between George's Bank and Nova Scotia
5	<i>Ambuscade</i>	32	220	Macartney	
—	<i>Flora</i>	—	—	Brisbane	
Galley	<i>Alarm</i>	—	—	Lieut D'Auvergne	} Supposed to be returned to her Station from Halifax

Under the Orders of Rear Admiral Sir Peter Parker

By Disposition dated 18th of May

Between the Ferry on the Nanhiganset  
Shore and the Island of Conanicaught  
Between the NE part of Prudence  
Island and Arnold's Point on Rhode  
Island  
To the Northward of Dyer's Isl  
between Coggershill's point & the  
Isl of Prudence  
Between Calf Pasture Point on the  
Nanhiganset Shore and Pine-hill  
upon Prudence Island  
In the Seaconnet Passage

DISPOSITION OF VICE ADMIRAL RICHARD LORD HOWE'S FLEET IN NORTH AMERICA <sup>1</sup>—[continued]

Rate	Ships Names	Guns	Men	Commanders	Appointments
5	<i>Brune</i>	32	220	Capt Ferguson	{ On the Coast of Carolina Southward to St Augustine
6	<i>Galatea</i>	20	160	Jordan	
—	<i>Perseus</i>	—	—	Hon: G.K. Elphinstone	
6	<i>Daphne</i>	20	160	Capt Chinnery	{ Ordered to convoy a Transport first to Saint Augustine and afterwards to Pensacola
Sloop	<i>Nautilus</i>	16	125	Capt Collins	{ Ordered to proceed from Bermuda to Halifax to refit
5	<i>Phoenix</i>	44	280	Capt Parker	Ordered to Halifax to refit
—	<i>Rainbow</i>	—	—	Sir Geo: Collier	
—	<i>Blonde</i>	32	220	Capt Milligen	{ Ordered to repair to Halifax after cruising between Georges Bank and Nova Scotia
6	<i>Scarborough</i>	20	160	Barkley	
—	<i>Mermaid</i>	28	200	Hawker	
Sloop	<i>Albany</i>	16	125	Mowat	
—	<i>Hope</i>	8	80	Dawson	
—	<i>Hunter</i>	—	110	Boyle	{ At Halifax and on the Coasts of Nova Scotia and New England.
—	<i>Vulture</i>	—	125	Feattus	
A. V.	<i>Cabot</i>	—	—	Lieut Dod	

6	<i>Triton</i>	28	200	Capt Lutwidge	} In the River St Lawrence
—	<i>Garland</i>	20	160	Pearson	
Sloop	<i>Viper</i>	10	110	Graves	
Brig	<i>Canceaux</i>	—	55	Lieut Schanck	
Schr	<i>Magdalen</i>	—	30	Ley	
A. Brig	<i>Hinchinbrook</i>	—	—	Lieut Ellis	At St Augustine

HOWE

[Endorsed] 1 In Lord Howe's Letter of the 28 Augt 1777

1. PRO, Admiralty 1/487, 483-84.



JOURNAL OF H.M.S. *Solebay*, CAPTAIN THOMAS SYMONDS <sup>1</sup>

August 1777                      At the Horse Shoe  
 Wednesday 27      Empd occasionally –  
                          Strong Gales with some Squalls 2 pm Veer'd to a Cable  
                          got T: Gt Yds down 4 saw a Schooner coming round the  
                          Cape, sent the Pinnacle & Cuttr Arm'd after her ½ pt  
                          5 the Schooner ran ashore within the Cape the Boats in  
                          pursuit of her 7 struck T: G: Mts lost a deepsea Lead  
                          & Line  
 Thursday 28      11 am the Masters Mate & 8 Men ret'd in the Cutter Who  
                          inform'd us the Pinnacle was Stove to pieces in attempting  
                          to get her out of the Surf after having destroy'd the  
                          Schooner from St Eustatia Laden with Rum & dry goods  
                          Lt [Sylverius] Moriarty 3 petty offrs & 15 Men rem'd on  
                          shore having surrendered themselves Prisoners –  
                          Mod: & hazy 2 pm anchor'd here His Majs Ship  
                          *Phoenix*—

1. PRO, Admiralty 51/909.

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

Navy Board [Charleston] Thursday 28th Augst. 1777 –  
 Present Edward Blake Esqr. first Commissioner  
 Josiah Smith, Roger Smith, Thos Savage, Thos Corbett, Esqrs –  
 The Honble. John Edwards & Edward Darrell Esqrs elected by the  
 Legislature additional members of this Board were Sworn in accordingly  
 and took their Seats  
 Agreed to give the Command of the Sloop *Beaufort* to Samuel Snowden –  
 Agreed to Give the [Schooner] *Rattle Snake* to James Woodhouse –  
 The following Accots. were Ordered to be drawn on the Treasury in  
 favr. of  
 Edward Blake Esqr. for Several Orders paid by him viz  
 Hezekiah Anthony for Mr. Dupeys draft for the } 996 . 2 . 6  
                          Brigg *Defence* }  
 John Gaboriel for the ship yard Advanced. 195  
 George Buckle work at Ship yard 65  
 Danl. Oneille Rope walk advanced him 175 . 15  
 John Dorcheus discounted for Iron dd Ed Darrell Esqr. 227 . 15  
 1712 . 12 . 6–  
 John Edwards Esqr. freight of Tarr 382 . 10  
 Captn. John Mercier pay Bill and disbursmts for the }  
                          Sloop *Beaufort* to 28th Inst } 541 . 7 –  
 £ 2636 . 9 . 6

1. Salley, ed., *South Carolina Navy Board*, 91–92.

29 Aug.

REVEREND JOHN MURRAY TO COLONEL JOHN WAITE, FALMOUTH <sup>1</sup>

Sir

My confidence in your zeal & fidelity to your Country prompts me in great haste to inform you – that after receiving a pretty little dressing at Machias Sir George Collier in the *Rainbow* wt Dawson <sup>2</sup> as an attendant arrived in this harbour last tuesday; they took one sloop & attempted another immediately on their coming in – but our people attacked them, killed (as they say) two & wounded several more – since which the Commodore has come to give promises & the militia have gone home – he still lyes here – & it seems probable he has no tho'ts of going off soon – he still acts as if he intends another quarrel with us – we hear that three continental frigates are at Portsmouth ready for sea – if they would come here immediately this Ship would be an easy prey – she has but 334 men a fever & flux rages among them; if you would send an express to Portsmo the Country would thank you – & if the Ships come they might more than repair Manly's loss – I communicate this intelligence by Mr Muzzy who will tell you the fate of your express to Machias with great respect I am [&c.]

Boothbay Augt 29th 1777

J<sup>no</sup> Murray

1. Mass.Arch., vol. 198, 130–130a.

2. Captain George Dawson, H.M. sloop *Hope*.JOHN LANGDON TO CAPTAIN GLÉYO LA CHESNAÏE <sup>1</sup>

Sir

Portsmt Augt 29th 1777

You Commanding the *Mere Bobie* Packet Now distined for Nants in France, and Equipt for Sea are to Embrace the first fair wind and Sail for sd Port where when it shall please God you arrive. It's my Direction you Deliver the Dispatches which you have here with in a Lead Box, to the Order of the Honbl Benja Franklin, Silas Deane and Aurther Lee Esqs American Commissioners at the Court of France. – It's more then Probable Mr Williams Will be at Natz, who will have Directions for to Receive the Packet – I am Directed by the Committee of Congress to give orders that the Lead Chest with the Dispatches be hove over Board and Sunk Rather then fall into the hands of our Enemies the Britians You would do well also to Destroy these Orders, in Case the enemy Come on board of you to Serch –

From your Close Attention, and Frugality in your Business while here, I've no Doubt but you'll take the Utmost Care, and proceed with the greatest Dispatch in your Power, keeping the best look out possible to avoid the Enemies Ships on this Coast especially – Wishg You good Passage and Safe Arrival – am very Respectfully [&c.]

John Langdon  
Agent for the States

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

CAPTAIN JOHN PAUL JONES TO NEW HAMPSHIRE COMMITTEE OF SAFETY <sup>1</sup>

Gentlemen,

Portsmouth August 29th 1777.

As the Continental Ship of War *Ranger* under my command is nearly in readiness for Sea, and as I have particular Orders from Congress, to proceed with all possible expedition – I take the liberty applying to you for Authority to enlist a few Men from the Forts and Garrisons of this harbour, whereby I may be enabled with the greater facility to complete my complement, and to fulfil the intentions of Congress, Altho' I am perswaded that you will agree with me that no preference ought to be given where it hath not been merited by superiour Abilities or superiour Services – I should have made an earlier Application had I not waited the departure of the *Raleigh*.

I am with due respect. Gentlemen, [&amp;c.]

(Copy)

John Paul Jones

1. N.H.Arch. A similar autograph letter to the New Hampshire General Court, August 24, 1777, is in Papers of John Paul Jones, 6620, LC.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 29th Augst 1777

This day Capt Harreden in the Brig *Tyrannicide* arrived from Bordeaux –

Order'd That Capt Harreden deliver the Brig *Tyrannicide's* Cargo at Boston to be transported from hence to the Store at Sudbury – that he discharge his Crew only reserving a Sufficient Number to bring his Vessel round from Salem –

Agreed with the Agents for Captors to purchase the prize Brig *Favorite* with all her Appurtenances, & Eight large & two small Water Casks & to allow for said Vessel the Sum of £2000 – excluding her Carriage Guns –

1. Mass.Arch., vol. 148, 491–93.

PETITION OF JOHN HINKLEY AND ANDREW OLIVER TO THE  
MASSACHUSETTS COUNCIL <sup>1</sup>State of the  
Massachusetts Bay }To the Honl Council of said State, assembled  
at Boston August 1777 –

The Petition of John Hinckley and Andw Oliver humbly shews – that one Peter Higgins of Boston, some time in February last entered on board the Brigantine called the *Freedom*, belonging to this State, in the Capacity of a Gunner, that he proceeded in said Vessell under the Command of Capt Clouston in his late Voyage to France & returned home to Boston in her; and was on board during the whole time & at the taking of a number of Prizes That by reason of some unhappy dispute which arose between Capt Clouston & the said Higgins, in the Course of the Cruise, Capt Clouston declared, that the said Higgins should not remain in the Brig, & that he would discharge him; in consequence of which the said Higgins about three

weeks before Capt Clouston gave discharge to his Men, left the Brig, & has since entered on board another armed Vessel in which he was unfortunately cast away & has since return'd in Distress and Capt Clouston has returned him to your Honors as a Deserter, which he says forfeits his Prize money & Wages: – Your Petitioners beg leave further to represent that a few Days before Capt Clouston sailed, Your Petitioners from a Principle of tenderness & Compassion to Mr Higgins distressed & large family, & that they might not be left destitute, purchased a Share of the said Higgins, & after his departure A Quarter of another from his Wife, for both of which the Mr Higgins has given orders on the State Agent for payment, as appear by the Papers herewith exhibited – They therefore pray your Honors to take the matter into your serious Consideration, tho' by a rigorous Construction of Law Mr Higgins may have forfeited his Prize money, that your Honors would view the matter in its Equity, and grant an Order to the Agent that your Petitioners may receive one Share & a Quarter of the said Higgin's Prize money, when received by him, & that the remaining three Quarters of a Share be paid to the said Higgins's family, whose distresses loudly call for your Honors equitable Relief – And as in Duty bound shall ever prayar –

John Hinkley Andrew Oliver

[Endorsed] In Council Augt 29<sup>t</sup> 1777 Read & Committed to Richard Derby and Benja Austin Esqrs to consider & report

Jn<sup>o</sup> Avery Dy Secy <sup>2</sup>

1. Mass.Arch., vol. 167, 193–94.

2. Committee found that Peter Higgins was entitled to wages and prize money. Mass.Arch., vol. 167, 194.

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

August 1777

Wednesday  
27th

At Anchor in Green Harbor

at 5 AM up Anchd the Sloop in Company <sup>2</sup> at 9 AM saw a Large Brig SE Bearing Down on us made Sail and gave chace which they seeing put about and hauld her wind and Set a Croud of Sail at Merd [Noon] Comming up with the Chace Very fast –

fresh breezes and Clear Wr heavy Sea from the Etward

at 2 PM My Fore Top went away in the wake of the Sheeve hole having all sail Set & Coming up fast with the Chace being a large Brig privateer Ordered the prize Sloop to make the Best of her way to Halifax she put about and Stood for the land at 6 Do got up a new fore Topmast & at 7 had all Sail Set the Chace in Sight

Thursday 28th

at 4 AM lost sight of the Chace at 5 Saw a Sail Bearing SE Close hauld gave chace set all sail at 8 AM Saw a Sail Standing to the Wwd we new her to be the privateer which we chased to Se'ward bore away and Set all the Sail we could spread she put before the wind and Set all

Sail in Tracks the Breeze Continued we Overhauled  
her fast Cleard Ship for Action –

Still in Chace at 5 PM light Airs got out the sweeps  
& Rowed till Dark at 7 hazy Wr lost sight of the  
chace all hands Continued at their Quarters all night

Fruday 29th

Continued our Course Expecting to fall in with the chace  
At 2 AM Saw a light which we took to be on board the  
Chace at 5 Do Foggy Wr lost sight of the chace at 6  
wore ship & proceeded to our station –

1. PRO, Admiralty 52/1636.

2. Success.

# NOTICE OF DESERTION FROM CONNECTICUT NAVY BRIG *Defence* <sup>1</sup>

Ston[ing]t[o]n Augt 29 [1777]

This Day Deserted from the Btn *Defence* one Nathan Jenks a Sailer 5  
feet 10 high had on a Dark blu Jacket Canfis trousers Dark complec-  
tion Stoops forward Ses he belongs In Providence in the State of Rhode  
Island he may be known by his profane Words We suposed him to Carry  
of with him a Large gray Dog – Any Person will take up Sd fellow Shawl be  
handsomely Reward'd all Nesasery Charges Shall be Paid for Me.

Daniel Deshon Jr Capt.

1. Nathaniel and Thomas Shaw Letters and Papers, Packet 47, 29, YUL.

## CONTINENTAL NAVY BOARD OF THE MIDDLE DEPARTMENT TO GOVERNOR WILLIAM LIVINGSTON <sup>1</sup>

Continental Navy Board

Sir/

Philadelphia 29th Augt 1777

Your Letter to Mr Morris accompanying five Persons Inhabitants of  
New Jersey & taken Prisoners from the Enemy's Army, was laid before this  
Board, to which for the future, you will please to address any Matters that  
may respect the Continental Navy in the Middle Department.

We are at a Loss to know whether the Terms of agreement with the  
five Prisoners sent us, are to be considered as settled by the Legislature of the  
State to be at all Times applied in the like Cases, or as a particular Agree-  
ment with these five Persons. – We beg leave however to represent that the  
Advancing Bounty to Men in their Circumstances is what they have no  
Right to expect on their Parts, & is a very great Risque of the Public Money  
on ours. Men who voluntarily enlist in the Navy are obliged to give Security  
before they receive our Bounty, & these Tories professedly inimical &  
enlisting by a compulsive Choice will by the Terms of your Letter, receive  
the Bounty & give no security at all on the other Hand, we are sure they  
will take the first Opportunity of escaping. We are willing to allow them  
their Share of Prize Money & Wages, but request you will reconsider the  
Promise of Bounty to Men in their Circumstances. We are Sir [&c.]

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

1. FDRL.

"COPY OF A LETTER FROM A YOUNG GENTLEMAN ON BOARD HIS MAJESTY'S  
SHIP *Sphynx*, IN ELK RIVER, TO HIS FRIENDS AT YARMOUTH,  
DATED AUGUST 29, 1777." <sup>1</sup>

I have the pleasure to inform you since my last by the Jamaica packet, that six days after we arrived at New York from Dominica in the West Indies, to our great surprize we found lord Howe with 30 sail of men of war, and 24,000 troops, ready to sail upon an unknown expedition. We were ordered to get provisions on board that night, ready to sail next morning, which we did down to Sandy Hook.

July 26th. We all sailed from Sandy Hook, and after a long, tedious, disagreeable and uncomfortable passage, arrived in this river, the upper end of Chesapeake Bay, where the oldest men in this country never remembered to have seen any vessel, except small canoes. Consider what an astonishment it was to them to see a large fleet of 500 sail come up, which every body thought in the fleet impracticable. This bay is one of the finest I ever saw, being 160 miles in length, and eight broad, navigable to the upper end.

August 27. We proceeded up the river to cover the landing of the troops, which they did without opposition to the number of 22,000 in one day. They had intelligence, that General Washington was about five miles off, but he thought proper to march off into the back country, there to make a stand. General Howe is gone in pursuit of him. We expect to hear in about a month's time of Philadelphia being taken. The army is very healthy and in great spirits. The people on the Maryland side, a great many are friends to government.

1. *London Packet, or, New Lloyd's Evening Post*, November 10 to November 12, 1777.

### 30 Aug.

CAPTAIN JOHN PAUL JONES TO THE AMERICAN COMMISSIONERS IN FRANCE <sup>1</sup>

Gentlemen,

Portsmouth 30th August 1777.

I had the honor of writing to you from hence 3d day of June last - Copy whereof is here inclosed. Congress have thought fit to put the new Sloop of War therein mentioned, now called the *Ranger* under my command, and have authorized Genl Whipple, Colo Langdon and myself to appoint the Officers. When I took this command, the middle of last month, I found that the Cordage and Canvis which had at first been provided for the *Ranger* was applied as Extra Stores for the *Raleigh*, the *Ranger* entirely unrigged, the Masts, Yards, and Hull alone remained, Warlike and other Stores were wanting, these and other difficulties, altho' they appeared almost Insurperable at first, are now in a great measure overcome by unremitting Application, and from my present Prospects I hope to have the *Ranger*, Equipped, manned and at Sea, in a shorter space of time, than any Ship hath yet been fitted in the Service, I hope to sail within Ten days. I have received late Orders from Congress, whereby I am entirely unlimited, these Orders however do not contradict my former Orders for France, as appears also by a late Letter from Mr Morris to Genl Whipple, and therefore at the

end of my Cruise, I purpose to put in there, and do myself the honor of waiting on you with the Letter which was given me in charge by the Secret Committee.

Inclosed I take the Liberty of sending a Copy of a Paper, which I drew out at Philadelphia at the request of the President, in April last, when a Navy System was under consideration as it was written in very little time, and contains only the thoughts of an Individual, it may doubtless be lyable to exceptions, but should any useful hints arise from it my end will be fully answered, at present we have no Navy system, or Board of Admiralty, without which we never can have a respectable Navy, and by the late Line of Rank every Officer, who stepped forth at the beginning in Ships, like the *Alfred*, altogether unfit for War, when Independance had not been mentioned out of doors, now finds himself superseded by Men, who were then afraid to venture, and whose superiour Abilities are now at best presumptive, I am myself superseded by thirteen Persons, who cannot plead superiour Services or Abilities, this is one of the evil Effects of the hurry of Business, and of attending to Recommendation without Examination, or proof of Abilities by Services, when an Officer who is conscious of having done his duty finds himself superseded by Men, with whom a few years ago, he would have disdained an Acquaintance, the thought must be galling indeed, my honor must be Sacred, and I am determined never to draw my Sword under the command of any Man, who was not in the Navy, as early as myself, unless he hath merited a Preference by his superior Services and abilities.

I could point out various Enterprizes, which I think might be effected from France, with the new Frigate in question, and the *Ranger*, but it is unnecessary untill I arrive there.

I understand that there are Frigates lately built, and now Building in France that mount Thirty two Guns, on one deck, they are capable of carrying Eighteen Pounders, and must Sail exceeding fast, I should be happy if one of these Ships could be procured for me.

As the Packet is just going I must conclude, and I have the honor to be with Sentiments of Esteem and respect. Gentlemen, [&c.]

Jn<sup>o</sup> P Jones

1. Benjamin Franklin Papers, VI, 214, APS.

#### PETITION OF CAPTAIN JEAN TENNET TO THE CONTINENTAL CONGRESS<sup>1</sup>

Philadelphia August 30th 1777.

The Subscriber declare, that having been in the Month of September last in the Port of New Haven, with a Cargo, I there purchased a vessell fit for a Privateer,<sup>2</sup> pierced for eighteen Guns, which Vessell, I promised his Honour Governor Trumble of Connecticut to arm at Cape Francois, and to return to the Continent loaded with Provisions & Ammunition; In consequence thereof Admiral Hopkins at Rhode Island granted me the

Commission of Lieutenant in the Service of the Continent in order to make use of it in the above mentioned Armaments.

I went to Cape Francois, in the Month of February last, where I completed the Armament, which I had promised, but having arrived within ten leagues of Cape Henlopen I had the misfortune of being taken by Three Frigates,<sup>3</sup> who carried me to New York, where I have remained ever since the month of April, confined on board of a Prison Ship, among every Class of People suffering Death and what is hardly to be described during four Months, where I should undoubtedly have died, had I not saved myself by swimming at the risque of my life; as for my Vessell and Cargo although I was cleared out for Dunkirk it was confiscated and sold for the benefit of the British King on the Deposition hereunder mentioned. Vizt –

At two hundred Leagues at Sea I met a Brig from Surinam bound to Philada to whom I promised my Company and assistance against our Enemies, which I did some days after, when opposite a small Privateer, by which she would inevitably have been taken, if I had not compelled her to sheer off. The said Brigantine was afterwards taken by the same Frigates that took me and the Captain had the Treachery to make the wicked declaration against me, who deposited as well as all his Crew that I had protected them, in hopes thereby to obtain his liberty. A certain named Raphael Isaac Merchant at New Haven with whom I had (as his Honour Governor Trumbull well knows) some difficulty relative to his dishonesty, in the account which he ought to have rendered me has wrote (in order to revenge himself) to Government at New York, that I had promised to bring back my Vessell; armed and loaded with Provision & Ammunition, and to prove the Thing better has sent twelve Sailors & Carpenters of New Haven who came to make Deposition against me before the Mayor, that I had been the cause that Mr Isaac's had been found out to be a Tory and thereby put into Prison, which Sailors and Carpenters I know very well by sight, are married there and return'd thither, after having took the Oath of Allegiance at New York, where they only went to answer the bad designs of Mr Isaac's this is what has occasioned the bad treatment which I have sustained by Government at New York and the Confiscation of my Vessell and Cargo.

I hope the Gentlemen of the Congress will have some regard to my misfortunes and situation which is very distressing, Seeing I have lost all even my Clothes, and that they would furnish me with an Opportunity of revenging myself of the Cruelty which they have made me suffer, The right means would be to advance me an armed Vessell or I will go to arm it at Cape Francois at my own expence, which vessell I will answer in Case she is taken by my engagements if it is thought convenient.<sup>4</sup>

Tennet

1. Jonathan Trumbull Papers, vol. 7, pt. 1, 33a–c, ConnSL. A report of his captivity is in Papers CC (Reports of the Board of War and Ordnance, 1776–81), 147, I, 311–14, NA.

2. Schooner *Mary*.

3. See Volume 8, 394, 1057.

4. On the same date Captain Tennet wrote a similar appeal to Governor Trumbull, Jonathan Trumbull Papers, vol. 7, pt. 1, 31–32, ConnSL.



JAMES DUANE TO JOHN JAY<sup>1</sup>

[Extract]

Philad 30 Augt 1777

. . . General Howe and his grand fleet to the utter astonishment and Vexation of the People here has disappard as every necessary preparation for his Reception was made. He has left us to guess at his next Attempt . . .

1. Jay Papers, CUL.

SURVEY OF PORK PROVISIONS ON BOARD H.M.S. *Isis*<sup>1</sup>

Pursuant to an Order from Lord Viscount Howe Vice Admiral of the White & Commander in Chief of his Majestys Ships & Vessels Employ'd and to be Employed in North America –

We whose names are hereunto Subscribed have been on board his Majestys Ship *Isis*, & there taken a Strict & Careful Survey of the Pork Complained of, & find it to be as follows

Pork Seven Hundred & three Pieces, Rotten Stinking & not fit for men to eat occasioned in our Opinions by its not being properly cured And the said Pork we have seen thrown into the Sea, said to be received at Portsmouth Jany 21st & New York July 7th 1777 –<sup>2</sup>

And we do further declare, that we have made & taken this Survey with such Care & Equity, that if Required we are Ready to make Oath to the Impartiality of our Proceedings –

Given under our Hands on board His Majestys Ship *Isis* in Chesapeak Bay this 30 August 1777.

Jo<sup>s</sup> Irwin John Jumps Francis Taylor

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), NYHS.

2. On August 31 Captain Cornwallis requested that a quantity of “Rotten & Stinking” bread on board H.M.S. *Isis* be surveyed. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), NYHS.

STEPHEN STEWARD TO GOVERNOR THOMAS JOHNSON<sup>1</sup>

[Extract]

Dr Governor

[West River, Maryland] august the 30 1777

I shall lanch the Shearback<sup>2</sup> to day If the tide favver I have then no bodey to gard hir from the Enemy as they have taken ten of My yard People to March With the Molishe five Jurnemen and five apre[n]teses as I am left Quit Defenseless I Shuld think it Would be Well for you to order ten Soulgers With an officer to gard the two armed vesels till thay Can be got away I Was at anaplois yesterday With My People there thay Will have all the guns Removed that you ordred to day I have taken the liberty to order down by My People two Nine Pounders to Mount In the Shearbacks Head (and fourteen Peses In hir Sids of Small Cannon Which We have In the yard and Send Captain Davey [David] down to Convoier hir Whane you Would Chuse If you dont approve of the Schem Plesse to let me no What

you Would have dun With the Canon and all the other Stoars belonging to the State as they are of Great value I think they Culd not be Replaced for less then twelve thousand Pound What with Ankers Cabels Cordig Sails and the value of the vesels and Ship Chandley of all kinds Which I have Provided for the State I think the Shearback at lest May be got Eather to baltemore or high up Petopes [Patapsco] . . .

1. Executive Papers, Box 8, Folder 1777, Md.Arch.
2. Maryland Navy xebec *Johnson*, Captain James Belt.

GOVERNOR PATRICK HENRY TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir Wmsburgh August 30th 1777 –  
Your Congratulation on our Success was most welcome. You have mine most sincerely. I am happy to think that the disaffected, both on your eastern Shore & ours, are not so numerous as the Enemy expected, & I once feared. Some People, a considerable Number, in Northampton, who had refused the Test, upon the Appearance of the Fleet, took it with Alacrity. The Enemy having landed in your State, will give you some Trouble, in which my most ardent Wish is to give you Assistance. One third Part of the Militia of Eight Countys, is ordered to march to Frederick Town in Maryland, to act under Genl Washingtons Orders agreeable to a Resolution of Congress. I've ordered to the eastern Shore two Galleys, two companys of Regulars, two field pieces, a few Indians with Colo Gist, & I must think, a considerable Force there might greatly distress the Enemys Rear, while the main Army shall pass the Front.

Two small Batterys are nearly finished at Sengoteague & Matompkin, where the trade of this & your State may receive some Assistance. Is there any Method by which Virginia can annoy the Enemy & thereby assist you?

I must beg you will please to give me the most early Intellegence of every Movement of theirs from Time to Time that so this Country may be on its Guard. With very great Regard I am Sir [&c.]

P. Henry

1. Revolutionary War Collection, MS 1814, MdHS.

31 Aug. (Sunday)

JOURNAL OF MARINE LIEUTENANT JOHN TREVETT,  
CONTINENTAL NAVY SLOOP *Providence* <sup>1</sup>

[June 1 – August 31] <sup>2</sup>

Now is June we are under sail bound to the Vineyard to get a few men and I took a step on shore at Bedford and pressed one John Scranton, one of my townsmen; and three others and then proceded on board and sailed for Old town; arrived the next day & got what men we could; lay there 2 days and then ran for Sandy hook & Made it, saw some large ships lay there and at the same time saw a ship, brig, Schooner and sloop get under way and come out standing to the S.E. we dodged them until the next day, when we

thought we had got them a good distance from the hook we stood for them. About 3 P.M. we came up with the ship<sup>3</sup> the other vessels near to her on her weather bow we hailed the ship as She had her Pendant Jack and ensign flying at her mizzen peak she gave us no answer we gave her a bow gun intending to break her cabin windows, drew very near her, the wind so scant we found we could not get to windward we bore away and went under her lee as near as we could and gave her a good broadside immediately she gave us as good a one when she run us aboard on our starboard quarter & hung there about five minutes until she broke all our sweeps that were lashed there at the same time the Brig of 10 guns & the Schooner of 8 lost no time, all three of them firing into us at once. As the ship fell off she gave us the starboard broadside we shot ahead of them with our sails and rigging much cut to pieces and then we bore away, all hands employed in fixing our rigging, we had but a poor crew at this time. Our loss was our sailing master, Capt. George Sinkens of Newport; he was killed & only 2 or 3 slightly wounded. we hove him overboard got our rigging as soon as possible ready and made sail for the ship came up with her just after sunset with a determination to board her for we well knew if we carried the ship the rest of the vessels would fall into our hands. we ran within half of pistol shot, gave her a full broadside but all three of them played their part so well we gave it up then it was near dark. At this time the Schooner was ahead of the other vessels we ran for her & ran along side & took her. we found her to be a Schooner near 140 tons burthen & found the ship to be of 16 guns Henry Johnson commander all of them bound to Jaimaca in ballast. The Schooner had a spand of horses & some carriages on board we ordered her for Bedford where she arrived safe.<sup>4</sup> We had 12 guns only we steered the same course as they steered intending at daylight to take the 3d heat at them but in the Morning saw only one sail a long distance to the South, we stood for her and she for us, we saw she was a Privateer, she ran and got away, we continuing Southward & Eastward, Nothing happening for some days, saw & spoke a Brig from Eustatia bound to Holland, let her pass. saw several Deans and Duch, we being in the Gulf-Stream. . . . Nothing material happening we finished our Cruise and returned into Bedford and find our ship much out of Repair. – August 1777. Set the Carpenters and caulkers to work. and I went to spend a few days at Providence and East Greenwich.

1. Trevett's Journal, NHS.

2. Placement at the end of the month is arbitrary.

3. *Mary*. See *New-York Gazette*, August 18.

4. *Loyalty*, Henry Atkins, master, arrived on August 12, *Providence Gazette*, August 16, 1777 and was libelled for trial at Bedford on September 24, *Independent Chronicle*, Boston, August 29, 1777.

#### WILLIAM WHIPPLE TO DR. A.R. CUTTER<sup>1</sup>

[Extract]

Portsmouth 31st Aug 1777

. . . The *Raleigh* is at last got to sea<sup>2</sup> she sailed the 22d in company with the *Alfred*. The *Ranger* will sail in about 10 days the two first are gone for the Coast [of] Europe where I hope they will do some thing clever.

I wish a Spirit of enterprise may lead them to some Bold action on the British Coast, that may carry Terror into the Heart of the Kingdom. . .

1. Simon Gratz Autograph Collection, Case 1, Box 12, HSP.

2. A memorandum signed by Captain Thomas Thompson reads: "Memo of Provisions Receiv'd on Board the Continental Ship of War *Raleigh* for the Sea - Vizt 16th July 1777. 149 Barrells Irish Beef 14 Teirces NE. Ditto 27 Barrells NE Ditto 60 Barrells Pork 10 Boxes Candles 12 Firkins Butter 13. 12. 0. 1. Bread 15 Barrells Flour 8 Teirces Rice 3 Barrells Oatmeal 3 Barrells Pease 7 Barrells Vinegar 8 Hhds Rum" John Langdon Papers, HSP.

MUSTER ROLL OF CONTINENTAL NAVY BRIGANTINE *Resistance*,  
CAPTAIN SAMUEL CHEW <sup>1</sup>

List of Men belonging to the Brige *Resistance* Augst 31st 1777

1 Samuel Chew	Capt	37 Robert Brand.	Mare
2 Willm Leeds	1st Lt.	38 William Pitman	Ab
3 George Champlin	2nd Lt.	39 John Nickerson	Ab
4 Samuel Cardwell	M	40 Saml Cook	Ordry
5 David Roberts	G.	41 Elisha Culver.	Ordry
6 Robert Newson	Bn	42 Cyrus Shoals.	Corpr M
7 William Cheeney	Carp	43 Nehemiah Williams.	S M
8 Samuel Culver	Cook	44 Christr Allen	Ordry
9 Ebenezar Colefax	M	45 Thomas Hewet.	Ordry
10 Daniel Brown	Mn	46 Samuel Simmons.	ditto
11 John Cobbett	ditto	47 Jeremiah Chapman.	Mr
13 Partrick Ward.	ditto	48 Jonathan Weeks.	Boy
14 David Latham.	ditto	49 Ebenezar Ledyard.	C Clerck
15 Peter Langden.	Amr.	50 Jabez Smith.	Lt Marines ✓
16 David Holt.	Cooper	51 John Coit.	Ordry
17 Thomas Manly	Quartr	52 Barzilia Spalding.	Fifer
18 Jacob Cleveland.	Masr	53 Enos Tew.	Ab
19 John Edwards.	B M	<div style="display: inline-block; vertical-align: middle;"> <div style="font-size: 3em; vertical-align: middle; margin-right: 5px;">}</div> <div>Super Numere Midshipn having Ser'd during the winr</div> </div>	
20 John Tucker.	Q Masr		
21 Samuel Cheeney.	Y PR.		
22 Aaron Perkins.	C M	54 Willm Hascal	
23 Michl Nugent	Ab	55 Jesse Jacocks	
24 Robert Verden	G M	56 Christr Masure	Ab.
25 William Feilding	Steward	57 Waterford.	Ab.
26 Hugh Brown.	B M	58 Elias Swan.	Lt Marines ✓
27 Gilbert Veal.	Coxsn.	59 Jonathan Averell	D M
28 Jesse Daniel.	Ordry	60 Phinehas Packhurst.	Doctr
29 Carry Latham.	ditto	61 Charles Brown.	Ordry
30 Joseph Latham.	ditto	62 Andrew Newcomb.	Pilote
31 Peter Darrow.	ditto	63 Silas Free	Ordry
32 Florence Seels.	Able	64 John Morris.	Ab
33 Joseph Brown	By	65 John Chasezary	Ordry
34 John Denning	Ab	66 Martin Burkeed.	Taylor
35 Titus Cinement.	Ab	67 Abram. Wickwire.	Boy
36 Mathew Warren	Ab	68 Willm Fagan	Ab
		69 William Morgan	Ab.

70 Pierre Dubois	Mastr Arms	75 Keeff	Marine
71 Nichola Bon Valli	Ab	76	
72 Francois Corboll	Ab	77	
73 Jean Moleen	Ab	78	
74 Joseph Miller	Ordry		

N London August 31st 1777

1. Nathaniel and Thomas Shaw Letters and Papers, Packet 149, YUL.

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

By the Viscount Howe, Vice Admiral of the White and  
Commander in Chief of His Majesty's Ships and Vessels  
employed and to be employed &c in North America.

Isaac Redman      You are to receive onboard His Majesty's Ship under  
Timy Cain      your Command the two Pilots named in the Margin.

It is intended, upon your joining the *Raisonable*, that Isaac Redman  
should be put into that Ship in place of Edwd Johnson, whom you are to  
receive and retain in the *Isis* during your Stay at the Entrance of the Bay.  
The Pilot Timy Cain is also to remain in the *Isis*, to be employed for con-  
ducting any Ship of War that may arrive within the Capes in the mean time  
with Dispatches for me, up to the Anchorage of the *Richmond* off of Swan  
Point. Captain Gidoin, or other the Commander of the Frigate who may be  
found on that Station, will signify my further Intentions for forwarding the  
said Dispatches to me as Circumstances may induce.

Given onboard His Majesty's Ship the *Eagle* off of the River Elk the  
31st day of August 1777.

Howe

To The Honble William Cornwallis  
Commander of His Majesty's Ship the *Isis*.  
By Command of the Vice Admiral  
Josh Davies.

1. Cornwallis Papers, COR/2, NMM.

#### NARRATIVE OF CAPTAIN ANDREW SNAPE HAMOND<sup>1</sup>

[*Roebuck* off Virginia and in Chesapeake Bay,  
August 1 to August 31, 1777]

The Fleet had not sailed 10 leagues before their former ill fortune re-  
turned, and the Southerly wind became so fixed that they did not reach the  
Capes of Virginia untill the 15 Augst and on the next day the whole  
Anchored off New Point Comfort, Six Leagues up the Bay.

From this time the progress of the Fleet was very rapid; and tho' the  
Chesepeak Bay is rather an intricate Navigation, and what was never at-  
tempted before but by very small Merchant Ships, it was effected by the  
whole Fleet of Men of War as well as Transports in about 5 days, without

any accident whatever: all the Shoals & dangers having been marked by small Vessels & boats; for which purpose the *Roebuck* had been sent a head of the Fleet.

[The] 21st was spent in exploring the NEt Branch & the River Elk; and the preference being given to the Latter, Five thousand Men were embarked [the 25th] before day light in the Flat Boats, and proceeded at 4 in the Morning up the River Elk, covered by the *Vigilant*, *Roebuck*, *Apollo*, *Sphynx* & *Swift*; with the remainder of the Army following in Transports. at 10 oclock the first division was landed opposite to Cecil Court House, and before Night the whole disembarkation was finished without the least interruption.

The Next day the General [Howe] with part of the Army moved forward & took Post at Elk Town, which is at the head of the River, and at about 10 Miles distance from the place of Landing, the Stores & heavy Artillery being conveyed thither by water in Boats & small Vessels.

1. Account of Hamond's Part in the Revolution, 1774-77, II, UVL.

#### MARYLAND COUNCIL TO MATTHEW TILGHMAN AND ROBERT GOLDSBOROUGH<sup>1</sup>

[Extract]

Gent

Baltimore Town 31st Augt 1777. -

We have but two of the Row Gallies fitted. The Enemy have spare Men of War enough to block them up separately; they may eventually, with their 120 Men, be serviceable, if there's an Attack upon this Town, and, as it is impossible to guard our Shores and Rivers, we hope no Man can blame our Views to prevent such a Disposition of the little Force we have as would render the whole of it of no Consequence at all, which would certainly be the Case if we were to send the two Gallies from hence.<sup>2</sup> . . .

1. Council Letter Book (1777-1779), 154, Md.Arch.

2. Tilghman and Goldsborough had written to Governor Johnson on August 26 requesting that gallies be sent to the Eastern Shore, Red Books, XVII, 25, Md. Arch.

#### JOHN PALMER'S JOURNAL, CONNECTICUT PRIVATEER SLOOP *Revenge*<sup>1</sup>

[at Sea]

the Remarks on Saturday the 30 Day of August in the yr 1777 - these 24 howers Begins Squally and Reigny We a Standing to Westard and at three am Made a Sail Bareing NNW for Which we Supposed to be a Sail We hove a bout and Stood Coares NNE till Six in the morning then made a Sail bareing NNE We Gave Chaise to her and at ten am Came up with hur She Shoade the Ileman<sup>2</sup> Colars We Shoade English Colars We haild hur She Was a Brig from Dominico Bound to New found Land the Cheafe of hur Cargo Was Rhum hur Name Was the *William* took in the Latd 38:25

the Remarks on Sunday the 31 Day of August 1777 - this 24 howers Begins With fresh Brease and a Large See agoing We Boarded our Prise and

Mand hur With Six men and took Six men from hur Which one being Capt and Marchant and the Mate and three foremast hands and then Stood to the Westard We know in Company With the Brig a Standing to the Westard and Northard So Ends these 24 howers Latd by ob:39:10

1. John Palmer's Journal, MHA.
2. Isle of Man.

ESTIMATES OF CREWMEN NEEDED TO MAN MARYLAND NAVY ROW GALLEY  
*Chester, CAPTAIN THOMAS COURSEY*<sup>1</sup>

	[August 31, 1777] <sup>2</sup>
	[Men]
34. oars 2 men to an oar	68
4. guns 18 lb 6 men Each	24
8. 4 lb Ditto 3 Ditto	24
30. Swivels	30
12 men Quarters & to the rigging	12
Doctor & assistant	2
pow[d]er room	2
powder munkeys	2
	<hr/> 164

the men that fights the swivels fights the small arms

	Men
34. oars	34
4. guns 18 lb 6 men Each	24
8. Do 4 lb 3 men Each	24
30. Swivels	30
Rigging	12
in the powder room	2
powder munkey's	2
Doctr & assistant In Cockpitt	2
at the helm	1
Captn of the ship 2 Leutenants Captn Mareens	4
	<hr/> 135

at the Lowest Calculation Besides the fife & Drumer.

when the ship is filled there is a Quarter bill pasted up to the Mast for the men to Learn & the guns & oars no & the names of men that belongs to Every place.

[Endorsed] Captn Coursey's Augt 1777

1. Executive Papers, Box 8, Folder 1777, Md.Arch.
2. Placement at the end of the month is arbitrary.

CAPTAIN WILLIAM CLEMENT FINCH, R.N., TO VICE ADMIRAL JAMES YOUNG<sup>1</sup>

Sir.

Agreable to your orders we sail'd from St Christophers on the first of

August, and the same day were joined by the *Cygnets* and her Convoy from Grenada; which when they had all received Orders made our Number by my List to consist of 127 sail.

We gott under Weigh in the forenoon and bore up to join the Grenada fleet but brought too within sight of the Ships in Basse Terre Road; They were as usual very dilatory in getting under weigh; and there were some that did not shew any Signs of moving when we made sail; which was just Time enough to avoid making the Night Signal & full 8 hours after we first made the Signal for the Ships to weigh; After we were thro' the Passage I Steer'd N.N.W. in hopes of Joining the Tortola Fleet off Anagada but was Surpris'd in the Morning to find that the Convoy some few excepted had kept their Wind the whole Night, and at day Light were as far to Windward as we could well discern. I made the Signal for them to come under my Stern, but very few paid any Attention to it; upon which I lay too and made the Signal for all Masters of Merchantmen which brought down a few more, I continued laying too 'till towards Evening, when finding I should lose much the greater Part of the Fleet, if I persever'd in Standing to the Westward, I made sail upon a Wind; the next day by dint of Powder and shot we made a Shift to Collect 125 Sail. We have now 104 in sight which with the Ships bound to Quebec New York Newfoundland and the Coast of Africa that have parted Company will nearly make up the Number we originally had.

We have detained two Sloops the Particulars of which Capt Truscott<sup>2</sup> (as he is furnish'd with duplicates for that Purpose) will be able to give you a fuller Account than a Letter will admitt of. I am Sir [&c.]

*Camel* Latitude 39° . 56"

Longitude 52° . 40"

August 31st – 1777.

[Endorsed] (No 1) In V. Adml Young's letter of 27 Octr 1777

1. PRO, Admiralty 1/310.

2. Captain William Truscott commanded H.M. sloop *Grasshopper*.

## 1 Sept.

### DECLARATION OF CAPTAIN SIR GEORGE COLLIER, R.N., TO THE INHABITANTS OF MACHIAS<sup>1</sup>

#### *Declaration.*

The Inhabitants of Machias, not satisfyed with the Quiet they enjoyed whilst a great Part of America was suffering the Inconveniences attendant on War; have thought proper without the least provocation, several Times to invade and ravage the Possessions of their innocent and peaceable Neighbours; (faithful Subjects of the King,) in the Province of Nova Scotia; and likewise had the Temerity last Winter, to invest a Fort in the Bay of Fundy belonging to His Majesty.

Such repeated outrages could not pass unnotic'd & accordingly I thought proper to convince these ill judging and mislead People (the Middle of last



Month) that their Harbor was accessible, and their Town at the Mercy of the Men of War, if it was thought necessary to reduce it to Ashes; the *Hope* Brig therefore after shewing the Inhabitants that She could proceed up to the Town in spite of every opposition they could make was satisfied with doing Individuals little or no Damage, in the Wish that such cruel and injurious Inroads might never be repeated by them in future. –

The gracious and Benevolent Disposition of His Majesty towards all His Subjects, even his Misguided ones, makes the Kings Officers extremely averse to destroying private Property – this has been manifested upon many Occasions during the Course of this unhappy Rebellion, but more particularly at Machias and Townsend in which Harbors the Kings Ships under my Command lay surrounded with Farm Houses and Plantations, yet not the least damage was permitted to be done to any one. –

In order however that such Lenity & forbearance may be properly understood, as well as to let all His Majestys Subjects in the Eastern parts of New England know, what they have to trust to in future, I think proper to declare, that if any more Preparations shall be made in these Parts for ravaging and invading the Province of Nova Scotia, or that the Inhabitants should be collecting themselves together for such a villainous Purpose the consequence will inevitably be laying in Ashes every House, Mill, Store House, and other Building belonging to them: of which the Inhabitants of Machias, Naraguagus, Goldsborough and all the Neighbouring Places on & near the Sea Coast are to take Notice, besides which they will have their Harbors effectually blocked up by the Ships and Vessels of His Majesty till the end of the present Rebellion. –

With this generous caution before them the Inhabitants of the before mentioned Places, and the neighbouring ones will act as they think proper; but they must remember if they draw down the threatened Punishment that they have nobody to blame for it but themselves. –

And in order by every proper Method to induce the Kings Subjects in New England to live inoffensively and peaceably, I hereby declare that if they do so, his Majesty's Cruizers will have Orders not to injure or molest the Fishermen in their occupation of catching Fish, provided their Vessels carry no Arms, and that the number of Men do not exceed eight in any one of them. –

Given on board His Majesty's Ship  
*Rainbow* in the Harbor of Townsend  
in New England the 1st Day of Sep-  
tember 1777.

(A Copy.)

Geo. Collier

To the Inhabitants of Machias, Naraguagus Goldsborough, & the Other Settlements on the Eastern Coasts of New England –

[Endorsed] NB. Their having Permission to Fish, is founded on Lord Howes Orders. – No 1 In Sr G. Colliers Letter dated 9th Octr 1777

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

Sept 1777                      The Soermost part of the Isle of Holt [au  
Haut] NWbN about 2 or 3 Leagues  
Monday 1st 5[AM]      Saw a Sail to the Wtward made Sail & Gave chase  
Observed the chase Standing in for the Land Mount  
Desart Hills NBE½E about 7 Leagues  
8                      Modt and Cloudy  
11                      tackd Ship fired 3 Guns at the chase the chase  
Still kept her wind fired a Gun to Leeward &  
hoisted Rebel Colours the Chase then bore down  
towards us Shortend sail tackd Ship & Brot too  
Main top sail to the Mast Sent the Cutter on board  
the chase whitch proved to [be] a French Brig from  
Martinico<sup>2</sup> took the people Out & Sent a petty  
Officer & Men to take charge of her

1. PRO, Admiralty 52/1865.

2. Brigantine *Topinambou*, Joseph Jean Pichot, master, from Nantes to any port in America, with brandy and dry goods, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 489-90. She was condemned at Halifax as a lawful prize on October 28, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 76-80. A memoir on this seizure by Pichot is in AN, Marine, B<sup>1</sup> 130, 196-215.

CAPTAIN JOHN PAUL JONES TO JOSEPH HEWES<sup>1</sup>

My dear and Honored Sir

Portsmouth, Sept 1st 1777.

Inclosed you have copies of sundry Letters &ca which I forwarded to you the 17th Ultio under cover to Messrs [Abraham] Livingston and [William] Turnbull and which I fully expected would have reached your hands in Boston but by carelessness or otherwise the Packet hath never reached their hands and is I fear entirely lost. – inclosed you have also the copy of my letter of 24th to Mr Morris and of 30th to the Commissioners at Paris. – the reason of my then writing to Mr Morris appears in the letter. – I look up to him and to you with Sentiments of the highest esteem and Gratitude and my first wish is to appear deserving in his and in your Sight and to have it in my power to render Eminent Services to America. – perhaps my fears have been needless? – I will relay on the goodness of Congress – I hope they will not put me under the command of Men who durst or did not embark in the Navy before the Seventh of December 1775 for I assure you I dread such dishonor worse than Death. – I can have no desire to decline the Service while the liberties of America are doubtful – it is my pride and Glory that I was one of the first who endeavoured to defend her Just rights; Suffer me but to continue in the line wherein I embarked – I ask no more or if that be too much, I am willing to stand an examination with any one, or with every one of the Thirteen persons by whom I am at present superseded – and will yield the point to superiour Services and Abilities. – I cannot now hope for the pleasure of hearing from you before my departure – which is fast approaching. I however will expect that pleasure when I reach France – for by a late letter from Mr Morris to Genl Whipple it appears that

Congress still mean that I should attend to my former Orders from the Secret Committee. I am not disgusted – nor under a Childish pet; – but will continue in the Service in certain hopes that the day is not far distant when my present fears and apprehensions will be finally removed; in the meantime I mean only to express my Sentiments in decent tho' Manly language. I confess in the Overflowing of my heart that the command of the important expedition which was allotted to me by Mr Morris last winter far exceeded my expectation. I am also deeply sensible of the distinctions and preference which I have since that time experienced from Congress and from the Marine and the Secret Committees – and I attribute the Mistake in the line of Rank not to intention but to your absence and to the partial recommendations which were then exhibited.

I relay on your Friendship – I promise to pay attention to your advice and I most Sincerely am My dear Sir [&c.]

J.P.J.

1. Papers of John Paul Jones, 6636, LC.

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

[Extract]

Honble sirs

Boston 1st Sepr 1777 –

This Accompanies the Ship *Alfreds* abstract with Copy of Capt Hinmans Acct of disbursements & mine of outfit she with the *Raleigh* are now at Sea and I hope will do something towards Supporting such an enormous Charge in fitting her out –

It has not been in my Power to procure a Suitable Vessell for a Cruizer as directed some time since by the honble Board. I am still on the Look out and shall seize the first oppertunity. my accounts are incompleat not having receivd directions what Commission to Charge. the Sloop *Providence* has sent in a sloop in Ballast which she took the same day she left [New] York,<sup>2</sup> the *Lee* Capt Skimmer remains abroad on a Cruize, have not heard from him Since he saild. Yesterday arriv'd here a Ship of 340 Tons from Liverpool design'd for [New] York, with upwards of 12000 Bushells Salt on board <sup>3</sup> by the Instructions given the Master, and by all the Letters it appears That the Ministry have imposed the Belief of America being entirely Subdued on the People and the mercantile Part of the Nation are taking their measures Accordingly. . . I rejoyce we have reason to differ from them in opinion having nothing material to add I salute you and have the honor to be with all due Respect Gentlemen [&c.]

J Bradford

The Salt Ship was taken by one of our State Brigs the *Massachusetts* a private Schooner in Company – I have just receivd intelligence of the arrival of the *Hamden* <sup>4</sup> at Bedford

1. John Bradford Letter Books, vol. 2, 4–5, LC.

2. *Loyalty*, Henry Atkins, master, *Independent Chronicle*, Boston, August 29, 1777.

3. Letter of marque ship *Johnson*, Richard Jones, master, taken by Massachusetts Navy brig *Massachusetts* and Massachusetts privateer schooners *Active*, Captain Andrew Gardner, and *Speedwell*, Captain Jonathan Greely. She carried "London papers to the 6th of June," *Independent Chronicle*, Boston, September 4 and September 18, 1777.

4. Continental Navy brigantine *Hampden*.

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

Sept 1777  
Monday 1

Block Island NW 4 Lgs

at 6 AM saw a Sl off Montock weighed and Gave Chace. Modt Breezes & fr [PM] at 2 Gay head [Martha's Vineyard] NNE 5 Lgs at 4 Run the Chace on shore who prov'd to be a Schooner,<sup>2</sup> Loaded Wt Rum, Sugar & Warlike Stores, Anchd within Gun shott of her & kept a constant fire upon a Body of Arm'd Men lurking about the Beach while our Boats went & Burnt the Vessell had 1 Man kill'd & 1 Wounded ½ past 6 weighed & came to Sail

1. PRO, Admiralty 51/181.

2. Name unknown, from the West Indies to New London, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 489-90.

CAPTAIN BENNETT MATHEWS, MARYLAND NAVY ROW GALLEY *Independence*,  
TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir/ being Stationed down at the Mouth of Potapsico to watch the Mosions of the Enemy and the Mornings and Evenings begining to grow Cool and our Men being very Naked boath for Beading and Cloaths, and being out of my Power to weight on your Excellency myself I have Sent down Mr Stevenson with an Accot of what Cloathing we Shall want at Present Likewise an Accot of what Wages is due to the Men to the first of September which Sum Sir you will Please to send by Mr Stevenson as the Men Seems to think it hard they Cant git there Wages. From your [&c.]

Septemr 1 1777

Bennett Mathews

1. Red Books, XIV, 112, Md.Arch.

CAPTAIN NICHOLAS BIDDLE TO ROBERT MORRIS <sup>1</sup>

Sir

*Randolph* Sept 1st 1777

I have the pleasure to acquaint you that I have at last got once more without the Barr of Charles Town Since I wrote my last letter to you I had another Main Mast Split with Lightning We had been ready for Sea for some time and only waited for Men. A Bounty of Thirty Dollars I offerred had little effect and some of the State Armed Vessells being in Port nothing could be done by the State untill they were manned Since I have had my New Main mast (the third I have had in this Port) the President has given an additional Bounty of Twenty Dollars by the help of which I have got many Men I have Officers & Boys included about Two Hundred & Ten People

Several Capts of Privateers have been detected in carrying off my People but I can get no redress of them From one I had taken four Men in lieu of as many he had enticed & taken from me but the Civil Power obliged me to give them up I applied to the President and he ordered the Capt to replace my Men or he would not let him pass the Forts The Capt Sailed without giving me a Man A few Days since a Privateer Brig Charles

Morgan Commander was comming in I had certain intelligence of his having four of my Men on Board I sent my Barge to Board him but he would not bring to I was Determined to Sink him if he did not and fired at him He brought too and I got two Men from him Two others he had put in a Prize I sent five Men to the President who swore he had Ship'd them knowing them to belong to me But as I could not Stay for a tedious Law Suit no Satisfaction is to be had. It tis easy for those Fellows to act so as to make it difficult to prove they knew of their being on Board untill they Sailed but this was not the case in this instance I wish to have instructions how to conduct myself in such circumstances Also with respect to State armed Vessells. If none of my People had been taken away I could have been at Sea Three months ago and long before my last Main Mast was Struck. Indeed I had despaired of getting Men and was the Day the Lightning Struck us Bending Sails Thinking it better Risk to getting Men at Sea than Lie here on an uncertainty at this Season so bad for the Worms

Lieutt Falconier [Falconniere] of Marines is so exceeding Troublesom and has behaved in so many instances unworthy the Charracter of an Officer that I can not hesitate a moment to comply with the Request of the Officers which I enclose under cover to you and which contains the principle Charges against him I have ordered him to proceed to Congress I am with the Greatest Respect [&c.]

Nicholas Biddle

P.S. The Ship does not Sail well owing to Her being foul

1. Papers CC (Letters Addressed to Congress, 1775-89), 78, II, 237-38, NA.

OFFICERS OF THE CONTINENTAL NAVY FRIGATE *Randolph*  
TO CAPTAIN NICHOLAS BIDDLE <sup>1</sup>

Sir [ *Randolph* off Charleston, September 1, 1777 ] <sup>2</sup>

As there is not Officers Sufficient to form a Court of inquiry, We are sorry to be under the disagreeable necessity of addressing you, to remove from among us, Lieutt Panatiere de la Falconer [Falconniere]; as he has in many instances behaved very unbecoming an Officer, and is a disgrace to the *Randolph*

He Begged a large Jug of Wine of the Capt of a French Vessel we spoke with at Sea, and sold it to several on Board for a Dollar a Bottle -

He has suffered himself to be beat on shore without resenting it -

He gave an Order for Eighty Pounds on Mr [Edward] Blake, with intent to defraud the Person to whom he gave it -

He allways when on shore Associates with the worst of Vagabonds, and those houses no Gentleman ever go to -

He was one Night put under the Town Guard, for stabbing a Soldier; but shewing his Commission and the wound not like to prove Mortal, was let go -

He has behaved so, as to be Most Effectually hated and despised by every one on Board, the Vessell and by all who Know him on shore -

He is the most Obscene talker, and greatest Reprobate and blasphemmer we ever heard –

He has been heard to Damm the Trinity in the most shocking expresion –

He has frequently declared that if any Man affront him, he would Assasinate him for it if it was 20 Years afterwards –

For these and a Thousand more instances we could mention (if Necessary) of the same Nature we think him not only unworthy of holding a Commission in the *Randolph*, but a Nuisance to the ship, and therefore beg you to Rid us of him –

To Capt. Biddle

W<sup>m</sup> Barnes

Sam<sup>l</sup> Shaw

John McDougall

Rob<sup>t</sup> Johnson

Joshua Faning

Tho<sup>s</sup> Hore

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, II, 245–48, NA.

2. Enclosed in Biddle to Robert Morris on this date.

“EXTRACT OF A LETTER FROM MR. WILLIAM BECK, AN ENGLISHMAN  
RESIDING AT CAPE FRANÇOIS, SEPT. 1.”<sup>1</sup>

The *Corrector*, an American privateer of 20 guns, has resorted hither about 10 months, during which period she has sent in several prizes, all of which have been sold to the French Merchants here; this ship is a very good sailing vessel, is well manned with 160 seamen, and has this advantage, she does not run the hazard of having her prizes retaken by sending them to America, but brings them directly into this port, where they are bought up at a small price, and the prize-money distributed to the crew. The French have at present here five line of battle ships, four frigates, one bomb-ketch, a fireship, and two polacres of 14 guns.

1. *London Chronicle*, October 14 to October 16, 1777.

2 Sept.

MASTER’S LOG OF H.M.S. *Lark*<sup>1</sup>

Septembr 1777

Cape Sable So59Et 9 Leagues

Tuesday 2d

Light Airs & Clear [PM] hoisted out the Barge & Sent the 2d Lieut to Board a Brig<sup>2</sup> She was from Newfoundland in Ballast taken by the Rebles putt a Petty Officer on Bd her & Sent her to Halifax

1. PRO, Admiralty 52/1826.

2. *Ranger*, P. Townsend, master, Howe’s Prize List, October 30, 1778, PRO, Admiralty 1/488, 489–90.

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER<sup>1</sup>

Septembr 1777

Sequin Isld WbN dist. 4 Lgues

Tuesday 2.

at 4 AM hove short – at 5 weighd & came to sail as did the *Hope* with 6 Sloops & 3 Schooners Prizes in Compy – at

10 stripp'd & scuttled a Sloop & Schooner that we had taken – at 11 saw a Sail to the Etward – made the *Hope's* Signal to Chase – at 12 saw the *Hope* bring too the Chase. Moderate & clear Wr – at 1 PM the *Hope* join'd us with the Prize; She prov'd the Brig *Joseph* <sup>2</sup> fm Gaudelupe bod & belonging to Boston – at 4 saw a strange Sail to the Etward, made the *Hope's* Signal to chase – got onbd the Prisoners fm the Brig – at 9 lost sight of the *Hope* & Chase –

1. PRO, Admiralty 51/762.

2. With rum and molasses, sent to Halifax, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 488–89. She was condemned as a legal prize on October 6, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6, (1777–1782), 63.

“VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT” <sup>1</sup>

[Boston] September 2d 1777

Voted That a circular Letter be wrote to the Captains of the Several Vessells of war in the pay of the United States now within this department requiring them to make return of the officers Sailors & Marines on board the Several Ships under their Command

1. Papers of the Continental Navy Board of the Eastern Department, LC.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO THE  
MASSACHUSETTS COUNCIL <sup>1</sup>

The Navy Board Established by Congress for the four New England States finding it difficult to furnish themselves with Books Paper & Other Stationary Articles necessary to proceed in their Business and Supposing the Committee of Sequestration to be possessd of them Beg your Honours to give them An Order on that Committee for such Articles as they may have Occasion for which they propose to pay for on Receipt thereof

Boston Sept 2d 1777.

J Warren John Deshon

[Endorsed] Council Chamber Sept 2d 1777

Resolved – That it be recommended to the Committee of Sequestration of the Town of Boston to dispose of for the Purpose in Said Petition mentioned, the said Articles enumerated as they may have by them, at such Prices as they may judge reasonable

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

1. Mass.Arch., vol. 173, 373.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO  
CAPTAIN HECTOR McNEILL, CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

Sir.

Boston Sept 2:1777.

We having been appointed by the Honble Continental Congress a Board to superintend all Naval, & Marine Affairs of the Continent, within

the Four Eastern States, and being Impowered to conduct and manage the Business of such part of the Continental Navy as may be Built, bought, or fitted from Time to Time in the four New England States, & particularly directed to require all Captains, or Commanders of Continental Armed Vessels within our district to make returns to us, of the Officers, Sailors, & Marines on board their Vessels, and of the State, & condition of them, and Stores, and to transmit duplicates thereof to the Marine Committee.

Do hereby in consequence of the Authority given us, require you to make such a return of the Officers, Sailors, & Marines of the Ship under your Command and also a return of the State of your Ship, and Stores. You are also required, as soon as may be, to render an Accot of the expenditure of Stores on board your Ship to us, in our Office at Boston, with the Dimentions of your Ship, her Burthen, number of Guns, Tackle, Apparel, & Furniture, what you conceive to be necessary, and what Time will be requisite to fix, & equip her for a Cruise. We are [&c.]

W<sup>m</sup> Vernon J Warren John Deshon

1. FDRL.

#### MAJOR GENERAL ARTEMAS WARD TO COLONEL JOSEPH WARD<sup>1</sup>

[Extract]

Sir

Boston Sept 2. 1777. –

The twenty fifth ultimo your favour of the fourth was duly received; Am glad to hear of your welfare, and the favourable Intelligence, you was pleased to give me, Respecting the Army, our Publick affairs, and other matters. Capt Hector [McNeill] – is Returned from his Cruize – Is Coldly Recd on account of his – Behaviour whilst out; which some say was the cause of M—y being taken. . . .

This moment I have Recd certain Intelligence, that Capt Fisk in the *Massachusetts* a State Brigne has taken and sent in a prize valued at Six or Seven thousand Pounds Lawful Money; mounting twelve Six Pounders; the last war she was a twenty gun ship.<sup>2</sup> He was left in pursuit of a nother Vessel, which I Expect to have in, in a few days. . . .

1. Joseph Ward Papers, Folder 77, ChHS.

2. *Johnson*. See footnote 3 to Bradford to the Continental Marine Committee, September 1.

#### JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY<sup>1</sup>

August 1777

Working down the River Elk

Sunday 31

Modt and fair Weather, working down the River, at 4 PM Anchd by the Small Bower in 5 fms 1/2 past 6 weighed and Warped down the River at 10 PM the barges Crew who were employed carrying out the Warping Anchor mutinied and ran on Shore with the Boat taking with them 7 musquets, 4 Cartouch Boxes, 7 Cutlasses, & 4 Belts, the Boat returned with the Officer and One man who refused



to join the Rest, they beat & abused the Midshipman very much Their names are as follows, Benjamin White, John Elliot, Oliver McKinley, Henry Nicholson, Jacob Hawes, Joseph Valentine, & John Jones. –

September 1777 Do Weather working down the river, at 6 PM Anchd  
Monday 1 by the Small Bower in 4 fms, and moored with the Catch,  
Turkey point No

Tuesday 2 In the night it being very dark & rainy Gideon Walker  
Quarter Master, got over the Stern unseen & ran away with  
the Jolly Boat, read the Articles of War & Abstract to the  
Ships Company, the Men of War and Transports came  
down the Elk and Anchd here, Sailed hence the *Roebuck*,  
*Richmond* & *Senegall*. –

Modt and Cloudy, PM brought on board the Catch  
Anchor, at 5 Weighed and dropped lower down to guard  
the Transports, at 8 Anchd in 3 fms off the mouth of  
Sasafrax river, Turkey point NEbN Sandy point WSW  
1 mile off Shore, recd more provisions from the *Prince*  
*George* Navy Victualler

1. PRO, Admiralty 51/1037.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO THE SENIOR OFFICER AT THE  
CAPES OF VIRGINIA <sup>1</sup>

*Roebuck* near Pools' Island  
Chesepeak Bay 2d Sept 1777

Sir

I sailed this morning from the anchorage of the Fleet, with three  
Victuallers under my convoy, intended for the River Delaware and am  
retarded in my proceedings by the *Roebuck* and one of the Transports hav-  
ing run aground; As I am informed by the Admiral it is of Great Conse-  
quence that at least one of those Victuallers should arrive in the Delaware as  
soon as possible, and have with me his directions to the commanding officer  
of the Chesepeak-Bay, to give sufficient Convoy to any of the Victuallers I  
may leave behind me on account of bad Sailing or accident; I think it nec-  
essary in order to forward this important service to forward the Transports  
under Convoy of the *Senegal* <sup>2</sup> to the place of their destination; but if it  
should be more agreeable to you, to send either of the other Frigates that  
you may have under your command upon this service, it will be equally  
agreeable to the intentions of the Admiral, Giving them directions to return  
as soon as the Transports are delivered to the Commanding officer in the  
Delaware. I have the honor to be Sir &ca

A S Hamond

1. Hamond Papers, Letter Book (March, 1776–December, 1777), UVL.

2. Hamond on this date ordered Captain Anthony J.P. Molloy "to take the Two Transports  
named in the Margin [*Mars* and *Fanny*] under your Convoy and Proceed with them as far  
as the Capes of Virginia, where you are to deliver the enclosed letter to the senior Captain  
of His Majesty's Ships and follow his directions for your further proceedings," Hamond  
Papers, Orders issued, 1776–1777, UVL.

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

[Williamsburg]

Sir/ You are desired immediately on Receipt hereof to Order one of the Captain Barrons with his Vessel to Gwinns Island in Order to Assist in Transporting of Troops from that place to the Eastern Shore. – Capt Barron must be directed to follow such Orders as He may receive from the Commanding officer of the said Troops, respecting their Transportation and keep this matter as secret as possible. – You are also to Order Captain [Robert] Tompkins of the *Henry* Galley to his former Station in Mobjack Bay as soon as possible. –

Navy Board  
2d Sept. 1777 }

Signed,  
Thomas Whiting 1st Commr –

1. Navy Board Letter Book, 108, VSL.

3 Sept.

LIEUTENANT MARK ROBINSON TO VICE ADMIRAL JOHN MONTAGU <sup>1</sup>

(Copy)

Sir/ Canada St Johns Harbour 3rd Sepr 1777

I hope you will excuse the liberty I take in informing you that I have been for some time past very much troubled with an inveterate Scurvy and as from the nature of this Country and the impossibility of my procuring those refreshments from which I could expect Relief, I find myself growing daily so weak that I am at present almost incapable of doing my Duty; this together with the weakness the disorder has occasioned having brought on the return of Fitts to which I had been formerly subject to, these and the frequent Scorbutic eruptions which make their appearance in various parts of my body and limbs, induce me to pray the favour of your leave to go on Half pay; so far am Sir I from a wish at leading an inactive life that I should be happy as soon as my health may be re-established to again be employed and that in some more active Service than that I am at present employed in will admit of; should you think it proper, I should be happy to have the opinion of three Surgeons to justify the opinion I entertain of the State of my health, and more fully to make apparent to you my incapacity of doing my duty from Your humble Servant

(Sign'd) Mark Robinson <sup>2</sup>

1. PRO, Admiralty 1/471, 130.

2. On September 4 three naval surgeons examined Lieutenant Robinson and verified his poor state of health, PRO, Admiralty 1/471, 131.

JOURNAL OF H.M.S. *Ambuscade*, CAPTAIN JOHN MACARTNEY <sup>1</sup>

Sepr 1777 Sambro Lighthouse No 38°. 0' Et Dist 39 Leagues  
Tuesday 2d at 12 [PM] saw a sail to the NW set main sail and Chace set all sails chace a ship 3 Miles Dist  
Wednesday 3 ½ pt 12 [AM] Chace brot too up Courses & in T Glt Sls no sail in sight from the mn top mt head out Cutter boarded

her found her to be the *Restoration* belonging to Bristol taken by the *Oliver Cromwell* Rebel Privateer<sup>2</sup> took 7 Prisoners out of her & put a Mate and 4 hands on Board her at 9 wore ship got the Broken yard down and sent up a nother and rigged it in the top the Prize in Company – Light airs and variable bent the main sail at 3 Opened 2 Tierces of Pork 180 Pcs each 13 short at 2 out Cutter the Captain went on Board the Prize 1½ pt returned in Cutter made sail the Prize in Company

1. PRO, Admiralty 51/36.

2. She was taken by the Connecticut ship *Oliver Cromwell* on July 19 off the Azores bound from Quebec to Portugal and was condemned at Halifax as a legal recapture on October 1, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), 59–60.

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

Sepr 1777  
Tuesday 2d

Cape Negro WBN 5 Leag  
at 8[AM] Saw the land about the River Jordon & a sail Close in Shore gave chace little wind sent the Yaul on board her saw a large ship to the Wtwd gave chace at 10 Light Breezes & Clear still in chace at Merd: saw a brig in Shore Coming up fast with the chace All hands at their Quarters –

Modt and Clear Wr Coming up with the Chace at 1 PM made a private signal did not percive that she answered it at 5 Do TKd to the Nd after the chace at 6 spoke her which proved to be His Majestys ship *Mermaid* hauld to the Wwd in Chace of the Brig Cut the Brig off from Getting Round the Cape upon which they Run her a shore in Barrington bay the prize Sloop in Comy

Wednesday 3

at 2 AM come to an Anchor in 14 fms the Cape ENE 4 Miles at 5 up anchor saw the *Mermaid* Close in with Cape Sables at 6 AM brot a Sloop too from Halifax bound to Cumberland at 11 in Top G. Sails at Merdn Come to an Anchor near the Brig Sloop in Comy At Anchor in Barrington Bay

Fresh Breezes found the Brig to be from the Grenadoes bound to London had been taken by a Reble privateer Sloop Called the *Black snake*<sup>2</sup> the Rebles had gon off in the Boat after Running her a shore at 9 PM got the Brig a float without Damage her loading Consisted of Rum Sugar Coffe & Cotton

1. PRO, Admiralty 52/1636.

2. Massachusetts privateer sloop *Black Snake*, Captain William Carlton, had captured the brigantine *Sophia*, John Aire, master, on August 23. This recapture was credited to H.M.S. *Mermaid* and *Sophia* was condemned as a legal prize on September 26, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), 61–62, 91.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN WILLIAM CORNWALLIS,  
H.M.S. *Isis* <sup>1</sup>

Sir *Eagle* [off Elk River] Sept 3d 1777

The *Roebuck* having been on Shore by which Accident some of the Transports, that were to have gone under Captain Hammonds Convoy would otherwise be retarded in their Passage down Chesepeak Bay, I desire you will proceed with the *Isis* with all suitable expedition off of Swan Point, where you are to remain untill you are joined by the Ships named on the other side haveing onboard Provisions, & Ordnance Stores for the Army. When they are arrived, you will Please to proceed down the Bay with those Transports under your Convoy, & in other respects according to your former Orders, Taking all necessary Precautions for the safe Navigation of the Ships & Transports under your Care. I am Sir [&c.]

Howe.

Transports

<i>Thames</i>	}	Ordnance
<i>Russia Mercht</i>		
<i>Eliza</i>	}	Victuallers
<i>Patty</i>		
<i>Sr Wm Johnson</i>		

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), 49, NYHS.

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

Sept 1777	A Ground off Wortons Point
Monday 1st	at 8 P.M. weighed and made sail Down the River. Do our Signl was made for the Captain at 10 Got aground off Wortons [Wharton's] point made the Signl of Distress but not in want of immediate Assistance the <i>Francis</i> Transport aground near us at 12 Carried out the Stream Anchor –
Tuesday 2d	Fresh Gales & Cloudy [PM] Empd Picking Bread & stowing the After Hold at 7 Carried the <i>Richmonds</i> Stream Anchr out A Stern Hove upon the Stream Anchor, but could not Heave the Ship off –
Wednesdy 3rd	at 5 A.M. several flatt Boats and Small Vessels Came to our Assistance, began to get the Upper Deck Guns out, at 7 the <i>Richmond</i> Anchd a Stern of us, Do carried the End of the Sheet Cable out to her at ½ pt 8 hove off and got the Guns in Again at ½ pt 11 weighd and made sail –

1. PRO, Admiralty 52/1964.

4 Sept.

JOURNAL OF H.M.S. *Surprise*, CAPTAIN ROBERT LINZEE <sup>1</sup>

September 1777

Cape Race N41°37'Wt Distt 99 Leags

Thursday 4th

at 9 [AM] Saw a Sail to the Eastward – Made Sail and gave Chace – at 10 TKd Ship – *Spy* in Co  
 Fresh Breezes and Squally – Middle & latter Modt and Clear Wr – at 1 PM Still in Chace – at 3 the outer Hall-yards of the Lower Studdingsail broke – lost the Sail – down Topmast Studdingsail – at 4 Brot too – hoisted the Boat out and sent her on Board the Chace – she provd a Prize – being a Brig from Carrolina – bound to Nantz – took out the Men – and sent a Petty Officer and 9 hands on board her – *Spy* in Company –

1. PRO, Admiralty 51/950.

CAPTAIN JOHN PAUL JONES TO ABRAHAM LIVINGSTON <sup>1</sup>

My dear Livingston

Portsmouth Sepr 4th 1777.

Altho' I am not yet favored with your reply to my letter of 24th Ult. – I am unwilling to Ommit this Opportunity. – Inclosed you have sundry papers which you are at liberty to use at your discretion – the inclosed letter with that to Mr Hewes and the one which I shewed you last Winter to the Marine Committee contains my Sentiments on the present line of Rank. – I would lay down my life for America – but cannot trifle with my Honor. – I will send you Copies of my late letters to Mr Morris and to Mr Hewes – but in the meantime pray let me hear from you. – I meet with little or no Assistance here in fitting or in Manning the Ship. Selfishness is not peculiar to Boston. – I expect your free and candid Advice and I am [&c.]

Jn<sup>o</sup> P Jones

NB. Mr Dawson is hovering off here and I hope will continue to do so 'till I am in a Situation to thank him.

1. CLS.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO  
CAPTAIN JOHN PAUL JONES <sup>1</sup>

Navy Board Eastern Department

Sir

Boston Sept 4th 1777 –

As we are Informed you are now Almost ready for the Sea, and propose to Sail in A few days, under the Orders of the Marine Committee at Philadelphia, we shan't Interfere any further with the Affairs of your Ship than to desire you to furnish us with A Copy of your Orders, which may have an Influence on our future Conduct relative to the Navy. We wish you success, and a prosperous Cruise, and are Your Friends & Servts

J. Warren John Deshon

Capt John Paul Jones Commander of the *Ranger* Portsmouth

1. Papers of John Paul Jones, 6638, LC.

CAPTAIN HECTOR MCNEILL TO THE CONTINENTAL NAVY BOARD  
OF THE EASTERN DEPARTMENT <sup>1</sup>

Gentlemen

Your favour of the 2nd I receiv'd yesterday evening to which I shall pay Strict attention –

Herewith I lay before you Copys of my different Letters since my return from a Cruise to The Honble The Marine Committe at Philadelphia in the 3rd & last of which you will find the State and properties of the Ship *Boston* under my command, a Return of her Officers & Men I will furnish you with very Soon.

An Indent also for such things as are absolutely Necessary, shall be laid before you as soon as I can examine the remaining Stores. –

Her Dimentions & Burthen I never have been able to come at my Self from either Agents, Builders, or Mastmakers, nevertheless I will make it my Business to Measure the Ship whenever an opportunity offers.

The Ship *Boston* mounts

Cannon	Swivels
5 of 12 Pounders	} 16
19 of 9 do	
2 of 6 do	
4 of 4 do	

There are a great number whose times with the Ship are Expired, those Men expect their Wages & discharge incessantly. where am I to find Money to pay them.

What Encouragement is to be given Men who may have an Inclination to enter for the Ship and how Long time are they to be Engaged for.

What provision is to be made for the Familys of the Men we have Lost in the *Fox*.

How are the relatives of the few Slain to apply for their Bountys.

What Stoppages are there to be allow'd on the Men for Venerials, for Barber & for Chaplains.

What provision is there to be made for the Officers who live on board the Ship, as to their eatting and drinking.

These are questions which I hope you will be kind Enough to Answer Speedily as the impatience of the Multitude requires an immediate application.

As to the time 'twill take to refitt the Ship for a Cruise, was it possible to know when she would be Man'd, I might easily tell you, but I am of opinion that the Ships Bottom should be the last thing Medled with, her Stores of all kinds ought to be ready and her Provisions ready so that immediately after Cleaning she should have nothing else to do but Take them in and proceed to Sea. I am Gentlemen [&c.]

Boston 4th Sepr 1777 –

1. Captain Hector McNeill Letter Book, MassHS.

JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

[Extract]

Dear Sir

Boston 4th Sept 1777

Yr favour P Post is before me am glad the *Hambden* has escaped the Enemy and got safe into your Port I wish she may send you in a good Prize soon after Sailing. You Ask how Conta prizes are to be sold it was design'd by the [Massachusetts General] Court when they prohibited Vendues to Except Continental Property as it millitates with the resolves of Congress, but they rose in a hurry & neglected it – I suppose the Exception will be made on their next meeting. The marine Board are at length Organiz'd <sup>2</sup> & Yesterday I laid before them your difficulty respecting the Shares of the Supernumerary Officers on board the *Alfred* they give it as their Opinion, that they are intitled to only a Single Share as Congress has not Provided for them, & Laugh at the folly of [John Paul] Jones to pretend to Charge 1/20 as Commodore,<sup>3</sup> he will sail in a few days for France. . . I know not how to reply to your last Question who to Credit with the Ac/c sent you – if I remember that Ac/c forwarded you was Monies advanc'd sundry Men belonging to the *Alfred* by the Pay Master General at Philadelphia, I take it that the Marine Board should be credited with the Sum advanc'd Sundry of the *Alfred's* Men by the p m G – Its five weeks since I promis'd the secret Committee to transmit them the Cost & Outfit of the *Esther*. As they wrote they were making up their Accts to lay them before the Congress at the same Time. Mr. Morris urged the sending the *Active's* Accts forward, pray let me beg you to send them by next Post that I may transmit them to Congress – I'm fearful I shall incur Censure by keeping them back. . .

1. John Bradford Letter Books, vol. 2, LC.

2. Continental Navy Board of the Eastern Department.

3. This would indicate that Jones had pressed for a commodore's extra one-twentieth share of prize money for captures made when he commanded *Alfred* and sailed on a joint cruise with sloop *Providence* in late 1776.JOURNAL OF H.M.S. *Juno*, CAPTAIN HUGH DALRYMPLE <sup>1</sup>

Sept 1777

at single anchor Prudence Isld

Thursday 4

at 5 AM sent the Long boat with a Party of marines to Prudence Isld for water soon after the[re] Landed a large Party Consistg of 270 Rebels which had Conclead themselves in an Orchard near the Watering Place fird on our People and Killd three of the Marines & took th: remainder of th: Party & the Boats Crew Prisoners consisting of one Midshipman Seven Seamen the Cooper & four Marines sent the flat boat Barge & Cutter all mann'd & arm'd in Pursuit of the rebels & made the Signal for all boats man'd and arm'd wch Signal we frequently repeated at 7 the *Chatham* & *Orpheus* sent their Boats man'd & arm'd to join ours soon after the Boats return'd

having driven the Rebels off the Isld & retaken th: Long Boat wch they had Posed themselves of Lost out of the Long Boat 6 Bk Musquetts, 6 Cartouch Boxes, 6 Pistols, 6 Cutlashes, 6 water Casks, and 7 musquets, 7 Cartouch boxes belonging to the Marines

Modt and fair P:M sent the Cutter with the three Marines that were Killd to Dyers Isld to be bury'd made the Signal for a Sloop coming down from Providence at 10 Weigh'd and moor'd the Ship nearer to Prudence and Anchor'd with the Small Br in 13 fm

1. PRO, Admiralty 51/4229. See also Journal of Lieutenant Colonel Christopher French, September 5.

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

Philada, Thursday Septem. 4, 1777.

The Gentlemen of the Navy Board represented the necessity of some person or persons, having a more immediate care of the Hospital on the Province Island, On consideration –

Ordered, That the Hospital on Province Island, be put under the care & direction of the Navy Board.

1. Supreme Executive Council Minute Books, vol. 6, 125, Pa.Arch.

ROBERT MORRIS TO WILLIAM WHIPPLE <sup>1</sup>

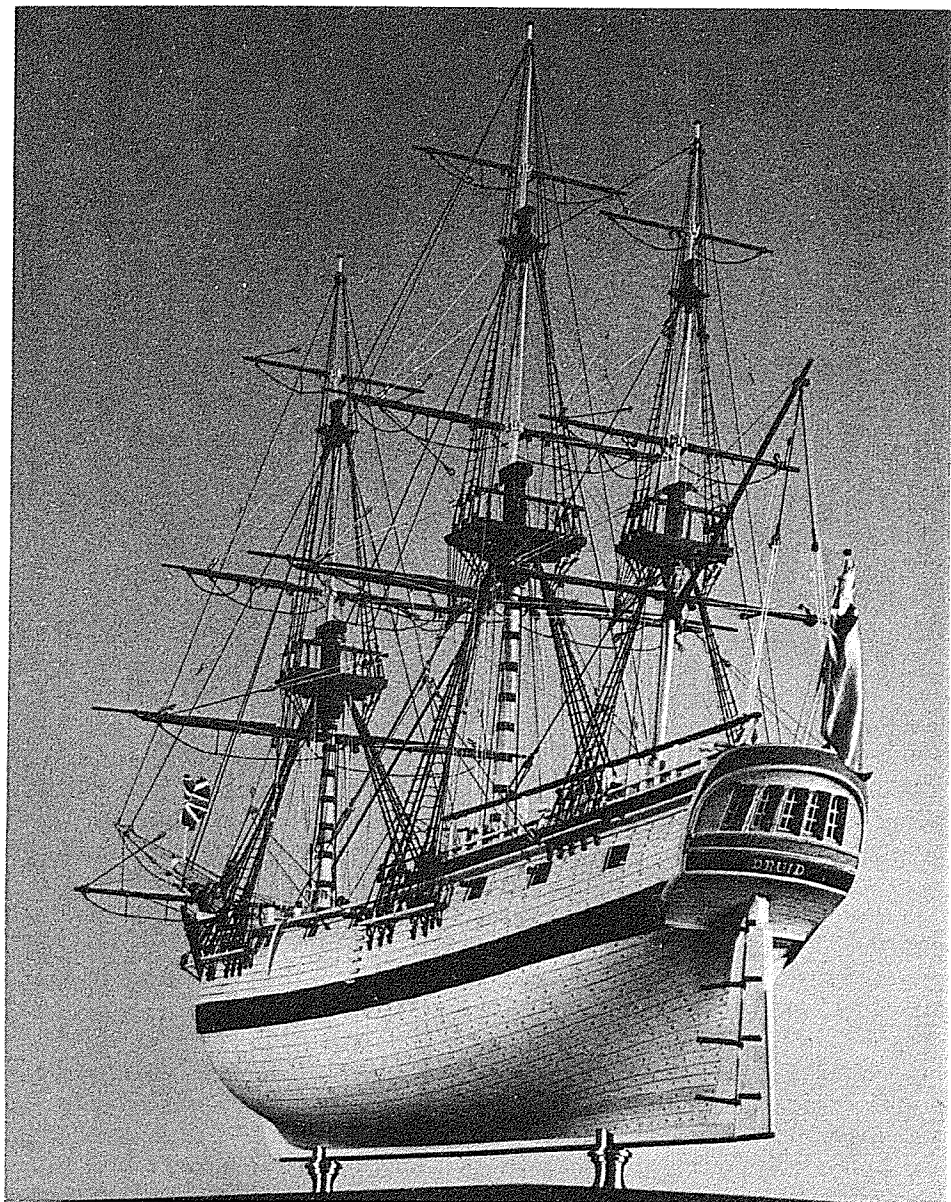
Dear Sir

Philada Sept 4th 1777

I have seen letters from Capt McNeil to the Marine Committee wherein he blames Manly for some part of his Conduct, it was a great pity they did not push into some port with their Prize where the whole might have been manned & gone out fresh again. They wou'd have formed a Stout little squadron. however as that will not be we must attend to what is in our power & if Thompson, Hinman Jones & McNeill are not gone they will now receive orders to cross the Ocean, this point I carried yesterday in Committee & the orders will be sent immediately –

I am much engaged in winding up the Accounts of the Secret Committee & it will be a Herculean labour & in order to do it compleatly I moved for a New Committee which was appointed & is Stiled the Commercial Committee who are to carry on the business in future they have chosen me Chair Man but I am very averse to engaging deeply in this New business untill the old is closed, & indeed I now wish to be relieved from public business totally, I have had a long spell, my own affairs suffering amazingly the whole time & having no Ambition to gratify I wish to Resign any honours & powers to somebody that may be better pleased with them but Wether I shall be permitted to retire or not I dont yet know, but the meeting of our Assembly is at hand & I hope they will leave me out of the new appointments. The Commercial Committee agreed at their last meeting that it was better to lay by awhile as the Enemies Cruizers are too numerous on our Coasts for any thing to escape in the Summer Months, but I suppose





*H.M.S. Druid*

they will Commence some operations soon as hard Winds begin to blow. I shall want a Vessell or two to load in Carolina or Georgia & wish you had told me the prices or terms of Charter. if you meet with any very good bargains of a Vessell I wou'd either be Concerned with you or wou'd wish a purchase on any Account for which you may draw on me with assurance that your bills shall be punctually paid, & you may dispatch her for Charles Town South Carolina Consd to Mr John Dorsius writing him to Load her with Rice for Havre de Grace. Consd to Mr Andw Limozin, or if she cannot get into Charles Town she may go to Savannah in Georgia & apply to John Wereat Esqr. You may direct your letter to both those Gentn & they will comply with your orders as they have Funds of mine in hand. You may direct the Captain to go North about Scotland & keep well in with the Dutch & French Coast coming down to Havre, he must Return to America with Salt

Genl Howe is preparing to disturb us but we hope to disapoint him, the Militia turn out with Spirit, they want arms but still we shall be able to Cope with him, Genl Washington is taking possession of the Strong grounds whilst the Militia & a Body of light Troops harass the Enemy. I am Dr sir [&c.]

R Morris

1. Gilmor Papers, MS387.1, vol. 3, MdHS.

JOURNAL OF H.M. SLOOP *Druid*, CAPTAIN PETER CARTERET <sup>1</sup>

Sept 1777                      St Martins    SSW $\frac{1}{2}$ W    493 Lgs  
Thursday 4th    AM Strong Gales    struck T Gallt Yds    100 Sail in Co –  
   Lattde 40° . 33"N –  
   Fresh Gales and Squally Wr    PM repth the Comdr Sigl  
   for the Ships to Bear Down    do fired 2/6 Pdrs to oblige  
   them    at 3 fired 6/6 Pdrs for do    at  $\frac{1}{2}$  past 4 a hard  
   squall of Wind and Rain    appeared in the Squall a Strange  
   Sail on our Larbd Qr Bearing Down on us    Made the  
   Sigl but the Comdr was so far ahd and to Leeward he did  
   not Decern it    Cleard Ship for Action and turnd all hands  
   to quarters    at 5 OClock Continuing our Course    Dis-  
   covered her to be An American Ship of 36 or 40 Guns Well  
   Manned <sup>2</sup>    in A few minutes She Came within a Cables  
   Length of us and Disired us to Strike to the Honour of  
   the Congresses Colours    then began to Engage on Our  
   quarter –

1. PRO, Admiralty 51/4172.

2. Continental Navy frigate *Raleigh*, Captain Thomas Thompson.

LIEUTENANT'S JOURNAL OF H.M. SLOOP *Druid*,  
LIEUTENANT JOHN BOURCHIER <sup>1</sup>

September 1777                      [Latitude 40° . 33"N Longitude 50° . 17"W]  
Thursday 4th    [a few minutes after 5 PM] The first Broad Side sent a  
   Shot Through the Captains Thigh Bone and Killed the

Master, Lieutenant John Bouchier then took Command On the quarter Deck and Continued the Action at 1/2 past 5 She Came Close along side and kept a very hot firing at 6 She made Sail ahd Supposed their intention was to rake us we Edged to Leeward and kept her on our Bow wee Continued a Brisk fire till 20 minutes past 6 when She Edged away on our Bow till She got the Wind aft, then Sheer'd off[f] and made Sail Attempted to rake her but our Sails being intirely shot to peices Could not bring her round Attempted to make sail and pursue the Enemy but found the Masts wounded Sails Shot and rigging intirely shot to peices Saw the Commodore in Chace and another Rebble Ship<sup>2</sup> Laying too To Leeward with her Ensign hoisted at 7 was hailed by the *Weazel* Brot too with our Fore Sail and Mizen On the Larbd TK found 4 feet 10 Inches Water in Our hold People empd pumping the Ship and Clearing the Wreck

1. ADM/L/D/240, NMM.

2. Captain William Finch, H.M.S. *Camel*, was in chase of Continental Navy frigate *Raleigh*, Captain Thomas Thompson. For further accounts of the *Raleigh-Druid* action, and subsequent movements of the American ships see Journal entries of H.M.S. *Camel* and H.M. sloops *Druid* and *Weazel*, September 4 to 7, and Captain Thomas Thompson to John Langdon, September 8.

#### JOURNAL OF H.M. SLOOP *Weazel*, CAPTAIN CHARLES HOPE<sup>1</sup>

September 1777

Corvo S87.22Et 261 Lgs

Thursday 4th

AM 96 sail in sight – close reef't the Topsails & down Top Gallt Yards, served Slops, The *Camel* made our signal to collect the Convoy – made sail ahead of the fleet, fired a 6 Pr at some of the Vessels to stop them – Latde 40°.30'N Longde 47°.54'W

Fresh Gales & Squally, In chace of the Headmost Vessels fired several shot at them to stop them, at 3 PM brought too, & bent new Courses, at 1/2 pt 5 perceived two Ships engaging some distance astern, Wore & made sail up to them, at 7 spoke the *Druid* who had been engaged with a Rebel Privateer, & was much disabled The Master & 9 Men Killed, The Capt & 21 wounded continued the Chace after the Privateer till 8 oClock then Wore & joined the fleet, 1/2 pt the *Camel* joined from chacing, brought too for the Night –

1. PRO, Admiralty 51/1055.

#### VIRGINIA NAVY BOARD TO CAPTAIN CHRISTOPHER CALVERT<sup>1</sup>

[Williamsburg]

Sir/ We are sorry to find by yours of the 2d Instant that there are no Carpenters at the Yard Mr Caleb Herbert is not yet returned from Norfolk

as soon as we see him shall endeavour to prevail on him and his people to go and finish the *Washington* in the mean Time request you to be as assiduous as possible in procuring what you can (in our last we informed you of the rise of Wages) let them be informed for their Encouragement that the Governor & Council has determined that all Carpenters employed in the Public Yards shall be exempt from Militia Duty and have their Order to this Purpose. –

Navy Board }  
4th Sept. 1777 }

Signed,

Thomas Whiting 1st Commr –

1. Navy Board Letter Book, 110, VSL.

5 Sept.

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

May it please your Excellency River Kennebeck, Sept 5th 1777.

By this Conveyance I with Pleasure inform your Excellency that we arrived here yesterday Evening, in Company with the *Weymouth*, a Ship from Jamaica bound to London as a Packet, she is what is called a Sloop of War in the English Navy, pierced for 18 but mounting 14 Guns, six-pounders, besides Swivels, Cohorns, &c. a fine new Ship about eight Months off the Stocks, and compleatly fitted in every Respect for War – She had on board a Number of Passengers, among whom is Capt [William] Judd, of the *Antelope* Man of War – This Ship we captured off the Western Islands, on the 28th of July, since which we have been homeward bound – Before the Capture of the *Weymouth*, we sent in a Brig from Cork bound to Newfoundland, under the Command of Mr [Jonathan] Woodworth,<sup>2</sup> and a Ship from Quebec to Oporto, under Command of Mr [Sherman] Lewis,<sup>3</sup> which I hope have both arrived safe. I propose to send the Prisoners to Boston by Land to-morrow, and shall take all prudent Care to follow with the Ship as soon as Circumstances will permit. – I shall direct the Prisoners to Mr Elliot, who will inform your Excellency, when you will act your Pleasure with Regard to their Disposal. I have the Honor to be [&c.]

Seth Harding

N B. I must beg your Excellency will not make this Public, as there are a Number of Cruisers between this and Boston who perhaps may get Intelligence.

1. Jonathan Trumbull Papers, vol. 7, pt. 1, 38, ConnSL.

2. *Honor*.

3. *Restoration* which was recaptured. See Journal of H.M.S. *Ambuscade*, September 2-3.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO  
CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE *Boston*<sup>1</sup>

Navy Board Eastern departmt.

Boston Sepr 5th 1777

Sir

As the Honble Marine Committee have signified to us their Intention, that no Continental Ship or Armed Vessil, within our departmt should

remain long Inactive, and required us to cause them immediatly to proceed to Sea, or as soon as they can be equiped?

You are hereby required to give Orders for prepareing your Ship for the Sea without delay, by causeing any repairs necessary for that Purpose to be made, Cleaning & Manning her with all expedition, Applying to us from Time to Time for such special & particular directions as you may have occation for. We are [&c.]

W<sup>m</sup> Vernon J Warren John Deshon

1. BPL.

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

[Boston] Friday September 5:1777

Ordered That the Board of War be & they hereby are directed to deliver Robert Pierpont Esqr Commissary of Prisoners for the use of the Prison Ships two flatt Boats, Eight fire Arms with Bayonets & Ammunition & ten Water Casks & any other Articles that may be immediately found necessary for the Reception of the Prisoners lately taken near Benington & expected in Town this day –

1. Mass.Arch., vol. 21, 724.

## MASSACHUSETTS BOARD OF WAR TO CAPTAIN JOHN CLOUSTON <sup>1</sup>

Sir

War Office Boston 5 Sept 1777

You being Commander of the armed Brig *Freedom*, your Orders are to proceed to cruise in the Tract of the homeward bound West India Vessels, & destroy all armed & other Vessels together with their Cargos, belonging to the Subjects of the King of Great-Britain Enemies to the united States of America & the natural Rights of Mankind. Should you be so fortunate as to make any Captures, you are to send them under proper Prize Masters to come [to] port in the Eastern parts of this State, or New Hampshire, from whence the earliest Notice must be given by Express to the Board –

You will bring or send all the Prisoners you may take in Order to be exchanged for our suffering Countrymen in the Hands of our cruel & inveterate Enemies – We heartily wish you Success & are [&c.]

By Order of the Board  
Samuel Phps Savage Prest

1. PRO, High Court of Admiralty 32/335/9.

## CAPTAIN HECTOR MCNEILL TO LIEUTENANT JOHN BROWNE, CONTINENTAL NAVY FRIGATE *Boston* <sup>1</sup>

Sir

You are hereby required and directed to Muster the Ships Company Tomorrow Morning by Seven oClock.

When Muster'd you are to place Centinels so as to keep them from dispersing, then you are to unrigg the Fore Topmast & put it on Shore,

in like manner the Main & Mizen Topmasts, taking care to have the rigging Tally'd so that no mistakes may happen, The Jebboom you will also have in & ashore, the utmost dispatch must be made to prepare the Ship for Sea – Your [&c.]

Boston 5th Septr 6 oClock PM

1. Captain Hector McNeill Letter Book, MassHS.

JOURNAL OF LIEUTENANT COLONEL CHRISTOPHER FRENCH <sup>1</sup>

[Newport] Friday 5th Septr [1777]

I din'd with the Admiral (Sr Peter Parker) from whom, & Capt Dalrymple of the *Juno* I learn'd the following particulars of Yesterday's firing <sup>2</sup> – About day break Capt Dalrymple sent his long Boat on Shore at Prudence to water under the direction of a midshipman with 8. Sailors & a party of Marines, consisting of a Corporal & 6. Men, as soon as the Corporal had got within about six yards of a wall which he was to pass in order to post his Men on some heights he was fir'd upon by upwards of 200. Rebels when he & two of his Men were wounded, notwithstanding which he fired five Shotts at them & another of the wounded Men fir'd three, the third (who surviv'd but one hour & gave this Account) being shott through the Body fir'd but once, the Rebels bayonetted the other two, who had fallen with loss of Blood; Some Boats being sent from the *Juno* to the assistance of their Men, a party of about 30 Marines & Sailors form'd & march'd up to a Body of Rebels of 130. which ran from them to their Boats where they join'd their Comorades & made off with their Prisoners vizt the Midshipman & 8. Seamen with four marines, The Signals & firing was for the Boats of the Fleet mann'd & arm'd, but some of the Ships being at a distance their Boats were too late; Nothing can point out more clearly the virulent disposition of the Rebels than their firing upon so small a Party which they might have surrounded & made Prisoners with the greatest ease: Thus do these Fellows attempt small Enterprises & so will they (I am satisfied) continue to do 'till we become more active & enterprise upon them, *mais il me semble que nous ne sommes pas dans le train d'agir vigoreusement*, – in English Blood for Blood,

1. Journal of Christopher French, LC.

2. See Journal of H.M.S. *Juno*, September 4.

JOURNAL OF H.M.S. *Camel*, CAPTAIN WILLIAM FINCH <sup>1</sup>

September 1777

Anagada S22Wt 578 Leagues

Friday 5th

at 5 AM made the Signal for the Fleet to come under our Stern, at 7 the *Druid* came within Hail, & inform'd us she had rece'd considerable damage, both in her Hull & Rigging, that the Master & eight Men were kill'd in the engagement, & that Captain Carteret was Mortally Wounded, others were also Wounded & some of them in a dangerous manner, at Day light perceiv'd the Rebel Ships 4 or 5 Leagues to Windward of us, our Carpenters

employed repairing the *Druid*, at 8 only 38 Sail of the Convoy in sight, the remainder having made Sail when the Signal was made for laying too, at Noon the Rebel Ships in sight Bearing down to us, His Majty Sloops, *Druid*, *Weazle*, & 38 Sail of the Merchant Ships & Vessells under Convoy in Company – Longitude 40° . 09"N Latitude 47° . 33"W –

Light Breezes & fair Wr at 2 PM Laying too, the 2 Rebel Ships Bearing Wt by So, about 4 Miles distant, bearing down to the Fleet Under their Topsails, Made the Signal for the *Colhoun*, Mt Ship, Captn [William] Olliver, to lead the Fleet, that the Men of War might keep between the Rebel Ships & Convoy, at 8 perceiv'd 2 lights in the NoWt Quarter, which we took to be the 2 Rebel Ships

1. PRO, Admiralty 51/156.

LIEUTENANT'S JOURNAL OF H.M. SLOOP *Druid*,  
LIEUTENANT JOHN BOURCHIER <sup>1</sup>

September 1777

[Anegada S22Wt 578 Leagues]

Friday 5th

At 4 AM empd Clearing The Wreck at 6 bore up to The Commodore and hoisted a Signal in Distress at 7 AM The Commodore made the Sigl and fired a Gun for the Convoy To Come under his Lee and made the Signal for us to Come Within hail of him people Empd Knotting and Splicing The Standing and running Rigging and reeving some new at 8 Saw Two Sails of Rebbel Privateers In The NW Qr at 10 recd 3 Carpenters from The *Cammel* and 10 hands and a Coil of 3 Inch from The *Weazel* at 12 The Carpenters and Seamen Return'd To their Ships Pr Signal found 8 Shot between Wind and Water 5 thr'o The Qr 3 Thr'o the Side and A double hd in the Cabbin – Slain in The Action The Master 1 Seaman 1 Boy and 4 Marines and 26 Wounded at 11 AM died of their Wounds Peter Carteret Esqr Comdr and 1 Supernumerary

John Bouchier

1. ADM/L/D/240, NMM.

JOURNAL OF H.M. SLOOP *Weazle*, CAPTAIN CHARLES HOPE <sup>1</sup>

September 1777

Corvo S88E 247 Lgs

Friday 5

AM Still laying too to repair the *Druid* 32 sail of the Convoy in sight & two Rebel Privateers in the NW, repeated the Signal from the *Camel* for the convoy to come under his Stern – Capt Carteret of the *Druid* died, clear'd Ship for Action –

Mod & fine Wr – several of the Convoy joined us at 5 PM made sail 48 sail in Co & the Privateers in sight –

1. PRO, Admiralty 51/1055.

COLONEL MORDECAI GIST TO GEORGE WASHINGTON <sup>1</sup>

[Extract]

Camp at the Head of Sassafras 5 Sept 1777

. . . the principal division of the Enemies fleet consisting of about 150 sail have fallen down to the Mouth of this river and stretch their line from Grove Point to Howels point – The *Isis*, the *Roebuck* and a 40 Gun ship lay off Colo Loyd's a little below Pooles Island. The *Sphynx* still continues at Anchor at Elk. a 50 Gun ship has been some time fast aground on Stony point where she still lays in that Condition. I have this information from such Authority as I think may be depended on.

I learn from a Midshipman of the *Swift* Sloop of War who was took prisoner yesterday that he understood when he left the ship (on Saturday last) that the whole of the Fleet was preparing to go round to Delaware.

I am Just Informed that some few ships past Annapolis yesterday – We have sent 14 Deserters & 4 prisoners to Chester

. . . As I apprehend the design of the Fleet is to Rob & plunder the defenceless Inhabitants on the Coast I have detachd a Party to Howels Point to drive off[f] the Stock. . . .

1. George Washington Papers, LC. A copy of this letter is in the Mordecai Gist Papers, LC.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN WILLIAM CORNWALLIS,  
H.M.S. *Isis* <sup>1</sup>

Sir

*Eagle* off the Elk Sept 5th 1777

The *Cadiz Packet*, the *Alert*, Armed Schooner, & the Sloops *Fanny* & *Charlotte*, are intended to make a part of the Convoy that you have been already charged to Conduct to the Rendezvous of the Ships of War, at the Entrance of the Bay. And I am to desire you will acquaint the Senior Officer that these Vessels are to accompany the Victuallers, and Ordnance Ships, referred to in the Letter he will have had communicated to him by Captn Hammond. I must again reccommend all the Dispatch & Caution in your passage with the Convoy down the Bay, that the importance of the Subject in the Timely supply of the Army with the several necessaries the Ships contain will obviously require. I am Sir [&c.]

Howe

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), 50, NYHS.

THOMAS NELSON, JR., TO GEORGE WASHINGTON <sup>1</sup>

[Extract]

Dear General

Head Quarters Wmsburg Sept 5th 1777

I am just inform'd that three Ships are coming down the Bay, their business I imagine is to get provisions, which I shall endeavour to prevent



by every means in my power. Colo Harrison of the Artillery hearing of some of the *Solbays* crew being on shore in Princess Anne, endeavouring to get off a Vessel, that they had run on shore, sent a party of Men down, who fell in with them, & took one Lieutenant, three Midshipmen & ten seamen. Had the information reach'd him in proper time he would have taken four boat loads of them. . . .

1. George Washington Papers, LC.

GOVERNOR THOMAS SHIRLEY TO VICE ADMIRAL JAMES YOUNG <sup>1</sup>

(Copy)

Sir

Dominica 5th September 1777

I think it necessary for the good of His Majesty's Service, that you should be acquainted by the earliest opportunity which I now embrace; that a Fleet of French Men of War consisting of Six Sail one of 64 guns five large Frigates with the Corvet appeared off this Rhode about a week ago, they kept the Shore as close aboard as the Wind would permit in Order to fetch Guadaloupe and two days afterwards four of them large Ships appeared off in their return to Martinique; I am informed that most of these Ships have lately arrived from Europe by one and two at a time: I am likewise informed that several Transports have lately arrived at Martinique with Troops, and that there are actually at this time in the Islands of Martinique and Guadaloupe not less than Ten thousand regular Troops. I have the Honor to be With the greatest Esteem & Regard Sir [&c.]

Thomas Shirley

1. PRO, Admiralty 1/310.

NEWS FROM TOBAGO <sup>1</sup>

Scarborough (Tobago) Sept. 5.

On the 24th of last month was brought to town gaol one John Wilson, commander of a small American schooner privateer, who had taken in the month of April last, off Cortland, the ship *Champion*, Capt. Fellows, belonging to this island.<sup>2</sup> He says, that they now put in at Man of war bay to get good water; but being discovered by some Negroes in a plantain walk, they went and informed the manager, who justly apprehended him as a spy, and immediately sent him to be examined by his Honour the Lieutenant Governor. The crew, finding their Captain taken, made off with the vessel.

On Thursday last, the above John Wilson was put on board the Government ship, for Grenada.

1. Dixon & Hunter's *Virginia Gazette*, November 14, 1777.

2. See Volume 8, 917.

6 Sept.

NEWS FROM MACHIAS <sup>1</sup>

[Machias] Saturday Sept. 6 . . . A privateer commanded by Capt. Jerry [Jeremiah] O'Brien<sup>2</sup> arrived here, brought some papers, none of very late date, also a letter giving information that a gentleman escaped from the

enemy off Cape Sables, a few days ago, that a reinforcement of 400 men, under convoy of the *Milford*, were coming to join these under the *Rainbow*, commodore G. Collier, to make a second attempt on this place. How vain are our hopes! how changable are our fates, when we think ourselves most secure, we are most in danger. . . .

1. Frederic Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution, chiefly Compiled from the Journals and Letters of Colonel John Allan, with Notes and a Memoir of Col. John Allan* (Albany, 1867), 134. Hereafter cited as Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution*.
2. Massachusetts privateer schooner *Resolution*.

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

Sept 1777

Cape Ann S72°W – 10 Lges

Saturday 6. 6[AM] Saw a Sail in the SE Qart gave Chase Pidgeon hill NWBW 8 Leagues Moderate and Cloudy Wr  
1[PM] Fresh Breezes and fair Wr fired a Gun Brought too the Chase Proved to be a Rebble Brig the *Morning Star* from Martineco Bound to Newberry.<sup>2</sup> Sent a petty Officer and 6 Men to Cary her into hali-fax and kept the Prisoners on board at ½ past 4 in 1st Reefs TS and parted Compy with the prize.

1. PRO, Admiralty 52/1699.
2. John Coombs, master, with rum and molasses, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 489-90. She was condemned as a legal prize on October 1, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 65-66.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 6th Sept 1777

Voted That Capt [George] Williams go to Salem to divide the Goods on Board the *Tyrannicide* between the State & Captors –

1. Mass.Arch., vol. 148, 503.

MASSACHUSETTS COUNCIL TO SAMUEL WHITEMORE <sup>1</sup>

Councill Chamber Boston Sepr 6.1777

Whereas the Councill have this Day Received Information that a Cartell with Prisoners from New York, aryled at Glocester Yesterday, and as that place is not Convenient to Negotiate the Exchange of prisoners in, You will, Imediately Inform the Commander of Said Cartell, that it is the Positive Order of Councill that he proceed with his prisoners to Nantasket Road in the Harbour of Boston with out Loss of Time, at which place the Commissary for the Exchange of Prisoners, will Negotiate the Business with him, and see that he be Imediately Dispatched for New York. – should he want a Pilot You will furnish him with one, with Directions to apply to the Commissary for his Reward – The Naval Officer of said Port is hereby further ordered that whenever any Cartel shall arrive there that he immediately order them up to Nantasket Road aforesaid without permitting any person to Come on shore from said Cartell – By order of Councill

1. Mass.Arch., vol. 167, 202.

CAPTAIN HECTOR MCNEILL TO THE CONTINENTAL NAVY BOARD  
OF THE EASTERN DEPARTMENT <sup>1</sup>

Gentlemen

Boston 6th Sept 1777

your Letter of yesterday I recd and shall Observe Your Orders therein Contain'd

As there are Severall things wanting to fitt the Ship <sup>2</sup> for Sea, I have Set down at the foot, a few of the most Material Articles that you may have time to provide them

Should also take it as a favour, That you would be pleased to Order a Survey on the Ships Standing rigging, as we are of opinion that it is not Sufficient for a winters cruize

It will be Likewise Necessary for you to determine how I am to proceede in fitting the Ship – That is whither the work will depend wholly on our own People without any farther incouraget then their monthly wages. I am Gentlemen [&c.]

2 New Cables of 16½ inch 120 fatho each

3 New Steering sails

3 New Top sails

1 Jebb

3 New Top Gallt Sails

50 Tons of Pigg Ballast

1. Captain Hector McNeill Letter Book, MassHS.

2. Continental Navy frigate *Boston*.

*Providence Gazette*, SATURDAY, SEPTEMBER 6, 1777

Providence, Sept. 6.

Early on Thursday Morning a Party of Troops, under Col. Cornell, surprized a Midshipman and 15 Marines and Sailors, belonging to the *Juno* Frigate, on the Island of Prudence. They immediately laid down their Arms, but afterwards resumed them, and fired on our Troops, without doing any Execution: The Fire was returned, when a Corporal of Marines and one Private were killed, and two others wounded, one of them mortally. The Remainder of the Party were made Prisoners, and arrived here the same Day.<sup>1</sup>

1. For British account of the same event see *Newport Gazette*, September 11.

EXTRACT OF A LETTER FROM NEW LONDON DATED SEPTEMBER 6, 1777 <sup>1</sup>

... Their men of war prevent us from driving them from Rhode-Island and New-York: but when their army go from the water, we can and will destroy them. Their cruizers annoy our trade much, have captur'd a considerable number of our vessels. . . .

1. *Newport Gazette*, September 18, 1777.

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

[Philadelphia] Saturday, September 6, 1777

*Resolved*, That a warrant issue on the commissioner of the loan office for the State of Pennsylvania, in favour of the Marine Committee, for 7,000

dollars, in consequence of their having drawn on the said commissioner two warrants, dated the 12 of December last, for the said sum, one in favour of John Hancock, Samuel Adams and Elbridge Gerry, Esqrs for 1,000 dollars, and the other in favour of the said Elbridge Gerry, Esqr for 6,000 dollars, which sums were borrowed by the Marine Committee, and delivered to Captain John Brown, of Massachusetts bay, for the use of the navy; the said Marine Committee to be accountable.

*Resolved*, That there be advanced to the Marine Committee 4,000 dollars for the use of that department, and for which they are to be accountable.

1. Ford, ed., *JCC*, VIII, 715.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN THOMAS THOMPSON,  
CONTINENTAL NAVY FRIGATE *Raleigh* <sup>1</sup>

Sir

[Philadelphia] September 6th 1777

As soon as these Instructions get to hand you are to make immediate application to the proper persons to get your Vessel victualled and fitted for the Sea with all expedition. When this is done you are to proceed on a Voyage to some convenient port in France, and on your arrival there apply to the Agent, if any, in or near said port for such supplies as you may Stand in need of. You are at the same Time to give immediate notice by Letter to the Honorable Benjamin Franklin, Silas Deane, & Arthur Lee Esqrs or any of them at Paris, of your arrival, requesting their Instructions as to your future destination; which Instructions you are strictly to Obey as far as it shall be in your power. If however in the course of your voyage a favourable opportunity should offer of doing Service to the States by taking or destroying any of the enemys Ships, you are not [to] omit taking advantage of it, but may go out of your course to effect so good a purpose, in this we trust to your Zeal and discretion – you are to take particular notice that whilst on the Coast of France or in a french Port, you are as much as you conveniently can to keep your Guns covered and concealed and to make as little warlike appearance as possible. On your arrival in France send one of your Officers with the Letter you are to write to the Commissioners at Paris to prevent its falling into improper hands. We wish you a successful and happy voyage & are Sir [&c.] <sup>2</sup>

1. Marine Committee Letter Book, 102, NA. On this date similar orders were issued to John Paul Jones, Papers CC (Letters and Papers of John Paul Jones, 1777–91), 168, I, 15–16, NA, and Elisha Hinman, PRO, Admiralty 1/310.

2. Thompson and Captain Hinman in the *Alfred* had sailed from Portsmouth in company on August 22 before these orders were written.

THOMAS WHARTON, JR., PRESIDENT, PENNSYLVANIA SUPREME EXECUTIVE  
COUNCIL, TO COLONEL JOHN EYRE <sup>1</sup>

Sir

In Council Philad. Sept 6th 1777

There is great reason to beleive that the Enemys Ships will make an attempt to weigh the Chevaux De Frize, and to destroy our Fortifications on

the Delaware, with design to reach this City; whilst their Army is endeavoring to Penetrate the Country. it therefore becomes absolutely necessary for Council to pay Strict attention to these matters. The Works at Billingsport, Fort Island, Derby Creek and Bush Island, by order of His Excellency General Washington, are left almost without Guards. You will therefore immediately repair to these Works, and Post the two Companys of Militia Artillery, that are under your Command, in such way as to you may appear most advantageous – I desire you will use your utmost endeavors to have those Fortifications put into as good a state of defence as possible, under the direction of such Officer, or Officers, as His Excellency Gen: Washington has, or may order there for that purpose.

Proper attention should be paid to the Military & other stores &c, that are already, or may hereafter, be orderd there – have them carefully examined, and see that no waste or embezzelment happens.

In conjunction with the Commanding Officer of our Fleet, I request that you will exert yourself to take Burn, sink, or otherwise destroy, the Enemy's Ships or Vessels that may attempt to Invade this or the Neighbouring states. I expect in a few Days three or four Companys of the Militia from Bucks County, the whole of which or apart, as there may be occasion, I will order to reinforce you. I am Sir [&c.]

Tho Wharton jun Prest

I. FDRL.

JOURNAL OF H.M.S. *Camel*, CAPTAIN WILLIAM FINCH <sup>1</sup>

September 1777      Anagada S33Wt 549 Leagues  
 Saturday 6th      at 5 AM 80 Sail of our Convoy in sight, & The Rebel Ships  
                          Bearg S½E 6 or 7 Miles, at Noon the Rebels bore SE, 8 or  
                          9 Miles, 61 Sail of the Convoy in sight, as likewise His  
                          Majestys Sloops *Druid* & *Weazle* –  
                          Fresh Breezes & Squally Wr lost sight of the Rebel Ships,  
                          at 7 PM 56 Sail of the Convoy in sight.

I. PRO, Admiralty 51/156.

JOURNAL OF H.M. SLOOP *Druid*, LIEUTENANT JOHN BOURCHIER <sup>1</sup>

September 1777      Scilly No 73:12 Et 596 Leagues  
 Saturd'y 6th      AM out 1st reef Mn T Sl and set Top Gallt Sl at ½ past  
                          3 handed Top Gallt Sl at 6 unbent the fore sail and bent  
                          another do bent a fore sl for a main sl the other being  
                          Shot to pieces do bent a Middle staysail at 8 saw two  
                          strange sail in the SE Qr standing upon our wind at 10  
                          Eight sail of the Convoy Join'd us which made 61 Sail in  
                          Compy – the Ship makes 10 feet water in 24 hours  
                          1st part modt and fair Midl and later squally with

rain At 4 PM Buried Peter Carteret Esqr Late Commander of His Majestys Sloop *Druid*

1. PRO, Admiralty 51/277.

BENJAMIN RUMSEY TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir [Joppa, Maryland] 6th Sepr 1777.

Two Deserters from the *Isis* came in to the Company of Militia stationed in Gunpowder Neck under the Charge of Lieutenant Thomas they are sent to your Excellency as the Intelligence they bring is of Importance to the United States in General and this in particular I thought in Conjunction with the Officers they ought to be speedily conveyed to You

They say One Half of the Fleet is to go into Delaware Bay and the other to fall down to York River, that the Ships had no Soldiers on Board having landed 18,000 under Genl How – The Half the Fleet in Delaware was to assist the Operations of the Army and the Residue to receive them here in Case of a Disaster they say the 64 Gun Ships have but 350 Sailors to navigate them and 64 Marines that they design to plunder the unarmed part of our Coasts of Provision of which they are in Want that One Half of the Marines and Sailors were sick and that the Negroes were received on Board the Merchant Vessells of which there were several in the Fleet who boasted they would make their Fortunes by selling them in the West Indies that they were kicked and cuffed on every Occasion &c

I congratulate your Excellency on the Weakness of the Enemy in this State and the little probability there is of an immediate Attack within your Government at the same Time also on the Affair of Bennington the Raising the Seige of Fort Stanwix Burgoins entrenching or perhaps retreating. I hope I shall upon some future Day have Occasion to do so on their total Defeat and the firm Establishment of Liberty I am [&c.]

Benjamin Rumsey

1. Red Books, IV, 67, Md.Arch.

ACTING GOVERNOR JOHN BROWN TO LORD GEORGE GERMAIN <sup>1</sup>

My Lord, New Providence 6th September 1777.

On the 10th of May last I transmitted to Your Lordship Copies of the Acts of Assembly which had been passed during the last Session, together with Copies of the Journals of the Council, and of the Assembly; I at the same time did myself the Honor to write to Your Lordship, informing of the State of this place, Copy of which, together with Duplicates of the Laws, under the Seal of these Islands, and of the Journals, I now send, by the *Snow Edward*, Philip Brickland, bound to the port of London, packed in a Box directed to Your Lordship.

As in my first Letter to Your Lordship, after the departure of the Rebels from hence in March 1776; <sup>2</sup> I mention'd that I had, by Express, made known to Admiral Gayton at Jamaica that the Rebels had been here, and

informed him of what they had done, and requested that he would afford what Assistance he could for the defence & protection of His Majesty's Government, and to oppose the Rebels in case of any fresh Attempt on this place, it may be proper to inform Your Lordship that not having received any Aid from thence, nor Answer to my Letter to the Admiral, I thought it necessary to apply to Commodore Sir Peter Parker, on his Arrival in Carolina, who was so obliging as to write me that he should, on his arrival at New York communicate my Letter to Lord Howe, and that from His Lordship I might soon expect a sufficient Force for the protection of these Islands; but as none of His Majestys Ships or Vessels have yet come hither, and the Armed Vessels of the Rebels continue still to Infest these Islands (two belonging to South Carolina having lately attempted to come into this Harbour, with intent, as was said, to plunder or destroy the Town, and three others from the same Place having been at Harbour Island, where they burnt a Vessel) I thought it proper to address myself to The Lord Viscount Howe, and hope his Lordship will send some Vessels hither for the protection of the Inhabitants of these Islands, and the Trade of this Government as soon as His Majesty's Service will permit.

I have the pleasure to acquaint Your Lordship that I have, at length, by becoming answerable myself for the Expence, been able to put the Forts on this Island in such a state of Defence that I am under no great apprehension of Danger to this Island from the Rebels, should any of their armed Vessels again attempt to come into this Harbour. I am [&c.]

John Brown.

[Endorsed] Ry 14th Jany 1778.

1. PRO, Colonial Office 23/24, 1-2.

2. Attack by the first Continental Navy fleet, Commodore Esek Hopkins. See Volume 4.

DIXON AND HUNTER'S *Virginia Gazette*, FRIDAY, NOVEMBER 14, 1777

Jamaica, Sept. 6.

A Spanish guarda costa, belonging to the Havannah, named the *St. Joseph*, having had the temerity to anchor in Kingston harbour, and there to seize a Spanish trading sloop, under pretence of her being a smuggler. The commanding officer of the fort finding the guarda costa had got under way with the sloop in company, caused a gun to be fired at her to bring her to, and to oblige her to set the sloop at liberty. A Spanish Gentleman, who was on the battery, argued with great warmth, that the guarda costa would not bring to, alledging that she was commanded by a King's officer, and puffed up with this thought, he offered to lay any person then on the battery 500 doubloons that she would not bring to or lower her sails for their firing, which bet was immediately taken up by Sir Charles Price, Baronet, who went himself and levelled a 32 pounder loaded with chain shot, at her, and she not minding the two first guns, he fired his, which carried away her mast about 8 Feet above her deck, on which she speedily put out her boat, and, by the help of her and her oars, returned into the harbour, and Sir Charles

Price pocketed the 500 doubloons, to the no small mortification of the haughty Spaniard. The crew are thrown into gaol in irons, and will be tried as pirates.

7 Sept. (Sunday)

BOND OF CAPTAIN JOHN SELLERS, MASSACHUSETTS PRIVATEER SLOOP  
*Hancock*<sup>1</sup>

[Boston]

Know all men by these presents that We John Sellers of Wareham as principle John Gibbs & David Nye as Sureties – are held and firmly bound to the Hon'ble Henry Gardner Esqr Treasurer of the State of Massachusetts Bay in the Sum of Five hundred pounds to be paid to the said Henry Gardner Esqr Treasurer & Receiver of the State of Massachusetts Bay or to his Successor or Successors in the said Office in trust for the Use of said State, to which payment well & Truly to be done, We do bind ourselves, Our heirs, Executors & Administrators jointly & Severally, firmly by these presents, Sealed with our Seals Dated this Seventh day of September In the Year of our Lord, One thousand seven hundred & Seventy Seven –

The Condition of this obligation is such that whereas 'tis necessary that all Persons taken at Sea on Board of prizes, should be brought into this or some of the United States, to the End there may be a Number Sufficient to redeem such Subjects of this or other of the United States as may fall into the Enemies hands, now if the said John Gibbs David Nye – or the Commander of the said Vessel shall well and truly bring or send into this or some other of the United States all such Persons as may be by him taken Prisoner as aforesaid then this Bond to be Void, otherwise to Remain in full force –

Seal'd & Delivered in  
the Presence of us  
Ebenr Davis

John Sellers  
John Gibbs

1. Mass.Arch., Revolutionary Rolls, VIII, 13.

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

[Extract]

Boston Sept 7th 1777 –

. . . I am now Applying myself with all diligence to the Business of the Navy Board in order to answer as far as I am Able Your Expectations & those of the publick. I am greatly Embarrassed with the forming A Constitution, the General Courts setting this week, & the Naval Affairs, even if every thing in the last was as I could wish, but I think it peculiarly Unhappy that we Enter on this Business when the Circumstances of the Fleet are far from being such as promises any Hopes that we can gratify the Expectations of the people by our utmost Exertions, especially as they are well pleased with the Appointment of such A Board, and Consequently their Expectations run high. The *Raleigh* and *Alfred* are gone to Sea from Portsmouth,



the *Ranger* just ready to sail, will go in A few days under the Immediate orders of the Marine Committee. Three Ships shut up in Providence in A Manner without Men,<sup>2</sup> one in Connecticut River,<sup>3</sup> never to be got out without the greatest difficulty & risque even if there was no Enemy to prevent it, & A Ship Constantly watching her. The *Boston* in this Harbour the only remaining Ship in our department, & She in A Condition far from being Agreeable. A great Misunderstanding between the Capt & his officers, who it is said will not again go to Sea with him, and who say he never will again Man his Ship. Capt McNeil's reputation on his first appointment was Ex-treemly good. it seems to be now reversed. The last Cruise was at first very Successful, but did not End so. there was certainly great Blame somewhere. I wont pretend to say where. he lays it on Manley, as you may see by his Letters to the Marine Committee, while his officers dont scruple to say that if he had followed Manley's orders we might have had not only the *Fox*, but the *Flora*, and *Rainbow*. we are not Invested with powers to Appoint or even suspend officers but this matter should be Enquired into. we have ordered him to Equip his Ship for the Sea, & Man her Immediately, and if it can be done shall send her to sea. we shall next Enquire into the state of the Providence Ships & the practicability of geting them out. we have wrote to the Marine Committee for money & the resolves & regulations of Congress relative to the Navy, both of which we are destitute of, & can do very little without. large Sums of Money are now wanted. do Exert yourself to Accelerate their Motions in forwarding them to us. . . .

1. Adams Papers, IV, 113, MassHS.

2. Continental Navy frigates *Warren* and *Providence* and ship *Columbus*.

3. Continental Navy frigate *Trumbull*.

#### JOURNAL OF H.M.S. *Camel*, CAPTAIN WILLIAM FINCH <sup>1</sup>

September 1777      Anagada S33Wt 579 Leagues  
 Sunday 7th      at 5 AM 59 Sail of the Convoy in sight, at 7 AM fired 2  
                          Guns & made the Signal for the Fleet to come under our  
                          Stern, 1/2 past fired 1 Gun & made the Signal for the Ships  
                          &c a Stern to make more Sail, at Noon the 2 Rebel Ships in  
                          sight Bearing SWt –  
                          Moderate Breezes & fair Wr at 2 PM saw a strange Sail  
                          in the NWt Quarter, made the *Weaseles* Signal to go & dis-  
                          cover what she was, the Rebel Ships still in sight in the  
                          SWt Quarter –

1. PRO, Admiralty 51/156.

#### JOURNAL OF H.M. SLOOP *Druid*, LIEUTENANT JOHN BOURCHIER <sup>1</sup>

September 1777      Scilly N 68..00 Et 550 Leagues  
 Sunday 7th      at 7 AM the Commdr made the Sigl for the Fleet to bear  
                          down at 11 do for the Sternmt Ships to make more  
                          sail do repeated both and fired 3/ 6 Pdrs the Ship made  
                          the same water P yesterday

Fresh breezes and hazey Wr made and shortd sail occasionally PM at 3 Brot too P Convoy 1/2 past made sail at 4 saw a strange Sail in the NW Qr the *Whezel* gave Chace P sigl perceivd that She hoist Dainish Colours Left of Chace At 1/2 past 6 the Ships Suposed to be our Enemy Bore WSW 8 or 9 miles at 8 Lost sight of the above Ships

1. PRO, Admiralty 51/277.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

Sept 1777  
Sunday 7th

The East point Pools-Island No 2 Leagues at 2 AM deserted with the Cutter 10 Men, in which were Lost her Masts, Sails, 8 Oars, Traveller, 40 fms of 3 1/2 ins Cables, Six fms of 1 in Rope, a Grapnail of 68 lbs and 2 Leads and Lines &ca at 4 Light airs and cloudy with Lightning, at 5 weighed and made Sail up the Bay, with the *Roebucks* Tender in Company; at 6 Saw the Cutter standing along the Western Shore, Gave chace with the Boats, and Stood close in after her in the Ship; Fired one Nine pounder Shotted at her, and knowing the Boats could not get up with her, nor the firing from the Ship after them, called the Boats on board. at 9 Brought too, Anapolis Fort WNW 2 Leagues: at 1/2 past made Sail, Recd Several White men for Protection as well as blacks Light breezes and clear weather, at 1 PM Anchored with the Small Bower in 5 fms found here His Majesty's Ship *Isis*, who sent a Boat on board: at 3 I embarked in an Armed Schooner Tender and waited on Lord Howe with the Despatches for Him

1. PRO, Admiralty 51/688.

MAJOR JOHN FULFORD TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir

Annapolis 7th Sepr 1777 -

I have sent Liut Smith up to you with two Gentlemen that Run away from one of the English Ship's of War last night they brouht a Boat and Eight Men besides themselves with them, most of them has been in our Service & have been taken Prisoners,<sup>2</sup> I took the Boat in possession when She came in I have got it still, the Men are in Town, all but the two that I have sent Up to Baltimore I am in Want of the Boat and would be glad to know if I may keep the Boat & pay the Men for it. I shall be Oblige[d] to you to Inform me by the Return of Lieut Smith how I am to proceed in Regard to the Boat & Men I am Your Excelys [&c.]

John Fulford. Major

1. Red Books, XXVI, 142, Md.Arch.

2. See Journal of H.M.S. *Perseus* this date .

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS <sup>1</sup>

*Antelope* in Port Royal Harbor  
Jamaica 7th Sepr 1777.

Sir,

I beg leave to acquaint their Lordships that Yesterday His Majesty's Brig *Badger* arrived in a very leaky condition, and that I have order'd her to be inspected into to stop the Leaks. I also beg leave to acquaint their Lordships that when Captn [William] Judd was obliged to quit for his health, I gave Captn Thomas Davey, an Order to act as Captn of the *Antelope*, untill my further Orders, but not to quit his Sloop the *Diligence* untill I Knew whether it was their Lordships pleasure that my Nephew shou'd return to me, & he being return'd I beg leave to acquaint their Lordships that I have appointed Captn [Charles H.] Everitt to act as Captain of the *Antelope*, Lieut Michael Everitt of the *Badger*, to act as Master & Commander of her & Mr Manly Dixon Midshipman in the *Badger*, to act as Lieut of said Sloop untill their Lordships pleasure shall be known, and I have order'd Captn Davey of the *Diligence* to return to his Sloop, which I do not suppose he will be able to do as he is in bad health. I hope their Lordships will do me the Honor to confirm my two Nephews, Captn & Lieut Everitt & Mr Manly Dixon as I have appointed them. I likewise beg leave to acquaint their Lordships that I have sent a confirmed Commission to Mr [Richard] Hawford agreeable to their Order. I have to acknowledge the Receipt of yours of 8th July with the Act of Parliament relative to the Captures that are taken. I have also to acknowledge the Receipt of yours of same date owning the receipt of my public Letters dated in March April & May and am glad their Lordships approve of my Proceedings in my Duty; in Obedience to their Lordships Orders I have given Mr Thomas Hardy a confirmed Commission for the *Winchelsea*. I have likewise to acknowledge the receipt of your Letter of the 8th July respecting my appointing Officers to any of Lord Viscount Howes Squadron that may be sent here, which I shall pay due obedience to, tho' I was determined (had I not received their Lordships Orders) not to put any Officers into the Ships of His Squadron that may be sent here to refit. I am with great respect Sir [&c.]

Clark Gayton <sup>2</sup>

The Number of Rebel Vessels taken by His Majesty's Ships under my Command at present amounts to One hundred & Sixty two.

[Endorsed] Rd 10 Nov 1777

1. PRO, Admiralty 1/240.

2. In a second letter of the same date Gayton advised Stephens that: "Since sealing my Letter to You of this date His Majesty's Sloop *Porpoise* Captain Thomas Haynes is arrived from Quebec, by whom I received their Lordships Order to take him & said Ship under my Command, which I shall strictly comply with. PS: The Captn has not brot me any particular News." PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Antelope*, CAPTAIN CHARLES EVERITT <sup>1</sup>

Septembr 1777

Moor'd in Port Royal Harbour Jamaica

Saturday 6

Fresh Breezes and fair Weather (PM) Received an

Order from Vice Admiral Gayton as Acting Captain of the  
*Antelope*

Sunday 7

AM went on board and took Command accordingly also  
Mr Michl John Everitt Superceded me in Command of  
the *Badger* and Saluted with 13 Guns Returnd 11 do Ar-  
rived the *Winchelsea* from a Cruize also the *Porpoise* Arm'd  
Ship from Quebec and Saluted with 13 Guns Returnd  
11 do  
do and Hazy Weather Painters Employd in Painting  
the Ship

1. PRO, Admiralty 51/51.

8 Sept.

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

at Sea onbd the *Raleigh*

Lat 41.30 Lon 46-30

Sr

have to Inform are well. hope the Snow *Nanny* is safe arived Mr Nutter  
a prize from west Indies <sup>2</sup> – have been Six days in the windward Island fleet  
the Convoy 3 Sloops on[e] Ship 22, 12 pounders I have Changld [chal-  
lenged] the Commodore out every day, wont Come. if the *Alfred* Sail equal  
to the *Raleigh* should have destroyd greater part of the fleet She Sails very  
dull Indeed, I had agreed to atackd the Comodore but on the day I in-  
tended the atack She Could not get up. I was vexd and stood into the fleet  
alone, passing several Merchant mend, I halld for the weathermost Man of  
War the *Druid* of 16 Guns. our Guns were all Hous'd I Run up Close  
alongside and Complemented her with 13 – being a broadside I first haild  
them and demanded them to Strike. but it was all a Surprize and they were  
in great Confusion. we Lay at Musquet Shot alongside 45 minuets fird 12  
Broad side, round Grape & duple head. The Guns prove Excellent. we Tore  
her all to pices, a few minuets more would have Sunk her they quited their  
quarters for 15 minuets before we left her, and but one man was Seen on  
deck at that time; many was seen fall by our topmen as soon as it was ob-  
servd the fleet was in Confusion the Comdr Tack'd and Stood right for us I  
Lay as Long as posible and then made sail and run down for the *Alfred*.  
when I shortend Sail to wait for the Comodr who was giving me Chace, he  
tackd and Stood to his fleet – they lay to all night to repair the Ship.  
Capt. Hinman & officer underwent great mortification that they Could not  
get up to asist. I asure you it was a pretty little action I Cannot bestow to  
much praise on my officers they are Bold and Intriped and Joyne with me  
in Sentiment despiseing to war against the merchant when Kings ship are  
in sight. I could have taken as ma[n]y merchant ships as I had a mind. here  
I leave you to paint to your self my feeling at not being mand. have not 20  
men Can find a rope in the Night – the men for what they know behaved  
with the greatest bravery and fit the guns exceeding well O! for an other  
good ship – and Good men, fame is debard me for want of Strength. I intend

to wait a gale and then the fleet will sepearate – Love to Mr[s] Thompson & Childd Compts to friends – our Loss in the action was trifeling. 1 Lieut. sightly woonded in thigh 1 Boy. 1 Boy kild Youngest son of Mills the Sherif – Sail and Rigging something shot I have Harrassd the fleet ever Since – the Ship is every thing I Could wish. only wants men and Cleaning if you want to read this letter to our friends Coppy it. I have but Just time to Scratch Idias. we are all in Health and Sperits. Inform Congress you have herd from me – I fear they will Consider my Conduct as Rashness, but was ever determind to attack the first Kings Ship I Could fall in with tho I must Confes it was dangerous to go into a fleet so Badly man'd as we are however we are all Safe – Your Sincer Friend

by a prize brigg to Selam

Tho<sup>s</sup> Thompson

8th day Sept. 1777

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

2. Nanny, Anthony Hooper, master, with a cargo of sugar and cotton, was libeled against on October 23, *Independent Chronicle*, Boston, October 23, 1777.

“VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT”<sup>1</sup>

[Boston] September 8. 1777

Voted That Captains Isaac Cazneau Eleazer Johnson and Isaac Phillips be desired to take a Survey of the Standing Riggins of the Ship *Boston* Hector McNeil Esqr commander and report whether it is Sufficient for the Ship for a winter Cruise and that a Copy of this request be sent them forthwith –

On the same day the said Captains Reported in writing to this Board That they had Viewed the Standing Riggins of the Ship *Boston* and are of opinion That the main and fore standing Riggins is not Sufficient for a Winter Cruise and that they had at Capt McNeils request viewed the Small Bower Cable and are of opinion it is not fit for Service The Board thereupon

Voted That an order be sent to Capt McNeil to deliver the Main & fore Shrouds of the Ship *Boston* under his command to Capt Isaac Phillips to be by him stored –

1. Papers of the Continental Navy Board of the Eastern Department, LC.

PRIZE SHARE AGREEMENT WITH SURGEON OF MASSACHUSETTS PRIVATEER  
BRIGANTINE *Sturdy Beggar*<sup>1</sup>

Boston 8th Sepr 1777

I have this Day Agread with Docr Durant to allow him five Shairs of all prizes that may be taken by the Brige *Sturdey Baggar* my Self Commander on Acct of his going as Surgan in Said Brige as witness my Hand  
witness Edward Carnes

Heman Doane<sup>2</sup>

1. Gunther Collection, ChHS.

2. Brigantine *Sturdy Beggar*, commanded by Doane, was a 14 gun Massachusetts privateer, Mass. Arch., Revolutionary Rolls, VII, 136.

*The Massachusetts Spy*, THURSDAY, SEPTEMBER 11, 1777

Boston, September 8.

Thursday last arrived at a safe port the richest prize 'tis said, taken during the war; having on board 247 bales of the first and second cloths besides a great quantity of other valuable articles. She was bound from London for Leghorn, and taken by Captain John Lee, of Newbury-port.<sup>1</sup>

1. Prize was the *Dillon* taken by Lee in the *Fancy*, *Independent Chronicle*, Boston, September 18, 1777. See also Volume 8, 795-96 (document should be dated 26 August).

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

Sept 1777

Pidgeon hill NWBW 8 Lgs

Monday 8. 1[PM] fresh Breezes and Cloudy wr Saw a Sail in the SW  
Qr gave Chase fired a Gun brought to the chase  
proved to be a Ship from Boston bound to Martineco<sup>2</sup>  
unbent the fore top Sail and bent another the Old one  
being Damaged Cape Ann North 7 Leagues

1. PRO, Admiralty 52/1699.

2. *Montgomery*, ——— Rundeau, master, with lumber and boards, condemned at Halifax as a lawful prize on November 18, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 87-88.

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

State Navy Board [Philadelphia] September 8th 1777

The Board this day received the following Resolve from the Supreme Executive Council —

In Council Philadelphia Septemr 6. 1777

Resolved That on the present emergency, when the Enemy's Army endeavouring to penetrate to this City, may be aided by a fleet in the Delaware the actual command of naval force of this State be committed to John Hazelwood Esqr as Commodore in this department, on account of the Age and infirmities of Thomas Seymore Esqr the Superior Officer, as it is manifest to Council that Commodore Seymore in the present State of his health cannot be capable of that Vigour and activity which are essential to the service at this time of danger in which the most strenuous efforts of the stoutest will be necessary

A true Copy

Extract from the Minutes

E Massey Secy to the NB

Ty Matlack Secy

1. Navy Board Minute Books, vol. 2. Pa.Arch.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

[Extract]

Head Quarters Newport [Delaware] 8th Sepr 1777.

. . . Genl Howe's plans are yet very mysterious, a few days ago he sent all his Tents & Baggage on Board again and his ships have fallen some distance

down Chesapeak Bay. This can be for no other purpose but to go round to Delaware and meet him there, as he can easily extend himself across the Isthmus which is narrow. This will be a strange Maneuvre indeed, as it will be exposing his ships to some danger upon the Coast at this tempestuous Season, and should an accident to the Fleet he must be ruined. A little time must unfold his true designs, which I trust we shall be able to baffle, as the Troops are in good spirits and the people of the Country shew an universal good will to oppose the common Enemy. . . .

1. George Washington Papers, LC.

BRIGADIER GENERAL JOHN ARMSTRONG TO THOMAS WHARTON, JR.,  
PRESIDENT, PENNSYLVANIA SUPREME EXECUTIVE COUNCIL <sup>1</sup>

[Extract]

Head Qrs Newport [Delaware] 8th Sept 1777 –

. . . This morning we expected the approach of the Enemy & yet continue to look for their movemnt My private Opinion is, which last night I delivered to his Excellency, – That if Mr Howe do not come on very Soon, his intention is to ReEmbark on the Delaware Cross Over & Land where he may think most convenient on the Jersey Shore, march up to the Sevardefrize [chevaux de frise], & the Ships of force by Water, from these I presume he will not again Seperate at any great distance but Cooperate as far as may be, & by these in the Sequel expect to Bumbard the City. From this Conjecture, the two following inferences are natural, we Shou'd either attack him in his Camp, or if he move press hard upon his Rear – and this before the Shipping get round. The former requires better intelligence than any our good General has yet received. The 2d is that the Jersey Militia Shou'd immediately finish the Labour at Billings-port – or rather take post on their own Shore. This I shall mention to the General but wish Congress wou'd anticipate his letters by immediately writing to Governor Livingston if that is not already done. . . .

1. John F. Reed Private Collection, King of Prussia, Pennsylvania.

CAPTAIN BENNETT MATHEWS TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir this Morning at Eight OClock Saw ten or Twelve Sail of Ships Standing Down the Bay off[f] Swan Point and Stood Down Untill they came as Low down as to bring Chester Channell Open and then Came all to an Ancour off[f] that River which makes me think they intend to Pay New Town Chester A Visset, and Meeting with the Boat Capt Hall from Chester Capt David and my Self think it Nessery to send you this Intelligence by her. Capt David and I was as high up Yesterday as Pooles Island A Reconitering two Ships and a Tender Going up the Bay and Saw one Large Ship Laying off[f] Cornl Loydes Wind Mill and beleave they have Possession of her as She was A Grinding, there is Hardly one day

but there is Sum of there Ships going Either up or down – I remain Sir [&c.]  
 Septemr 8 1777  
 on Board of the Galley *Independance* at North Point  
 Bennett Mathews

1. Red Books, XXI, 104, Md.Arch.

SOUTH CAROLINA NAVY BOARD TO CAPTAIN SAMUEL SNOWDEN <sup>1</sup>

Sir/  
 Navy Board [Charleston] September 8th 1777 –  
 The Sloop *Beaufort* being now Loaded and ready for Sea, the Commissioners of the Navy direct that you do proceed with the utmost Dispatch from Charles Town to Cape Francois, or Cape Nichola Mole in the Island of Hispaniola, whichsoever you Can most Conveniently get into where as soon as you Arive you are to Deliver your Cargo Agreeable to Bill of Loading, (that is to say) if) at Cape Francois to Messrs D'Oraisore & Co if at Cape Nichola to Mr John Dupey Mercht there, and take on board such Cargoe as Either of them may deliver you with which you are to proceed with all possible dispatch to Charles Town or some Convenient Inlet in this State we would recommend your supplying your self with such shot as will be Necessary for the use of the Vessell, and as you are furnished with a Commission, we would also recommend that you ship Ten Men in Hispaniola more than the Number you Carry from Charles Town – Wishing you a Successfull Voyage I am Sir [&c.]

Edward Blake first Commissr

1. Salley, ed., *South Carolina Navy Board*, 93-94.

“EXTRACT OF A LETTER FROM BARBADOES, SEPT. 8.” <sup>1</sup>

The captain of the *Rattle-snake*, whom we here call the hero of the marine, is at this instant in chace of a sail that he has espied.<sup>2</sup> What his success will be, it is impossible to determine: but certain it is, he is the boldest fellow that has made his appearance in these seas for some time.

The *Rattle-snake* carries only 14 guns, is an excellent sailer, and has taken a prodigious number of prizes, the chief of which she has sold at Martinico.

A short time since the captain, who is a native of Ireland, wrote word to captain Singleton of the *Bridgetown*, that if he did not take great care he would cut his ship out of harbour. Singleton, well acquainted with his disposition and courage, took, accordingly, every possible precaution against this enterprising Neptune.

Bets used to be often laid at Martinico, relative to the captures the above little vessel would bring into any of the respective harbours. People would be looking out for her; and on her appearance with a prize, the joyful alarm was, *Le Serpent à Sonnettes!* – The beach would then be crowded with spectators, and the *Rattle-snake* enter the harbour in triumph.

1. *London Packet*, or, *New Lloyd's Evening Post*, October 20 to October 22, 1777.

2. Captain David McCulloch in the Pennsylvania privateer schooner *Rattlesnake*.



9 Sept.

VICE ADMIRAL JOHN MONTAGU TO PHILIP STEPHENS <sup>1</sup>

Sir,

Romney St Johns 9th Sept 1777.

By His Majesty's Ship *Squirrel*, who will sail with the first Wind, with the early Trade bound to Spain and Portugal under her Convoy, and will call at Lisbon, I take this opportunity of acquainting you that His Majesty's Ship *Vestal* arrived here the 26th Ultmo having seen all her Convoy in safety, and is since gone on a Cruise.

On the 3rd Inst Lieutenant [Mark] Robinson Commanding the *Canada* Schooner, who has been long in a bad State of Health, wrote to me and requested my permission to go on Half pay, and having been Surveyed by three Surgeons who have given it as their opinions that it is absolutely necessary he should return to his Native Clime as the only means of his recovery, I have given him leave to go Home, and have appointed Mr John Gardiner Midshipman of the *Romney* to Act as Lieutenant and to Command the said Schooner, until their Lordships pleasure is known, which I hope they will be pleased to approve.

Lieutenant [Cheney H.] Garrett Commanding the *Bonavista* Armed Sloop returned from his Cruise yesterday having taken a large Sloop from South Carolina bound to Saint Peters, loaded principally with Rice.

Inclosed I transmit you Lieut Robinson's Letter and the Surgeons Report, and am Sir [&c.]

J: Montagu

[Endorsed] Recd 7 Nov Read do

1. PRO, Admiralty 1/471, 129.

CAPTAIN HECTOR MCNEILL TO THE CONTINENTAL NAVY BOARD OF THE  
EASTERN DEPARTMENT <sup>1</sup>

Gentlemen

In my last Letter to the Honble Marine Committe dated 25th Ultmo you may remember that I have mention'd Capt: Palmes, his being under Arrest. The Solicitations of the other Officers on his behalf prevail'd with me to grant him all the Liberty he desired, had he resumed his duty and behaved properly since his Enlargement I might have possibly overlook'd all that was past, but inasmuch as he has again misbehaved and appears incouragable, 'tis my duty to insist on his being brought to Tryal as soon as possible. The crimes I have to accuse him with are misaplication of the Ships Stores, Neglect of duty, disobedience of orders, & attempts to Excite Murmuring & Mutiny among the Ships Company. You will therefore be pleased to give orders that a Competent number of Officers be Collected together at this place as soon as may be to hear and detirmine on this Matter.

Another request I have to make is that when those Gentlemen are Collected here for the purposes aforesaid a number of Sea Officers only shall be Orderd to form themselves into a Court of Enquiry to hear and

Examine Evidencies such as can be found Capable of giving information of the State of things on the 6th 7th & 8th days of July last in the little Squadron Commandd by Capt: John Manley.

To the Intent that Facts may be Established by the Testimonies of numbers who where then present on board the *Boston*. I am Gentlemen [&c.] Boston 9th Sepr 1777

1. Captain Hector McNeill Letter Book, MassHS.

JOURNAL OF H.M.S. *Unicorn*, CAPTAIN JOHN FORD <sup>1</sup>

September 1777                      Nantucket Shoal N37°W Dist: 46 Leags  
Tuesday 9th                      AM fresh Gales & squally at 7 saw a Sail to the Eastd made Sail & gave Chace, at 10 fir'd several Shot & small arms at the Chace, she brought too, found her to be a Schooner Privateer, of 10 Guns & 50 Men from Cape Ann,<sup>2</sup> took the Prisoners on board & put a Mid. & 8 Men on board her to take Charge, the Prizes in Company.

1. PRO, Admiralty 51/1017.

2. *Warren*, Captain Silas Howell, Howe's Prize List, October 30, 1778, PRO, Admiralty 1/488, 489-90. This Massachusetts privateer from Gloucester was commissioned just six days before her capture, Mass.Arch., Revolutionary Rolls, VII, 320. She was condemned as a lawful prize in New York Vice Admiralty Court on November 3, 1777, PRO, High Court of Admiralty 49/93, 92.

COMMODORE WILLIAM HOTHAM TO MARQUIS DE BOUILLÉ,  
GOVERNOR OF MARTINIQUE <sup>1</sup>

(Copy.)  
Sir

Preston off New York  
9th September 1777.

I received the Honour of your Excellency's Letter addressed to Lord Howe, through the Hands of the Chevalier Fagan.

His Lordship not being here present himself, I have the Honour to inform You, that a Court of Admiralty is daily expected to be opened here, when all such French Vessels as have been brought in upon Suspicion of trading with the Rebels, contrary to the Act of Parliament on that Behalf, will be there tried, and either set at Liberty or adjudged Prizes, according as they are before that Court found to be circumstanced.

Their Masters and Crews having been cruelly treated and imprisoned, must have been mis-represented to your Excellency. It was natural to expect that all Attempts to furnish Supplies to the King's rebellious Subjects should be opposed; And that not having room in the Town for the Reception of more Persons besides the Inhabitants, it became necessary to lodge them in Transports for want of any other place to receive them until they could be sent to Europe, where they have been constantly set at Liberty, as will plainly appear to You by the small number that were remaining at the time Monsieur Fagan arrived, and which are now embarked with him;

to whom I beg leave to refer You for any farther Particulars; and have the Honour to be [&c.]

W. Hotham

[Endorsed] No 2. In Lord Howe's Letter of the 24: Octr 1777.

1. PRO, Admiralty 1/488, 44-45.

GEORGE OLNEY TO THE CONTINENTAL FRIGATE BUILDING COMMITTEE,  
PROVIDENCE <sup>1</sup>

[Extract]

Gentlemen

Philadelphia Tuesday Eveng 9th Septr 1777 –

I am sorry to inform you that I am under the necessity of returning to Providence without carrying with me the Balance of your Accot for building the *Warren & Providence* – you will doubtless be surpris'd at this; but your astonishment cannot be greater than mine was at the circumstance which prevents a Settlement here, agreeable to your wishes. – It is simply this. – Govenr [Stephen] Hopkins, being appointed to have the sole direction of Building those Ships, in the manner he should judge best, is the only Person known to the Committee here in the Settlement of the Accots, – that is, he alone is Charg'd with, & consequently accountable for, all the Money paid out of the Continental Treasury for the purpose of building them; – and by the Treasurer's Books it appears, Mr Hopkins has recd, since the first of Feby 1776, 148,500 Dolls, which is 20,950 Dollars more than you have Credited the Marine Committee, including the amots of the 200 ps of Duck, paid for by Mr Hopkins himself! – So that untill Mr Hopkins Accounts for this large Sum, you are to look to him for the Balance of your Accot; – and tomorrow I am to be furnish'd with Letters accordingly to him & you; and if no unforeseen accident prevents, I shall set out for Providence on Thursday Morning. – But as I cannot but think Mr Hopkins has dispos'd of this Money, some way or other, for the use of the Continent, in which case you will have to wait the return of the Post from hence at least for the Balance due, I thought best to write by him, that no time might be lost. – Inclos'd is a Copy of the Drafts on the Treasurer in favr of Governor Hopkins, taken from the Treasurer's Books; which may be some help to Mr Hopkin's Memory. –

The Navy Board, to whom the Examination of your Accots was committed, have objected to two Charges only: – the first is the Balance of Peter T. Curtenius's Accot, he never having sent the Anchor here agreeable to your directions; so it will lay with you to collect the Money: – the other is the Interest, which, as it will be a bad precedent, they rather decline to allow; – besides if Mr Hopkins has the Money by him, which is unaccounted for, there can be no Interest due from the Marine Committee; but from Mr Hopkins. – However, I shall know more tomorrow Mornng when I am to wait on the Board.<sup>2</sup> – And when too I expect to receive Messrs Brown's Money for their Draft on Mr Morris . . . .

1. Nicholas Brown Papers, JCBL.

2. On September 10th, the Continental Marine Committee wrote to Stephen Hopkins about his account, and the Committee's objection to the two charges noted, Marine Committee Letter Book, 102, NA.

“EXTRACT OF A LETTER FROM PORT ANTONIO, IN THE ISLAND  
OF JAMAICA, DATED SEPT. 9”<sup>1</sup>

The 6th inst. two American privateers, both of them ships of considerable force, stood into, and cut three vessels out of this harbour; and a few days before, the same privateers took a large ship within a few miles of this place. There is at present nine of those provincial vessels of war cruising round this island, in defiance of the small squadron the admiral has at Port Royal, which are too few in number to check their progress.

1. *London Packet, or, New Lloyd's Evening Post*, November 14 to November 17, 1777.

10 Sept.

CAPTAIN RICHARD PEARSON TO VICE ADMIRAL RICHARD LORD HOWE<sup>1</sup>

(Copy)

My Lord

*Garland off Quebec 10 Sept 1777*

General Sir Guy Carleton, as well as myself thinking the detention of His Majesty's Ship *Triton* in the River any longer unnecessary, I have this day dispatched her on a Cruise agreeable to your Lordship's Order to me of the 10th of April last &c, a Copy of Captain Lutwidge's order I herewith inclose, as also a Copy of a late Survey on the *Magdalen* Schooner which is found totally unfit for Service and not worth repairing and as I have no directions from your Lordship what you would please to have done in regard to her, I am much at a loss how to act in this Case for the best, and much for the good of the Service, but as it appears to me that her being continued in her present Situation will be injurious to it, I think it best to put her out of Commission and send Lieut Lee with her people round to the Southward in the *Andrew*, an Armed Ordnance Transport which will sail for New York about the latter end of this Month with a Number of Rebel Prisoners which she brings round at the request of General Sir Guy Carleton; from thence she is to proceed to England, unless it should be found necessary to detain her at York, or to order her upon any other Service, she being contracted for by the Master General of the Ordnance for one Year certain.

The Merchants of Canada, having presented a Memorial to General Sir Guy Carleton, and another to me, requesting two Ships of force to be appointed as a Convoy to their Fur Trade to England I herewith inclose you a Copy of the Memorial inclosed to me by His Excellency Sir Guy Carleton, also a Copy of his Letter to me on the occasion; on the receipt of which, I waited on his Excellency and consulted with him what number of King's Ships he judged would be necessary to remain in the River St Lawrence the ensuing Winter, when he was of opinion, with me, that it would be necessary, that some one of His Majesty's Ships should be left at Quebec to receive the remainder of the Seamen which must necessarily be employed upon the Lakes, till the Winter sets in, After having His Excellency's opinion on this head, I wrote him and the Merchants an answer relative to appointing a Convoy, a Copy of which I herewith also inclose;

and propose leaving the *Viper* Sloop for the purpose abovementioned all which I hope will meet with Your Lordship's approbation.

The Progress of General Burgoyne's Army seems now very doubtful, and I much fear that without the speedy assistance of some part of the Southern Army that our Northern one is in great danger but Captain Lutwidge who has just left Ticonderoga will be much abler to give you more particular Accounts of the progress and present Situation. I have the honor [&c.]

Richard Pearson

[Endorsed] (3.) In the Lords of the Admt'y's of 4th Decr 1777.

1. PRO, Colonial Office 5/127, 260-61.

CAPTAIN JOHN PAUL JONES TO JOHN BRADFORD<sup>1</sup>

Sir

Portsmouth Sept'r 10th 1777.

As I have had no invoice of the Articles Supplied by Livingston and Turnbull I must request you to furnish me with the particulars and prices of those Articles which are comprehended in the "Sundries" mentioned in your Account – else I shall be unable to fix the prices when the Slops are served out and must of course suffer the Accounts to run into Confusion. – with respect to the Old St Georges Ensign which Captain Park [Matthew Parke] Says "you refuse to deliver". – as it was a Trophy taken from a Tory in Canso for having the impudence to keep it flying at his House at the time while I had the Command of that harbour<sup>2</sup> – and as nothing else was taken from the shore that Cruize – I did not I confess consider it as prize Goods – but took it from the *Providence* on Board the *Alfred* to Hoist Occassionally. – ~~without thinking of charging it.~~ – but if I have been and am still mistaken – that circumstance I apprehend will not Justify the withholding a necessary Article which cannot be procured here. – were the times less difficult I should not deign to mention far less to Hoist Such a dirty old rag which if it really is prize Goods ought strictly Speaking to have been returned to the State of Rhode Island where it was first Imported. – Mr Seaward and Mr [Louis Daniel] Charrier comes to Boston to procure a few articles for the *Ranger* of which they bring memorandums – if they meet with the necessary Assistance so as to enable them to return here immediatly they will find the Ship in readiness to depart. – I am Sir [&c.]

J.P.J.

1. Papers of John Paul Jones, 6643-44, LC.

2. See Volume 7, 80, 935-37.

"VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT"<sup>1</sup>

[Boston] Septemr 10. 1777

Voted That the Honble Board of War be requested to give leave to this Board to take twenty or thirty masts for the use of the Continental Frigates from those in their disposition at Kennebeck. –

1. Papers of the Continental Navy Board of the Eastern Department, LC.

ALARM SIGNALS APPROVED BY THE MASSACHUSETTS COUNCIL <sup>1</sup>

Signals at Hull in the day Time

When a Ship appears in the Bay hoist the large blue Flag

if a Snow the union Flag

if a Brig the Pendant

Should three Topsail Vessells appear then hoist the blue Flag union Flag & pendant one above the other, the Pendant uppermost

For two Topsail Vessells two Flaggs

if more than three Topsail Vessells appear, and under 20 fire one Gun, (the muzzle pointed towards the Castle) and hoist the two flaggs & pendant, the pendant lowermost, and repeat the firing every 4 minits till the Signals are answerd at the Castle –

upon discovery of 20 or more Topsail Vessells, Hoist a large blue Flag uppermost, the Pendant next and the union Flag lowermost, and fire two Cannon at one minits distance, if the Signal be not answerd at the Castle by the Flaggs & pendant and firing in 5 minits, then fire 3 Cannon, at one minits distance, (the muzzles pointed towds the Castle) – When you are answerd at the Castle, you are to hall down your Signals. As soon as you discover the Vessels to be French Vessells you are to hoist St Georges Ensign & keep it flying till the same Signal is hoisted at the Castle –

upon a discovery of the Enemy in the Night the alarm is to be given at Hull, by firing one Cannon, & three Rocketts successively and if the same Signal is not answered at the Castle in 6 minits repeat the firing & throwing the rocketts till as aforesd every 6 minits until answerd at the Castle –

The Castle is to answer the Signals given at Hull in every respect, & repeat them until they are answerd at Boston on Fort Hill and not to Salute any Vessell comeing in, except Continental armd Vessels; armd Vessels belonging to this, or to either of the united States; and french Vessels, none of them, with more than 13 Guns, always observing to discharge two less, than the Vessell discharges, for which purpose Guns are to be plantd on the West end of the Island to Salute with –

if the alarm is to be general in the Night, then the Beacon is to be fired at Boston by order of Council and an express sent to Stoughton to fire the Beacon there,

if a Fleet consisting of 20 Sail or upward of Topsail Vessels is discovered at Cape Ann, an express to be forwrdd to the Council the like at Marble head – Plymouth, or Barnstable – and Copys of these Signals to be sent to Hull, Castle Island, Fort Hill, The Select men of Boston, Salem & Plymouth & Glouster & Barnstable –

In Council [Boston] Sept 10t 1777

Read & Accepted  
Jn<sup>o</sup> Avery Dy Secy

1. Mass.Arch., vol. 167, 211–11a.

THOMAS CUSHING TO THE PRESIDENT OF CONGRESS <sup>1</sup>

Dear Sir

Boston September: 10th 1777

I wrote you on the 16 and 23 of June, the 21 of July & 14 of August but have not received the least Scrap from you since yours of the 27 of May, Which I know not how to Account for, These letters were Relative to the Ships I am building on Account of the Continent & if they had ever have Reached you, I think I should have had An Answer to them, in my last I informed you that the 36 Gun Frigate <sup>2</sup> was in Such forwardness that it was high time her Rigger was fixing & desired an order upon Colo Warren for the Rigger that lately came in to his hands from Spain, as also for a quantity of Duck sufficient for the Ships, The Business has been Retarded for want of such orders; I desired also to be informed from Whence I might expect the Guns for the Frigate & desired I might be furnished with A quantity of Iron from Baltimore Philadelphia the Jerseys or New York, I hope I shall Receive some very soon as other ways the Carpenters will Stand Still for want of that Article, I have been obliged to give one hundred pounds lawfull Money P Ton & they now Ask one hundred and Eighty pounds P Ton, The price of every thing Necessary for the Ships Raises every day A great deal of money goes but a little way, such Articles I have been obliged to purchase are so high that the money, you sent me last, is all Expended, I must intreat you would immediately Send me another Draft upon the loan office or I shall not be able to keep the Carpenters and other Tradesmen at Work much longer, indeed I find it very difficult to get them to work for Money at all, They say they can find employ from Private People & Receive a large proportion of their wages in Provisions and West india Goods, so that in case they Agree to work for money they expect to Receive it when ever they want it, Whether it is due to them or not. I must beg your immediate attention to this Matter & also to furnishing me with a Supply of Iron – I hope to have the pleasure of seing you soon at Boston, & I hope it will not be a great while before I see you placed in the Cheif seat of Government here, nothing in my power Shall be wanting to Effect it. My best Respects to Mrs Hancock, Mrs Cushing also sends her sincere Regards – I am with Respect [&c.]

Thomas Cushing

P.S. Pray Inform me What Congress are doing with Respect to Supporting the Credit of our Paper Currency –

1. Walter Fuller Don Collection, SI.

2. Building at Salisbury, Massachusetts; subsequently named *Alliance*.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Hond Sir

Boston 10th Sepr 1777 –

I have the pleasure of acquainting your Excellency of the safe arrival of the *Oliver Cromwell* in this Harbor, together with her prize the Ship *Weymouth*, mounting Sixteen Carriage Guns &c – She was employ'd as a packet from Jamaica to London having on board a Quantity of Cash, the

exact Sum I am not able to ascertain, the Prize Master informs me her Letters were all destroy'd – that there were several Passengers, among whom is Capt Judd, Commander of the *Antelope* of 50 Guns – who with the other prisoners were landed at Kennebeck River in order to proceed by Land to this Place. I expect them this day – I shall pay a due attention to them according to their Rank – Your Excellency will doubtless consent to Capt Judd being exchanged for Capt Manly, if a Cartel should be established –

It is with sorrow I mention to you, Capt Harding's detention at the Eastward by a dangerous fit of Sickness; while he is absent I will take the whole charge of the *Cromwell* &c, and as Capt Deshon is now in Town I doubt not of conducting to approbation with his advice and assistance which he has kindly promis'd – This prize will occasion a great deal of altercation, as the Agent for the People will endeavor to prove her to be a Kings Ship, which, if done, the State will draw no part. I shall retain another Lawyer besides Mr [Francis] Dana, in hopes of recovering a proportion for the State, and shall acquaint your Excellency from time to time as there shall be occasion.

On Saturday I return'd from Dartmouth, the Prize turns out agreeable to my Expectation. The Cables, & Cordage I have order'd to Boston for the *Defence*, the *Honor* was not quite unloaded but as my Brother could conduct the business, I tho't it my duty to return, and attend the lengthening of the *Defence*, which is now on the ways and divided – Capt Smedley has given her Eighteen feet in length – which will add fourteen Inches to her beam, all who have seen her, give it as their opinion, she will make a compleat Vessel. I shall obtain every Article at the lowest price, and make every agreement upon the lowest Terms – but her lengthening will be attended with an amazing expence. –

Lieut [John] Smith who will deliver this can give your Excellency a particular Account of the Engagement with the packet, and of the several Captures made by the *Cromwell* – one of which I fear has miscarry'd<sup>2</sup> – I would request as early, & particular directions respecting both Vessels as is convenient. – I remain with due respect [&c.]

Samuel Eliot Junr

1. Conn.Arch., 1st Series, IX, 188a–b, ConnSL.

2. *Restoration* which was recaptured. See Journal of H.M.S. *Ambuscade*, September 2–3.

LIEUTENANT TIMOTHY PARKER, CONNECTICUT NAVY SHIP *Oliver Cromwell*,  
TO GOVERNOR JONATHAN TRUMBULL<sup>1</sup>

Sir

Boston 10th September 1777

Have the pleasure to Inform your Honr of the Safe Arival of the *Oliver Cromwell* and *Weymouth* packett in this port, Being Sent forward from Kenebeck River P Order of Captain Harding, who was Left there Sick, but was Geting Better. all the prisoners That were able to Travel were Landed at that place and ordered to proceed here by Land, Among whom there is one Captain William Judd late of the *Antelope* Brittish Man of war of 50 Guns, Some Gentlemen passengers &c For Particulars Beg leave to



Refer you to Lieut [John] Smith who will be able to give your Honr any Information You may Desire, – Should Captain Harding be Detaind Longer than is Expected, we beg your Honrs Instructions for the Regulation of our Conduct. Capt Harding hath promis'd parole to Capt Judd – and Capt [Charles] Flyn[n] of the *Weymouth*. they appear to be Gentlemen of Charecter and hope they'll be Treated as Such, Notwithstanding the Austerity of the times I am Sir [&c.]

Tim<sup>y</sup> Parker <sup>2</sup>

1. Conn.Arch., 1st Series, IX, 189a, ConnSL.

2. Governor Trumbull replied to this letter on September 16. "I trust the Prisoners will be treated with Humanity & Tenderness," he wrote, "& with that Attention & Complaisance their Stations & Conduct shall appear to merit." Conn.Arch., 1st Series, IX, 189b, ConnSL.

CONTINENTAL MARINE COMMITTEE TO DANIEL TILLINGHAST,  
CONTINENTAL AGENT FOR RHODE ISLAND <sup>1</sup>

Sir

[Philadelphia] September 10, 1777

We enclose you herein a draft on Stephen Hopkins Esquire for 15,926 8/9 Dollars in your favour which you will find by the enclosed Copy we wrote him this date is the balance of Moneys which he drew for the use of the two frigates building at Providence more than was expended in building those Frigates. We expect this draft will be immediately paid and you will place the same to the Credit of this Committee. We are Sir [&c.]

1. Marine Committee Letter Book, 103, NA.

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

Sept 1777

Charles Town N 10° .52' Wt 16 Ls

Wednesd 10th

at 5 AM Tkd at Six Saw a Sail to the Sowd Gave Chace In Hoisting the fore topmt Studding sail the fore topgt Studding sl Got Foul and was lost out of the top overbd at Merdn the Chace SbE 4 Miles the *Brune* Hull Down Astern –

Light Breezes and fair Wr Saw another Sail to the Southwd Hoisted out the Pinnacle & Sent after the Chace at 3 the Chace Brot too Named the *Betsey* Sam Smith Mr from Boston to Georgia In Ballast <sup>2</sup> at 6 TKd

1. PRO, Admiralty 51/4197.

2. Burnt at sea, capture credited to H.M.S. *Brune*, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65.

11 Sept.

"VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT" <sup>1</sup>

[Boston] Septemr 11. 1777

Voted That a Circular Letter be wrote to John B Hopkins Abram Whipple & Hoistin Hacker Esqrs Commanders of the *Warren* *Providence* and *Columbus* requiring them to remain in Providence till further orders

and that they immediatly Equip fix and Man their Several Ships to be ready to proceed to Sea at the Shortest Notice. –

1. Papers of the Continental Navy Board of the Eastern Department, LC.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT  
TO CAPTAIN ABRAHAM WHIPPLE <sup>1</sup>

Navy Board Eastern Department  
Boston Sepr 11th 1777

Sir

In our Orders of the 2d Instant we expressed a desire of seeing you here with the other Commanders of the Continental Ships at Providence; for reasons that have since taken place, we wish you now to remain at Providence, where we hope this will find you, and is to require immediately to equip fix and man the Ship *Providence* under your command, ready to proceed to sea on the shortest notice.<sup>2</sup> Every exertion is to be made for this purpose, and no delay admitted. We doubt not your Zeal and activity on this matter, and shall only add that the Board will be at Providence in a few days, and are Sir [&c.]

J. Warren John Deshon

1. Abraham Whipple Papers, RIHS.

2. See Journal of the Continental Congress, August 21.

PETITION OF PEREZ MORTON TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

State of	}	To the honl Council of said State, sitting in Boston 11 Sepr 1777 –
Massa. Bay		

The Petition of Perez Morton humbly shews –

That he with several other Persons, as owner of a Privateer Brigantine, pierced for 16 four pound Cannon, that thro' the impracticability of obtaining Cannon for her in this State, he is necessitated to send to Connecticut for them; that by late Regulations of that State, no Cannon are suffered to be transportd from thence, without a Certificate from the Governor to the Seller, of the purchaser's good Intentions, and the Use they are for

In Consequence of this Requisition Govr Trumbull has refused to Grant Certificates to Persons unknown to him, unless they produce Credentials of said facts from the supreme Council of the State to which they belong – Your Petitioner therefore prays your honors to grant him a Certificate, that may convince Govr Trumbull of the good Intentions of your Petitioner in purchasing said Cannon, and that they are intended for the Use aforesaid – to which your Petitioner is ready to attest – And as in Duty bound shall ever pray &c –

P Morton

1. Mass.Arch., vol. 167, 228. Petition was granted.

*Independent Chronicle*, THURSDAY, SEPTEMBER 11, 1777

All persons belonging to the Continental Frigate *Boston*, are desired to attend on board the said Ship, on Thursday the 18th Inst. where the Agents

will be ready to pay them their Dividends of Prize Money, arising from the captured Brigantine *Littleton*.<sup>1</sup>

Wanted Immediately, A Number of Men, to serve as Guards on board the Prison Ships that are to take in the Prisoners coming in – Any Gentlemen, Tradesmen, or Seamen, that are willing to serve in this Capacity, are desired to apply to the Commissary's-Office, at the Head of Court-Street, where they shall have good Encouragement, and enter into immediate Pay.

Robert Pierpont, Commissary of Prisoners of War.

1. See Volume 8, 1040.

*Newport Gazette*, THURSDAY, SEPTEMBER 11, 1777

Newport. September 11.

One Day last Week, about thirteen Men from His Majesty's Ship *Juno*, went on Shore at Prudence Island, to bathe. The Rebels discovering them from Warwick-Neck, landed a Number of Men, in five Flat-Boats and a Whale Boat, suddenly came upon them, naked and unarmed, and, with a Heroism known only to Rebels, fired upon them, killed three men, wounded several, and carried off the rest. A Marine, who was one of the Party, appearing somewhat obstinate, had his Brains very humanely knock'd out with the Butt-End of a Musket.<sup>1</sup>

1. For American account of the same event see *Providence Gazette*, September 6.

**12 Sept.**

JOURNAL OF H.M.S. *Rainbow*, CAPTAIN SIR GEORGE COLLIER <sup>1</sup>

Septemr 1777

Segwin Isld N ½ W 10 Lgues

Tuesday 9.

at 5 AM saw the Land bearg NNW – Exercis'd Marines at small Arms.

First pt light Breezs & hazey, middle & latter Pts fresh Breezs & Rain – at 3 PM saw 3 Sail in the NW – at 9 got into the Entrance of Sheepscut River –

Wednesday 10

AM at 3 came too in the Ovens Mouth with the best Bower in 12 fm Water – barricaded, mann'd & arm'd the flat bottom Boat & Cutter, & sent them up the River wth a Lieut in each, & a Lieut of Marines. at 10 hove up the Anchor & made Sail up the River.

Light Breezs & hazey wth small Rain PM at 2 came too with the Bt Bower in 8 fm Water abreast of Whichcassot [Wiscasset] Town, sent the large Cutter to take Possession of a Schooner – at 11 the flat bottom Boat & Cutter came on bd Havg taken Possession of a Ship laden wth Masts &c up the River <sup>2</sup> & a piece of Ordnance the Rebels had plac'd on a Hill to protect the Mast Ship – but finding a Number of Rebels had assembled who kept a continual fire on our people with small Arms, & anor 4 Pounder wch they also brot to bear on the Ship (firing a No of Shot thro' Her)

- our Officer thot it most expedient to scuttle the Ship & render the Cannon useless by spiking it.
- Thursday 11. AM Empld barricading the Tops, Quarters, & gettg ready to go down the River; – Sent on Shore a Flag of Truce – Drifted alongside a Raft of large Spars – Came on bd the Flag.  
Light Breezs & cloudy Wr PM Empld gettg the Spars in thro' the Gun Room Ports – Came on bd a Flag of Truce – Saw a No of arm'd Rebels assembling at all Quarters.
- Friday 12. AM at 1½ past 5 weigh'd & came to Sail – Put on Shore 10 Rebel Prisoners –

1. PRO, Admiralty 51/762.

2. *Gruel*. See Minutes of the Massachusetts Board of War, September 22.

“VOTES & RESOLUTIONS OF THE [CONTINENTAL] NAVY BOARD  
OF THE EASTERN DEPARTMENT”<sup>1</sup>

[Boston] Septemr 12. 1777

Voted That a Letter be wrote to the Honble Thomas Cushing Esqr to inform him that the Marine Committee have come to a resolution to put a Stop to the building the 74 Gun ship begun in this Town and have required this Board to forward a true State of the Situation of this Ship and an Account of the Materials provided for her therefore to request him to furnish this Board with such a State and such an Account. –

1. Papers of the Continental Navy Board of the Eastern Department, LC.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO  
CAPTAIN JOHN PAUL JONES<sup>1</sup>

Navy Board Eastern Department

Boston Septr 12th 1777

Sir

We have Just now your Favour by Mr [Louis Daniel] Charrier your Memdn is now Compleating & will be finished with all posable Dispatch, so that you may have no Delay in going to Sea according to your Wishes. we have had so many affairs to attend to in our first Entering on Business & find many things in the Navy Department in Such A Confused State, that we have not been able to Come to any determination on the form & manner wherein accounts are to be Exhibited nor Can we Say whether there be a propriety in there being presented by your Attorney. but at Present we See no Objections to it, if the accounts are properly Attested and well Vouched, it Certainly Canot be Material who they are presented by when the[y] are Presented.

you may be assured of a proper attention to & Impartial Examination & Settlement of them.

we are not able to Say whether Commissions are to be Charged or whether there have been any Instances of that Kind, but from what we have yet heard, it has not been a Custom. the Complaint of Mr [Joseph] Dobel

will be attended to in Proper Season so far as Comes within our Department.  
we wish you an Agreeable Cruise & are your Humbl Servants

J Warren John Deshon

John Paul Jones Esq Commander of the Ship *Ranger* Portsmouth

1. Papers of John Paul Jones, 6645-46, LC.

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

[Boston] Friday September 12th 1777

Petition of Samuel Elliott junior Agent of the State of Connecticut setting forth That one Antonio Gnospelius a Native of Sweeden & who never was a Subject of Great Brittain was taken on his Passage from Liverpool to Jamaica & bro't into this State – That he entered as an Marine on board the Brig *Defence* in the service of the State of Connecticut & has remained on board & done his Duty to the Acceptance of the Officers – That he is confined onboard the Guard Ship as a Prisoner of War praying that he may be released & not accounted a Prisoner of War

Ordered that the Commissary of Prisoners be & he hereby is directed to liberate Antonio Gnospelius a Prisoner on board the Guard Ship & deliver him to Capt Smedley Commander of a Brig belonging to the State of Connecticut that he may return to his Duty on board said Brig –

1. Mass.Arch., vol. 21, 744.

"MUSTER ROLL OF THE BRIGT *Tyrannicide*, JONA HARADEN, COMMR, TO AUGUST 31st 1777 —" <sup>1</sup>

Mens Names	Station	Time Entry 1777	Wages Pr Mo	Advc Wages	Killd Wound desertd &c.	Time dischargd	whole Wages	Wages due
Jona Haraden	Captain	Feby 20.	14.. 8	14.. 8		Augt 31	92.. 0.. 0	77.. 12.. 0
Israel Thorndike	1st Lieut	do 22	7.. 4	7.. 4		do	45.. 7.. 3	38.. 3.. 3
Benja Moses	2d do	— 20	7..	7..		do	44.. 16.. 0	37.. 16.. 0
Benja Lovett	Master	— 22	7..	7..		do	44.. 6.. 8	37.. 6.. 8
Thomas Hunt	1st Mate	— 20	4.. 10	4.. 10		do	28.. 13.. —	24.. 3.. —
John Marsh	2d do	— 24	3.. —	3.. —		29	18.. 10.. —	15.. 10.. —
Wm Maley	Boatswain	Mar. 15	3.. 18	3.. 18		31	21.. 11.. 7	17.. 13.. 7
Chas Hambleton	do Mate	do 1	2.. 14	2.. 14		do	16.. 7.. 3	13.. 13.. 3
Wm Patterson	Gunner	Feb. 20	3.. 18	3.. 18		do	24.. 16.. 7	20.. 18.. 7
James Cheever	do Mate	Mar. 13	2.. 14	2.. 14		29	14.. 18.. 9	12.. 4.. 9
Wm Coffin	Surgeon	do 11	6.. 10	6.. 10		29	37.. 1.. —	30.. 11.. —
Rd Perkins Bridge	do Mate	do 11	4.. —	4.. —		do	22.. 16.. —	18.. 16.. —
Wm Beckett	Carpenter	Feb. 20	3.. 18	3.. 18		31	24.. 16.. 7	20.. 18.. 7
Benja Lander	do Mate	Mar. 13	2.. 14	2.. 14		29	14.. 18.. 9	12.. 4.. 9
Robert Harris	Cooper	Feb. 24	2.. 14	2.. 14		31	16.. 16.. 7	14.. 2.. 7
John Brown	Armourer	do 20	2.. 14	2.. 14		29	17.. —.. 3	14.. 6.. 3
John Graves	Sail Maker	Mar. 15	3.. —	3.. —		do	16.. 8.. —	13.. 8.. —
Nath. Webb	Prize Master	Feb. 25	3.. —	3.. —		do	18.. 8.. —	15.. 8.. —
Littlefd Sibley	do	Mar. 14	3.. —	3.. —		do	16.. 16.. —	13.. 16.. —
Samuel Foster	do	do 13	3.. —	3.. —		do	16.. 18.. —	13.. 18.. —
Frans Bowden	Pilot	Feb. 27	4.. —	4.. —		31	24.. 2.. 8	20.. 2.. 8
John Williams	Quarter Master	Mar. 13	2.. 10	2.. 10		29	14.. 03.. 4	11.. 13.. 8
Richd Pumroy	do	Mar. 4	2.. 10	2.. 10		31	15.. 0.. 0	12.. 10.. 0
Edwd Carrell	Cook	Feb. 26	2.. 10	2.. 10		29	15.. 5.. —	12.. 15.. —
Wm Prosser	Capt Clk	— 25	3.. 12	3.. 12		31	22.. 6.. 5	18.. 14.. 5
James King	Steward	— 17	3.. —	3.. —		do	19.. 8.. —	16.. 8.. —
Benja Warner	Mast. Arms	— 24	2.. 14	2.. 14		do	16.. 16.. 7	14.. 2.. 7
Benja Bacon	Drummer	Mar. 15	2.. 12	2.. 12		do	14.. 7.. 9	11.. 15.. 9
Richd Furbur	Seaman	Feb. 26	2.. 8	2.. 8		do	14.. 08.. 0	12.. 0.. —
Sam. Porter		— 26	2.. 8	2.. 8		do	14.. 08.. —	12.. 0.. —
James Andrews		— 27	2.. 8	2.. 8		June 5	7.. 12.. 5	5.. 4.. 5
James Coughlin		Mar. 9	2.. 8	2.. 8		Aug. 29	13.. 17.. 6	11.. 9.. 6
John Cash		Feb. 28	2.. 8	2.. 8		do 29	14.. 9.. 7	12.. 1.. 7

SEPTEMBER 1777

"MUSTER ROLL OF THE BRIGT *Tyrannicide*, JONA HARADEN, COMMR, TO AUGUST 31st 1777 —" [continued]

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AMERICAN THEATRE

Mens Names	Station	Time Entry 1777	Wages Pr Mo	Advc Wages	Killd Wound desertd &c.	Time dischargd	whole Wages	Wages due
Charles Grant		Mar. 9	2.. 8	2.. 8		June 5	6..19.. 3	4..11.. 3
Benja White		Feb. 28	2.. 8	2.. 8		Aug. 29	14.. 9.. 7	12.. 1.. 7
Nichs Besom		Mar. 9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
John White		Feb. 28	2.. 8	2.. 8		31	14..12.. 9	12.. 4.. 9
Sam. Andrews		Mar. 9	2.. 8	2.. 8		29	13..17.. 6	11.. 9.. 6
Sam. Bowden		Feb. 28	2.. 8	2.. 8		May 31	7.. 8.. 9	5..—.. 9
Benja Stevens		Mar. 7	2.. 8	2.. 8		Aug. 29	14.. 0.. 8	11..12.. 8
Ephm Chambers		do	2.. 8	2.. 8		do	14.. 0.. 8	11..12.. 8
Nath Dolliber		Feb. 28	2.. 8	2.. 8		do	14.. 9.. 7	12.. 1.. 7
James Haskall		26	2.. 8	2.. 8		31	14..16.. 0	12.. 8.. —
James Bowden		28	2.. 8	2.. 8		29	14.. 9.. 7	12.. 1.. 7
Peter Quinner		Mar. 9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
Zeb. Foster		Feb. 26	2.. 8	2.. 8		do	14..18.. 9	12..10.. 9
John Masury		Mar. 9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
John Wodden		Feb. 26	2.. 8	2.. 8		31	14..16.. 0	12.. 8.. 0
John Flinn		do	2.. 8	2.. 8		do	14..16.. 0	12.. 8.. —
Thos Homan		Mar. 4	2.. 8	2.. 8		29	14.. 5.. 7	11..17.. 7
John Garney		9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
Geo. Batchelder		9	2.. 8	2.. 8		do	13..17.. 6	11.. 9.. 6
John Dennis		9	2.. 8	2.. 8		31	14.. 0.. 2	11..12.. 2
Philip Bridges		9	2.. 8	2.. 8		29	13..17.. 0	11.. 9.. —
Hail Hilton		Feb. 26	2.. 8	2.. 8		do	14..18.. 9	12..10.. 9
Chas Goodwin		27	2.. 8	2.. 8		June 5	7..12.. 5	5.. 4.. 5
John Collins	Boy	26	1.. 4	1.. 4		Aug. 31	7.. 8.. —	6.. 4.. —
John Fritz Jr		Mar. 9	2.. 8	2.. 8		do	14.. 0.. 2	11..12.. 2
Mattw French		Feb. 26	2.. 8	2.. 8		29	14..18.. 9	12..10.. 9
				187.. 8			1095.. 3.. 9	906.. 7.. 3
					Jon <sup>a</sup> Haraden Capt			
Benja Pittman	Seaman	Feb. 25	2.. 8	2.. 8		Aug. 29	14..14.. 4	12.. 6.. 4
Paul Thissell		26	2.. 8	2.. 8		do	14..18.. 9	12..10.. 9
John Mygate		25	2.. 8	2.. 8		do	14..14.. 4	12.. 6.. 4
Richd Pearson		24	2.. 8	2.. 8		31	14..19.. 2	11..12.. 8
Benja Girdler		Mar. 7	2.. 8	2.. 8		29	14.. 0.. 8	12..11.. 2

Saml Hodgdon		Feb. 25	2.. 8	2.. 8		31	14.. 17.. 7	12.. 9.. 7
Robert Matthews		28	2.. 8	2.. 8		29	14.. 9.. 7	12.. 1.. 7
Joseph Waters		26	2.. 8	2.. 8		do	14.. 18.. 9	12.. 10.. 9
Jona Horton		28	2.. 8	2.. 8		do	14.. 9.. 7	12.. 1.. 7
Saml Masury		Mar. 13	2.. 8	2.. 8		31	13.. 14.. 0	11.. 6.. 0
Thomas Dobson		9	2.. 8	2.. 8		do	14.. 0.. 2	11.. 12.. 2
John Fall		Feb. 26	2.. 8	2.. 8		29	14.. 18.. 9	12.. 10.. 9
Aaron Dorsett		Mar. 9	2.. 8	2.. 8		June 5	6.. 19.. 3	4.. 11.. 3
Ichd Comestock		20	2.. 8	2.. 8		August 29	12.. 19.. 5	10.. 11.. 5
John Collins		Feb. 26	2.. 8	2.. 8	Sick at Bourdeaux	29	14.. 18.. 9	12.. 10.. 9
John Bridges	Boy	Mar. 9	1.. 4	1.. 4		do	6.. 16.. —	5.. 12.. —
John Edey		13	2.. 8	2.. 8		31	13.. 14.. 0	11.. 6.. 0
Thomas Caswell		Feb. 28	2.. 8	2.. 8		29	14.. 9.. 7	12.. 1.. 7
Stephen Webb		Mar. 13	2.. 8	2.. 8		do	13.. 5.. 7	10.. 17.. 7
John Deadman	Boy	Feb. 20	1.. 4	1.. 4		do	7.. 11.. 3	6.. 7.. 3
Benja Moses Junr	do	do	1.. 4	1.. 4		do	7.. 11.. 3	6.. 7.. 3
Joseph Humphries		Mar. 13	2.. 8	2.. 8		do	13.. 5.. 7	10.. 17.. 7
Isaac Smith	Boy	9	1.. 4	2.. 8		do	6.. 16.. —	4.. 8.. —
Thomas Greeley		7	2.. 8	2.. 8		do	14.. 0.. 8	11.. 12.. 8
Issackar Stowell		do	2.. 8	2.. 8		do	14.. 0.. 8	11.. 12.. 8
Robert Beverage		do	2.. 8	2.. 8		31	13.. 14.. 0	11.. 6.. 0
Wm McKean		15	2.. 8	2.. 8		29	13.. 8.. 9	11.. 0.. 9
Saml Croel		7	2.. 8	2.. 8		31	13.. 18.. 4	11.. 10.. 4
Joseph Silver		Feb. 28	2.. 8	2.. 8		June 5	7.. 16.. 10	5.. 8.. 10
Saml Deland		Mar. 7	2.. 8	2.. 8		Augt 31	13.. 18.. 4	11.. 10.. 4
Jesse Coburn		5	2.. 8	2.. 8		29	13.. 18.. 4	11.. 10.. 4
John Valpey		Feb. 25	2.. 8	2.. 8		do	14.. 14.. 4	12.. 6.. 4
Peter Silver		28	2.. 8	2.. 8		do	14.. 9.. 7	12.. 1.. 7
Joseph Searls		25	2.. 8	2.. 8		31	14.. 17.. 7	12.. 9.. 7
Saml Hayward		27	2.. 8	2.. 8		do	14.. 14.. 4	12.. 6.. 4
John Horton		28	2.. 8	2.. 8		29	14.. 9.. 7	12.. 1.. 7
Jona Neall		26	2.. 8	2.. 8		31	14.. 16.. —	12.. 8.. —
Joseph Gardner		Mar. 15	2.. 8	2.. 8		29	13.. 8.. 9	11.. 0.. 9
Frank Girdler		9	2.. 8	2.. 8		do	13.. 17.. 6	11.. 9.. 6
Timy Wellman		15	2.. 8	2.. 8		do	13.. 8.. 9	11.. 0.. 9
Lanc Bartlett		1st	2.. 8	2.. 8		do	14.. 14.. 10	12.. 06.. 10
Joseph Thrasher		do	2.. 8	2.. 8		31	14.. 18.. —	12.. 10.. —
Thomas Brown		4	2.. 8	2.. 8		do	14.. 13.. 3	12.. 05.. 3
Eli Turner		9	2.. 8	2.. 8		June 5	6.. 19.. 3	4.. 11.. 3



"MUSTER ROLL OF THE BRIGT *Tyrannicide*, JONA HARADEN, COMMR, TO AUGUST 31st 1777 —" [continued]

Mens Names	Station	Time Entry 1777	Wages Pr Mo	Advc Wages	Killd Wound desertd &c.	Time dischargd	whole Wages	Wages due
Peter Laborey		13	2.. 8	2.. 8		Augt 29	13.. 5.. 7	10.. 17.. 7
Joseph Standley		9	2.. 8	2.. 8		do	13.. 17.. 6	11.. 9.. 6
Geo. Leech		22	2.. 8	2.. 8		June 5	5.. 18.. 5	3.. 10.. 5
Saml Curtis		Feb. 24	2.. 8	2.. 8		August 29	14.. 16.. —	12.. 8.. —
Saml Legro		Mar. 9	2.. 8	2.. 8		do	13.. 17.. 6	11.. 9.. 6
Benja Valpey		Feb. 25	2.. 8	2.. 8		June 5	7.. 15.. 3	5.. 7.. 3
Asa Whittemore		23	2.. 8	2.. 8		Mar. 23	2.. 8.. —	
Joseph Chittendon		Mar. 15	2.. 8	2.. 8		August 29	13.. 8.. 9	11.. 0.. 9
Joshua Trask	Boy	Feb. 25	1.. 4	1.. 4		do	7.. 7.. 2	6.. 3.. 2
R. Gover	do	26	1.. 4	1.. 4		do	7.. 6.. 2	6.. 2.. 2
Wm Arbuncle	do	do	1.. 4	1.. 4		do	7.. 6.. 2	6.. 2.. 2
John Newton	do	Mar. 15	1.. 4	1.. 4		do	6.. 11.. 3	5.. 7.. 3
Andw Thorndike		Feb. 26	2.. 8	2.. 8		do	14.. 18.. 9	12.. 10.. 9
Nathan Batchelder		Mar. 9	2.. 8	2.. 8		31	14.. 0.. 8	11.. 12.. 8
Lambeth Murphy		do	2.. 8	2.. 8		29	13.. 17.. 6	11.. 9.. 6
John Hambleton		May 4	2.. 8			June 24	4.. 17.. 10	4.. 17.. 10
Chris. Leonard	Boy	do	1.. 4			Augt 31	4.. 13.. 7	4.. 13.. 7
Brought Forward				133.. 4.. 0			736.. 9.. 3	611.. 1.. 3
				187.. 8.. —			1095.. 3.. 9	916.. 7.. 3
				£320.. 12.. —	Jon <sup>a</sup> Haraden Capt		£1831.. 13.. 0	£1527.. 8.. 6

[Endorsed] Suffolk Ss sept 6. 1777 Capt Jona Haraden personally appeared & Made Oath to the Truth of the within Roll Before Jabez Fisher Justice of peace

Boston Sept 12th 1777 Recd fifteen hundred twenty seven Pounds 8/6 In full of this Roll & annexed warrant

Jon<sup>a</sup> Haraden

"A LIST OF PRISONERS ON BOARD THE BRIGT *Rising Empire* [PRISON SHIP]" <sup>1</sup>

13 belonging to the *Fox* Man of War  
 3 ditto to the *Blond[e]* Frigate  
 1 ditto to the *Milford*

---

17

66 taken in Merchantmen

83 – I am desirous to know wether these Shall be Sent away, in order  
 to Make Room for those that are Coming from the Eastward  
 Boston 12th September 1777 Rob<sup>t</sup> Pierpont Comy

1. Mass.Arch., Revolutionary Rolls, VIII, 207.

JOURNAL OF H.M. BRIG *Diligent*, LIEUTENANT THOMAS FARNHAM <sup>1</sup>

Sept<sup>r</sup> 1777 [In Hudson River] Phillips's House SSE 5 Miles  
 Distant  
 Thursday 11 First and Middle Little wind, Latter Part Fresh Breezes  
 & Cloudy ½ Past 9[PM] Embarked a detachment of  
 Troops  
 Friday 12 at 2 AM Weighed and Stood Up the River Gallys in Co  
 at 4 Began to Debark the troops which was finished at 5 on  
 the Western Shore at 8 Do Came too Small Bower off the  
 western Shore 5 Miles to Nward of Phillips Farm were  
 fired at by a Number of Armed Rebels from the Cliffs  
 Returned one 3 pounder Shot

1. PRO, Admiralty 51/4163.

JOURNAL OF H.M. GALLEY *Dependence*, LIEUTENANT JAMES CLARK <sup>1</sup>

Sept<sup>r</sup> 1777 Spiting Devil Creek SE 1 Mile  
 Wednesday 10 A.M. Empld Washg and Cleang the Hold Do Wash'd  
 the Decks with Vinegar.  
 Fresh Gales and Cloudy Weath<sup>r</sup> these 24 Hours P.M.  
 Empld Clearg the Hold to receive Troops on Board  
 Thursday 11 A.M. Compleated our Water.  
 Fresh Breezes and hazy Weath<sup>r</sup> at 4 PM receiv'd on  
 Board a Spye that was taken Reconoitring Our Lines at  
 5 P.M. hanged him Pr Order of Capt<sup>n</sup> Ommany at 7  
 P.M. Receiv'd on Board 110 Troops Belongg to Collel  
 Fannings Core and the *Tartar* and *Mercurys* Marines.  
 Friday 12 at ½ past 2 A.M. Weigh'd in Compy the *Diligent* and  
*Spitfire* Gally at 5 A.M. Anchd with the Small Bower in  
 6 Fms Water Dobsees Ferry NE 2 Miles in Company  
 as before Off Shore 2 Cable Lengths at 6 A.M. the  
 Troops were all Disembark'd Weigh'd and Came to Sail  
 in Compy as before lower'd the Yard and row'd up to  
 Truthdings Landg at 11 A.M. Sent the Boat Mann'd and

Arm'd on Shore with Provisions for the Troops a Party of Rebles Conceal'd in the Woods attack'd Our Boats fired 2 four lb Shot at them at Noon the Boat Retd with the Loss of a Cutlash Snuddings Landg NW ¼ of a Mile

1. PRO, Admiralty 51/4159.

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

[Philadelphia] Friday, September 12, 1777

Ordered, That the continental Navy Board, without delay, provide a proper boat or vessel for the Marquis de la Fayette, and one for Mons. du Coudray, to convey them and their attendants and baggage to the Jersey.

1. Ford, ed., JCC, VIII, 738.

“ORDER OF BATTLE FOR A DETACHMENT OF HIS MAJESTYS SHIPS AS UNDERMENTIONED.”<sup>1</sup>

The *Liverpool* is to lead on the Starboard Tack.  
The *Camilla* is to lead on the Larboard Tack.

Small Frigates & Armed Vessels	No of Guns.	No of Men	Ships Names	Commanders.
<i>Merlin</i>	28	200	<i>Liverpool</i>	Capt. Henry Bellew.
	32	220	<i>Pearl</i>	John Linzee.
	44	280	<i>Roebuck</i>	Andw Snape Hamond.
	18	125		Samuel Reeve.
	28	200	<i>Solebay</i>	Thomas Symonds.
	20	160	<i>Camilla</i>	Honble C. Phipps.

N.B. The *Merlin* is to keep to windward of the Squadron to repeat all Signals & to act as a Reserve, either to assist any of the Ships of the Line that may be attacked by Fire Ships, to fall upon the Enemy wherever it can be done to advantage. But in Case the Squadron should come to Action with the Enemy in Shallow-water She is then to keep a head on either Tack to give timely Notice to the Ships if they should be in danger of running a ground.

Order of Retreat

<i>Pearl</i>	<i>Merlin</i>	
	Transports	<i>Solebay</i>
<i>Liverpool</i>	<i>Roebuck</i>	<i>Camilla</i>

Given onboard the *Roebuck* the 12th Septemr 1777  
A.S. Hamond

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

“GENERAL DIRECTIONS FOR THE NIGHT GUARD”<sup>1</sup>

1st/ A Lieutenant from one of the Ships will have the Charge & directions of all the out Guard Boats to be employed during the ensuing Night, whose

Signal will be made the preceeding Afternoon from the *Roebuck*.

2/ One out Guard boat suitably provided with Fire Arms, Cutlasses, half-Pikes, Powder Flasks or Granades and Fire Grapnels, to be Com-manded by a trusty Mate or Midshipman, and one inferior Petty Officer, is to be sent every evening by Sun-set onboard the Ship most advanced towards the Enemy, where they will have orders given them, and receive the Watch word from the Lieutenant of the Guard.

3/ A Long-Boat from each Ship provided as above, together with a small Anchor and Hawser is always to be kept in readiness alongside of the Ship, unless ordered on the out Guard duty, and another occasional Guard Boat, equipped as before mentioned is to be kept either alongside of the Ship, or hooked in the Yard Tackles, to be in readiness to proceed to the assistance of the out Guard Boat, whenever the Signal shall be made for that purpose, at a moments warning.

4/ Each Officer Commanding a Guard Boat is to have such part of the Signals given to him, as may be necessary for his own Conduct.

5/ Should The Enemy make any attempts upon the Squadron during the Night, each Ship is to make herself known, by hoisting the distinguishing Lights, ordered to be worn on that occasion.

Given on board the *Roebuck* the 12th Sepr  
1777 in the River Delaware.

A S Hamond.

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

PETITION OF JOHN McLURE FOR A COMMISSION FOR  
MARYLAND PRIVATEER SCHOONER *Enterprize* <sup>1</sup>

John McLure for himself and others of this State Applies for a Letter of Marque and Reprisal for the Schooner *Enterprize* Burthen about Fifty Tuns Commanded by John Brynan – Mounts Six Carrage Guns four Swivels, Navigated with Sixteen Men, has Twelve Muskets Six pair of Pistols Six Cutlasses, Four Hundred Weight of Three pound Shott forty pounds of Musket and Pistol Shott Three Hundred Weight of Powder and Two Months Provisions on Board

Witness my hand at Baltimore the 12th September 1777

John McLure

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776-83), 196, IV, 78, NA.

CAPTAIN NICHOLAS BIDDLE TO ROBERT MORRIS <sup>1</sup>

Sir

I have the Pleasure to acquaint You that on the fourth of Sepr 30 Leags S E of Charles Town Barr I met with and took after a little Resistance the *True Britain* Thomas Venture Master of twenty six pounders and seventy four Men – the Brig *Charming Peggy* Capt Lyon both Laden with Rum for the British Army and Navy and bound from Jamaica to New York –

The Ship *Severn* Capt Henderson (of eight four pounders) who had been taken by an American Cruiser on His passage from Jamaica to London, And Retaken by the *True Britain*, Also a French Brig laden with salt going from the West Indies for Charles Town Which Capt Venture had Made Prize of – There was a small Sloop in Company with those Vessels that made Her escape (the Weather being Squally) whilst I was Manning the Rest – I Arrived Safe here with My Prizes the 7th inst: – I have not laid Claim to Salvadge for the French Brig as I thought it would be most agreeable to Congress to give her up – For an account of the Cargoes I beg leave to Refer You to Mr Dorsious's letter –

The *Randolphs* Bottom is very foul having lain in this Port the three worst Months in the Year since We Cleaned – And Being apprehensive that the Worms will Ruin Her Bottom unless they are soon destroyed, I have thought Proper and am preparing to heave Her down I shall be as expeditious as possible and hope to be Ready to execute any Orders You May Please to send by the Return of the Express – I cannot omit telling You that My Officers have on every Occasion given Me the greatest satisfaction Two better Officers are not in the Service than Barnes and Mcdougall My first and second Leuits: – And the Men I took from here behaved exceeding well – I am Sir [&c.]

[Charleston] Sept 12th 1777

Nicholas Biddle

1. Papers CC (Letters Addressed to Congress, 1775–89), 78, II, 241–43, NA.

#### JOHN DORSIUS TO THE CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentn

Charles Town So Carolina Sept 12th 1777

I have the pleasure to acquaint you, the Frigate *Randolph*, Nicholas Biddle Esqr Commander is returned from a short & Successful Cruize having taken on Wednesday the 4th Inst the following Prizes & brought them safe into Port the 7th – The Ship *True Briton* Capt Thos Venture mounted with 20 Six Pounders – 70 Men & the Brig *Charming Peggy* — Lyon Mastr both bound from Jamaica for New York, loaded with Rum & Sugar for the British Troops, & the Ship *Severn* Jas Henderson Master bound from Jamaica for London mounted with 8 four Pounders – this Ship was taken by a Privateer & afterwards retaken by Capt Venture, a French Brig loaded with Salt & bound for this place was made Prize of by Capt Venture, but is delivered up to them by Capt Biddle. the Cargoes on bd the three Prizes as far as has yet come to my knowledge Consists of 702 Hhds Rum, 215 Hhds & 74 Tierces Sugar, 7 hhds Coffee, 50 bags Ginger, 1 Tierce Old Mettle & 11 Tons Logwood. Vessells & Cargoes are libelled & as soon as Condemned I shall make a Sale of them at Publick Vendue to the best advantage. I can't tell with any degree of Certainty what the Sales may Amount to, but judge it will be upwards of Sixty thousand Pounds Stg The Captors think they are entitled to the whole Prize Money of the Ship *True Briton* & Cargo, Capt Venture having Acted as a Cruiser in her as well as a Merchant-Vessel, which please give me Instructions about,

in the mean time I shall as soon as the Sales is finished Pay only half, as well as of the rest to the Officers & People of the *Randolph*. Several Vessell[s] have been taken by the *True Briton*, one of which was a Schooner called the *Ranger*, Israel Lewis Master, loaded with Horses & Lumber belonging to the State of Connecticut which was Condemned in the Court of Admiralty for the benefit of Capt Venture but it does not appear that he ever has had a Commission – I have not yet received Instructions respecting the Division of Prize Money to the Continental Ships of Warr

The *Randolph* got over the Barr the 1st Inst & returned the 7th Inst she is foul & must be hove down, which will detain her in Port about one Month the Express I send this by will return with all possible dispatch which may be in time to receive the Instructions by respecting the destination of the *Randolph* in her next Cruize Capt Biddle has no doubt but he shall be able to Man her readily & says the Officers & People behaved well, when he engaged the *True Briton* – I am Gentn [&c.]

John Dorsius

[Endorsed] read 3 Octr

1. Papers CC (Miscellaneous Letters Addressed to Congress, 1775–89), 78, VII, 127–30, NA.

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

Sept 1777

Charles Town N3°W 15 Leagues

Friday 12

at 1 AM Saw a Sail Gave Chace Fired Several Shot at the Chace & Brot too the Sloop *Friendship* from Charles town bound to Curisoe Laden with Rice Tobacco Indian Corn & Indigo Wm Ross Master<sup>2</sup> In Co *Brune* & Prize.

1. PRO, Admiralty 51/4197.

2. Sent to New York, capture credited to H.M.S. *Brune*, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65. She was condemned as a lawful prize in New York Vice Admiralty Court on November 7, 1777, PRO, High Court of Admiralty 49/93, 106.

JOURNAL OF H.M.S. *Aeolus*, CAPTAIN CHRISTOPHER ATKINS<sup>1</sup>

Septemr 1777

Turk's Island SbW 8 or 9 Lgs –

Friday 12th

at 7 AM. saw a Sail to the Northwd gave Chace at 10 O'Clock began to fire several 12 & 9 pdrs at the Chace, which were repeated 'till  $\frac{3}{4}$  past 11. when she brot too she prov'd to be the *Swallow* armd Sloop,<sup>2</sup> from Coxit [Acoaxet] near Dartmouth in New England, bound to Cape Francois – mounting 6 Carriage Guns & 30 Men Light Breezes inclinable to Calms – at 1 PM. hauld in for Turks Island with the Prize – at 2 saw Turk's Island – at 7 sent a Midshipman & 6 Men on board a Prize Schooner lying in the Road –

1. PRO, Admiralty 51/315.

2. Rhode Island letter of marque, Captain John Murphy, with a cargo of fish, oil and lumber, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

JOURNAL OF H.M.S. *Lowestoffe*, CAPTAIN WILLIAM LOCKER <sup>1</sup>

Sept<sup>r</sup> 1777 Cape Maize [Cuba] NNEt 3 or 4 Leags  
 Friday 12th At 2 AM hauld down the Jib & Mn Topmt Stays At 5  
 Saw a Sail & gave Chace to Windward 1/2 past 9 hoisted  
 out the Boats & sent them on Board the Sloop wth the two  
 Lieuts Armed At 11 do sent Also the Jolly Boat Armed.  
 Calm Wr with Thunder & Lightning At 1 PM the Boats  
 retd wt the Sloop from Charlestown bound to the Mold  
 [Mole St. Nicolas] with Rice & Lumber <sup>2</sup> At 4 sent A  
 Mate & 8 hands on Board to carry her down to Jamaica  
 At 7 Parted Co wt Do Close reef the Tops!

1. PRO, Admiralty 51/4247.

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

## 13 Sept.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO  
THE PRESIDENT OF CONGRESS <sup>1</sup>

Navy Board Eastern Department

Sir

Boston Sept<sup>r</sup> 13th 1777 -

We are honored with your favour of the 25th august, Inclosing Several Resolves of Congress of the 21st, Immediatly on the Rect we Communicated them to Governor Cook & the Councel of war of the State of Rhoad Island, where we propose to Repair in a few Days for the purposes therin Directed, in the meantime we are taking Every Preparatory Step for Carying the Resolves into Execution, if they Should be thought Practicable when Considered in Conjunction with Governor Cook & the Councel of war in the State of Rhoad Island, we have accordingly Given Orders to the Commanders of the Continantal Ships at Providence Immediatly to man & Prepair the Ships for the Sea, which we propose to have Executed with all Posable Expedition, we flatter our Selves that the Marine Committee or Congress will furnish us with money, or Orders on the Loan Office, to Enable us to Execute the Several Resolves and Directions we from time to time Receive, & Particularly the Resolves Mentioned above, which Require an Immediate Supply, we find many Difficulties to Struggle with, the Navy in this Department is in a Situation that Requires great Attention, & Opens a Very Extensive field of Business, while we are not able Even to Procure a Clerk, Such is the Extravagance of the times, that all Ideas of Oeconomy Seems to be lost, we have Offered £50 Lawfl Mo more then the Allowance made by Congress, & yet no one will to this time Accept it, we have wrote to the Marine Committee on the Subject of the Ship *Boston*, & the Situation and Circumstances of her Commander & other Officers, and of the Obstacles, we foresaw from these Circumstances, of Geting that Ship to Sea in Such Season as Congress might Expect, Since which we have Recd Renewd Complaints against Capt McNeil whether he Deserves the Imputations from his Officers, or the Censuer of the Publick here, is not for us to Say, we have Nethir the Power of Displacing, or Suspending, but we would

beg leave to Recomend this matter to the Attention of the Honabl Congress so far at least as that a full Enquiry may be made in to the Conduct of Captn McNeil, and are with the Greatest Respect your [&c.]

Ja<sup>s</sup> Warren John Deshon

1. Harbeck Collection, HUL.

*Providence Gazette*, SATURDAY, SEPTEMBER 13, 1777

Providence, September 13.

Last Week a small Privateer, belonging to Bristol, seized a Sloop at Nantucket, and convoyed her to a safe Port. She was from New-York, and had taken on board, at Nantucket, a large Quantity of valuable Houshold Furniture, &c. the Property of Frederick William Geyer, a Boston Tory, who fled from that Place to Halifax with the British Fleet, and has since taken up his Residence at New-York.

GEORGE WASHINGTON TO THOMAS WHARTON, JR., PRESIDENT,  
PENNSYLVANIA SUPREME EXECUTIVE COUNCIL <sup>1</sup>

[Extract]

Head Quarters Germantown 13th Sepr 1777.

. . . I wish it were in my power to turn any part of my present force to the completion of the Works upon Delaware, but in our present Situation it cannot be afforded. Except General Howe can be checked upon land the obstructions in the River will be of little avail, for if he can once totally defeat this Army, he will take possession of the Forts of course and turn our own Guns upon our Ships, Galleys and floating Batteries. In my opinion, the River would be sufficiently secured against any sudden attack by Water only, if the City Artillery Companies were thrown into Fort Mifflin, and all the Vessels of War of different kinds drawn up behind the Chevaux de Frize. . . .

As I am well apprized of the importance of Philadelphia you may rest assured that I shall take every measure in my power to defend it, and I hope you will agree with me that the only effectual Method will be to oppose General Howe with our whole united Force.

I am this moment favored with yours of this date and thank you for your compliance to my request for removing the continental Troops who may be loitering in the City. I have the Honor to be Sir [&c.]

G<sup>o</sup> Washington

1. Lloyd W. Smith Collection, MNHP. A draft of this letter is in the George Washington Papers, LC.

ASSIGNMENT OF MASSACHUSETTS PRIVATEER SCHOONER *Eagle's*  
BOND TO JOSEPH HEWES AND ROBERT SMITH <sup>1</sup>

[Philadelphia]

To all People to whom these Presents shall come Greeting: Whereas Brazilla Smith of the State of Massachusetts Bay Mariner & Commander of



the Privateer Schooner *Eagle* in and by a certain Bond or Obligation became bound with Sureties to the Honorable John Hancock Esquire President of the United States of America in the penal Sum of five Thousand Dollars to be paid to the said John Hancock Esqr his certain Attorney Executors Administrators or Assigns in Trust for the Use of the said United States, with a Condition to the said Obligation annexed that if the said Brazilla Smith Commander of the said Privateer *Eagle* shall not exceed the Powers and Authorities contained in the Commission of the said Brazilla Smith, but shall in all Things observe and conduct himself and govern his Crew by and according to the same, and certain Instructions therewith to be delivered to him; and shall make Reparation for all Damages sustained by any Misconduct or unwarrantable Proceedings of himself or the Officers or Crew of the said Privateer *Eagle* that then the said Obligation shall be void, otherwise to remain in Force, as by the said Bond and Condition thereof may more fully appear: And whereas the said Brazilla Smith hath, since the granting the aforesaid Commission to him by the Honorable Congress, taken and apprehended upon the High Seas a certain Brigantine called the *Joseph* belonging to Joseph Hewes and Robert Smith of the State of North Carolina: Now Know Ye, That the said John Hancock hath assigned and sett over, and by these Presents doth assign and sett over unto the said Joseph Hewes and Robert Smith (the said Joseph Hewes and Robert Smith alledging that the said Brazilla Smith hath not in all Things performed the Condition of his Bond given as aforesaid, but hath broken the same) the said recited Bond or Obligation and all his Right and Interest of in and to the same; And the said John Hancock hath made constituted and appointed, and by these Presents doth make constitute and appoint the said Joseph Hewes and Robert Smith his true and lawful Attornies for him and in his Name, and in the Name and Names of his Executors and Administrators to ask require demand and sue for the said Penalty of five Thousand Dollars in any Court of Law having Jurisdiction to hear and determine the same: And the said John Hancock hath not received, nor will receive the said Sum of five Thousand Dollars or any Part thereof but will own and allow lawful Proceedings for the Recovery thereof, they the said Joseph Hewes and Robert Smith saving the said John Hancock harmless of and from any Costs that may happen to him in any Suit to be commenced on the said Bond – Provided always and it is the Intent of both Parties, notwithstanding the Assignment aforesaid that the said Bond shall be returned by the said Joseph Hewes and Robert Smith to the State of Massachusetts Bay after they shall have prosecuted their Suit thereon to be and remain in the Possession of the said State as hertofore it hath been. Witness my Hand and Seal this Thirteenth day of September 1777.

John Hancock  
President of Congress.

Sealed & delivered  
In the Presence of  
Jacob Rush Benj<sup>n</sup> Towne

1. Stuart A. Goldman Private Collection, Randolph, Massachusetts.

CAPTAIN THOMAS FITZHERBERT TO CAPTAIN WILLIAM CORNWALLIS,  
H.M.S. *Isis* <sup>1</sup>

*Raisnable* [off Swan Point, Maryland]

13 Sepr 1777

Sir

I would have you proceed with the Victuallers under your Convoy immediately to the Entrance of the Bay, agreeable to my Letter to you of this Morning, & if Captain Parker should be there deliver to him the letter you will receive herewith, but if he should be gone out, you will in that Case be pleased to Order such Ship, or Ships, to Convoy the said Victuallers to the Delaware as you may think Necessary for their Safety, with orders to their Commanders to return here again so soon as they have put the Victuallers into safe custody of any of his Majestys Ships in the Delaware. I am Sir [&c.]

Tho<sup>s</sup> Fitzherbert <sup>2</sup>

1. William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), 53, NYHS.

2. On this day Cornwallis received orders from Vice Admiral Lord Howe to join him in the Delaware, William Cornwallis Papers, Letter Book (December 23, 1776–July 22, 1778), 54, NYHS.

JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY <sup>1</sup>

September 1777

At Single Anchor. [near Pooles Island]

Saturdy 13

Modt and clear Weather, PM weighed and came to Sail, being Ordered down to guard the Passage between Pooles Island and the Main to prevent the Rebel Galleys from Baltimore coming to Annoy the Transports, at 7 Anchd by the Small Bower in 4 fms, Pooles Island SWbW 4 miles

1. PRO, Admiralty 51/1037.

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

[*Roebuck* in Chesapeake and Delaware Bays,  
September 1 to September 13, 1777]

Lord Howe & the Fleet remained at the mouth of the Elk, but the *Roebuck* with three Victualing Transports for the Army, returned to the Delaware, where I arrived the 10th Sepr and resumed the Command of the Squadron, proceed'd up the River as high as Reedy Island and waited there to hear news from the Army, having previously agreed upon signals, which were to be made on my arrivall. . . .

At the close of the Battle [of Brandywine] the General [Howe] directed one of his aid de camps to acquaint me with his Success and that he had Sent his wounded to my Care. This Letter was written on the Drum head by [Capt. John] Montresor. our Loss amounted to about 150 killed & 300 wounded the latter of which, two days after the action, were sent with a Brigade of British & Hessians to the Town of Wilmington on the Delaware, where the most of them recovered in a short time.

1. Account of Hamond's Part in the Revolution, 1774–77, II, UVL.

14 Sept. (Sunday)

JOHN LANGDON TO CAPTAIN SETH HARDING, CONNECTICUT NAVY SHIP  
*Oliver Cromwell*<sup>1</sup>

My Friend Harden,

I shall take it very kind if you'll Endeavour to Exchange one of your Prisoners for my Brother Woodbury Langdon Esqr who is now Prisoner at New York I've wrote Governor Trumbull for his Assistance in this Matter Spare no pains nor expence and I will be Accountable to you for the Same I shall Acknowledge this favor with thanks and Gratitude pray don't fail me in some way or other – Your [&c.]

Portsm N.H. Septem 14th 1777

John Langdon

1. John Langdon Papers, HSP.

PROCLAMATION OF CAPTAIN WALTER GRIFFITH, R.N.<sup>1</sup>

By Walter Griffith Esquire  
Commanding a Detachment of  
His Majesty's Ships on the  
Eastern Shore of the  
Chesepeake –

(Having Authority from The Viscount Howe, Vice Admiral and Commander in Chief of His Majesty's Fleet in North America &ca &ca &ca)

He Informs the Inhabitants of the several Towns, and of the Sea Coast on the Western Side of the Chesepeake that if They, in any manner Molest (either in their Persons or Propertys) the Inhabitants of the Eastern Shore; Who, may be disposed, to Return to Duty and Allegiance: They may expect to Feel the full Force and Weight of Retribution and Resentment from His Majesty's Forces. What that Armament and Force is, has been Manifestly Conspicuous to the full View of both Shores from one Extremity of the Chesepeake to the other.

'Tis Needless now to add, (but to such as are deluded by Erronious Account) That Mr Washington and His Army, have Abandoned this Country, and Fled before the General and the British Forces. In this Situation it Behoves such as are Concern'd, That, They, avoid every Act of Cruelty to their Bretheren, and it Behoves Me, to inform them of the Consequence in Case of a Refusal.

The Admiral and General (from Duty and Inclination) Have invariably Persever'd in the Mild and Merciful Intentions of His Majesty; nor has any Advantages gain'd, by our Forces at any Time, alter'd Their Sentiments. They are Ready and Willing to Receive, All Returning, Deluded Subjects to Favor and Protection, But 'tis expected Such, will Deserve, what They Desire, by an Exertion for (What must be) the Mutual Happiness and Interest of both Countryrs.

'Tis not the Passions but the Cool Reason of the Western Inhabitants This is Address'd to: To Protect the Unhappy and Suffering is the purport

of it, and 'tis sincerely Hoped it will (as Candidly) be Consider'd and Attended to.

Not even an Idea of Restraint on the Gallies and Cruizers, (Hovering within the Shoals) is Meant, If the Vigilance and Activity of His Majesty's Officers does not Preserve this Convoy even from such lurking Insults, We Deserve not to be the Protectors of them.

Given &ca on Board His  
Majesty's Ship *Nonsuch*  
this 14th September 1777 –  
Wal<sup>r</sup> Griffith

To the Inhabitants on the  
Western Side of the Chesepeake.

1. Red Books, XVIII, 5, Md.Arch.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON <sup>1</sup>

September 1777      St Augustine Lighthouse S23W Distt 60 Leags  
[Sunday] 14      at 5 AM saw a sail to the Soward made sail & gave  
chace out 2 Reefs Topsails at 1/2 past 7 fired 8 six  
pounders at the Chace & Brought her too the ship  
*plearne* <sup>2</sup> from Charles town for Nantz in France loaded  
with Rice sent a petty Officer & 9 men on board at  
Noon fresh breezes & Cloudy *galatia* and 2 prises in  
Compy  
PM fresh gales & Cloudy Close Reefd Topsails at 3 Saw  
a sail in the SE Quarter made sail & gave chace Do the  
*galatia* in chace

1. PRO, Admiralty 51/117.

2. Massachusetts State ship *Pliarne*, Samuel Green, master, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 65. A recapture, her cargo was condemned as lawful prize in New York Vice Admiralty Court on October 29, and she was restored to her owners on November 3, 1777, PRO, High Court of Admiralty 49/93, 75, 98.

15 Sept.

CONTINENTAL NAVY BOARD OF THE EASTERN DEPARTMENT TO THE  
CONTINENTAL MARINE COMMITTEE <sup>1</sup>

Gentlemen

Boston Sept<sup>r</sup> 15th 1777

We did our Selves the honor to Adress you by ours of the 9th Instant, with Regard to Several Particulars Relating to the Continantal Navy in this Department, and to Some matters Relative to our Office, to which We beg leave to Refer you, Since which we have Transmitted to us by the President of the Honabl Congress Several Resolves made by them on the 21st august, directing us to go to Providence for Certain purposes therein mentioned, in Consequence of which we have Ordered the Commanders of the Continantal Ships there, Immediatly to Man and Prepare there Ships for the Sea, & propose to Repair there Ourselves in order to Execute the Orders of Congress, you will Pleas to Consider that this Business Independant of many Other Calls upon us Requires a large Supply of Money & as Soon as Possable,

in our last we Informed you that we Supposed we Should be Able to procure here Every thing Necessary for the Navy Except Iron Flour & Lead & wished for your Orders Relative to the Importation of these Articels, Since which having Seen the Commanders of the Ships at Providence, & Others Concerned in the Navy, we find it will be very difficult if not Impossible to man the Fleet in future, unless the Sailors Can be Supplied with Slops, & we Know of no Possable way of Obtaining them here, a Quantity of Shoes Stockings Shirts Hatts Blankets & Coarse Cloaths have lately been Recd Here from Bilboa on accot of the Continant, as Mr Gerry will be able to Inform you, but they have all been Delivered or Orders Recd for the Delivery of them to the Cloathier Generals Agent Except a few Blankets, yet Remaining in the hands of our Mr Warren to whome they Came Consigned. there are also in his hands a quantity of Salt, which if you think proper you will Pleas to Order into our hands, with a quantity of Duck Cordige & a few Medicines, before they are Otherways disposed of, & Give Directions for Supplying the Navy with Slops. (we have also to Inform you that Complaints against Captn M'Neil from his Officers are Repeated to us. he has him Self Asked a Court of Enquiry on his Conduct) you will Pleas to direct us what is the line of Conduct for us Relative to Courts of Enquiry & Courts Martial. we have the Honor to be with Great Respect [&c.]

J Warren John Deshon

1. FDRL.

CAPTAIN CHARLES ALEXANDER TO ROBERT MORRIS <sup>1</sup>

Dr Sr,

I have taken some pains to inspect the situation of Our Forts and Chevaux de frize, and do acquaint you as my Opinion that if some troops and Boats of Observation down the River is not [sent], you may Sune expect to here of the Enemy having Billings Port in Possession and your strength by water of no service, for one hundred men crossing at or below Chester at night [might] have it in Possession by morning and Command Your Batteries and what other Vessels may be stationed there, your other fort and Pass may be suprised by the Like Plan, and be Asured that they have their Servants amongst us, your city will much sooner be in their hands if Attention is not given to the Vessels by some Person of Knowledge. I am With much Respect [&c.]

Charles Alexander

*Delaware Frigate off Billings Port Septr 15th, 1777.*

1. Hazard, et al., eds., *Pennsylvania Archives*, 1st series, V, 626.

JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY <sup>1</sup>

September 1777

Aground [near Pooles Island]

Sundy 14.

at 6 AM weighed running in for Pooles Island, got aground, carried out the Stream Anchor astern to heave

her off but could not, Pooles Island SWbS Churn point EbS, mouth of Bush river NW and Sasafrax Bluff NE, at 10 the Adml and Transports past us and Anchd below us. –

Modt and Cloudy, Scrubbed between Wind and Water, carried out the Small Bower Anchor, and got a purchase on the Cable, got the Guns Aft, & carried the Stream Anchr father out astern with Hawsers on end, got the shott out of the Foremost Shott Locker, but could not heave her off, Wind being Northerly Nipped the tydes, at 3 AM the Wind came to the Soward and she came off without heaving, got the Shott in again, weighed the Stream Anchr and got it on board, then weighed the Small Bower and warped into deep water, Anchd in 9 fms, Pooles Island SW $\frac{1}{2}$ S & Churn point ESE 2 miles off Shore, hoisted the Long boat in, at 11 weighed and came to Sail working down the Bay. –

Mondy 15

1. PRO, Admiralty 51/1037.

SOUTH CAROLINA NAVY BOARD TO PRESIDENT JOHN RUTLEDGE <sup>1</sup>

Sir/ Navy Board [Charleston] Septemr 15th 1777 –

The Inclosed Copy of a Resolution of your Excellency and the Privy Council was delivered to the first Commissioner this day, by which no Negroes on board any of the Vessels of the State will be Insured, But as the Pilot Boats are not particularly Mentioned, we are at a Loss to know whether or not the Negroes Employed in them are Included in the said Resolution, we shall therefore be Obligated to your Excellency to Inform the Board, whether or not they are, as the Commissioners have Assured some of the Owners of the Negroes now Employed on board the Pilot boats, that they are, and of Course they are bound to make good the Value of such Negroes to the Owners, and in case such Negroes are not Insured, the Owners will take them from on board, and the Boats will by that means be rendered useless

Edw<sup>d</sup> Blake first Commissr <sup>2</sup>

1. Salley, ed., *South Carolina Navy Board*, 96–97.

2. The Resolution did not apply to Pilot Boats, *Ibid.*, 97.

GOVERNOR BERNARDO DE GÁLVEZ TO JOSÉ DE GÁLVEZ <sup>1</sup>

No. 88.

My dear Sir,

New Orleans September 15, 1777 –

On August 28th last the mail brigantine *Principe de Asturias* sailed for Havana where she was awaited to carry the mail to Vera Cruz. She was insulted and stopped on this River on the first of this Month by a British Privateer Sloop which fired several shots of stone and metal into her.

When I heard of this Attack, I called a meeting of Captains in which it was decided to reinforce His Majesty's Packet with the *San Joachin* under the command of Ensign Don Nicolas Arniaud on this River, led by two officers from the frigate *Volante* with twenty-five grenadiers and twenty-five sailors. They were to get under way immediately to find the Sloop, order her to this Capital to give satisfaction and in case of resistance to take her, afterwards bringing her here. It seems that the Sloop heard about the expedition, for she released the Packet, dropped down the river and went out through the passes.

Regarding all which I have told Your Highness, I enclose two statements on what is known and has been done on this matter and apprise Your Highness that as of this date I have also notified His Excellency the Conde de Florida Blanca as Superintendent General of the Mails, as your Subdelegate in this Province, so that through him and by this confidential channel it may come to the knowledge of His Majesty. May Our Lord Keep You Many Years.

Copy

Bernardo de Galvez

[Enclosure]

Mr. Governor – My dear Sir: The grave action of the British sloop-of-war prompts me to trouble Your Excellency by making you acquainted with that which took place and that which followed. Being eighteen leagues from this Town, I met the Sloop, and a French Ship that witnessed the event. She was going up-river, and I was going down, and having passed down my side, she sent an officer alongside in a boat. He climbed on board with his cutlass in hand, and his people did the same. Without saying or asking anything, he wanted to take command of the Ship, which I resisted. First, I advised him that this ship was His Majesty's Packet, and secondly warned him about the results of his actions, but as this was not sufficient, I attempted to show him the Passport, so as to end this Incident, but nothing could convince him to give up his brazen insolence and vicious words Against the nation. Thus, I found myself in this predicament where, if I attempted to resist with force, I would have been unsuccessful, but as he found himself thwarted, he ordered his men to fire, and came alongside us. They fired some stone shot mixed with metal; then they grappled, attempting to insult all our protests and efforts until I reprimanded the Captain, and protested all that had taken place. They withdrew, and gave as an excuse their inability to recognize our Flag; a Frivolous Excuse filled with malice; the one sure thing is that they have insulted a King's Packet, which I have recounted so that Your Excellency may take whatever steps may seem necessary. May our Lord Safeguard Your Excellency [&c.]

Puerto de la Baliza

3 of Septe 1777

Julian Antonio de Palacio <sup>2</sup>

This copy conforms to the original.

Berndo de Galvez

1. AGI, Santo Domingo, Legajo 2547, LC Photocopy.

2. A group of lengthy depositions bearing on this event was the second enclosure to this letter.

16 Sept.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 16 Sept 1777

Order'd That Capt [Caleb] Hopkins deliver Capt Bradford as much Sheet Lead as he wants for Continl Ship *Ranger* <sup>2</sup> NB dld him 115 lb Lead

1. Mass.Arch., vol. 149, 8.

2. *Ranger*, Captain John Paul Jones, was at Portsmouth, New Hampshire.

CAPTAIN HECTOR MCNEILL, CONTINENTAL NAVY FRIGATE *Boston*, TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Gentlemen

I understand that your Honble Board intend to dispatch a Flagg of Truce to Halifax, – Suffer me the Liberty to Send you a List of my Officers, & men who are now prisoners there, Humbley praying that you would be pleased to take Such Steps as will Set them at Liberty as soon as possible, more Espacially Such a number of those first on the List, as may be an Equivalent for the Officers, and men, of the *Fox*, now prisoners here. you will be pleased to Consider that many of my men have familys here in a Suffering Situation which of Necessity will grow greater from their Absences. I am Gentlemen with due Respect [&c.]

Boston 16th Sept 1777

1. Captain Hector McNeill Letter Book, MassHS.

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

Sept 1777

Cape Cod SE½S 6 Leagues

Wednesday 16th 9[PM] Saw a Sail in the SW Quarter made Sail Gave Chase fired 14 Guns and a Volley of Small arms to bring her to which Proved to be a Privateer Schooner Called the *Buckrum* of 4. Guns and 28 Men John Cross Commander from Boston <sup>2</sup> Empd working into Cape Cod harbour

1. PRO, Admiralty 52/1699.

2. Massachusetts privateer schooner *Buckram*, sent to Halifax and condemned as a legal prize on November 1, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777–1782), 85.

GOVERNOR JONATHAN TRUMBULL TO SAMUEL ELIOT, JR., BOSTON <sup>1</sup>

Sir

Lebanon 16th Septemr – 1777

Your Letter of the 10th Inst was duly receiv'd. – Capt Hardings Success gives me great Pleasure – I hope his Illness will not detain him long – With Regard to the Exchange of Capt [William] Judd for Capt Manly as my Council are not with me att Present I cannot positively Determine – but it is Probable it may be effected – in Case of a Cartel – In the mean Time you will give the Prisoners such Treatment as their Stations & Conduct



shall appear to merit – I fancy the Dispute respecting the *Weymouth* being deemed a Kings Ship will readily be determined – I have Confidence in your Prudence for the Management of that Case – as also in your Judgment & Care respecting the Expences likely to be incurred by the Alteration of the *Defence* – I am &c

1. Conn.Arch., 1st Series, IX, 193, ConnSL.

JOURNAL OF H.M. SLOOP *Druid*, LIEUTENANT JOHN BOURCHIER <sup>1</sup>

Septembr 1777 Scilly No 76 . . 53 Et 226 Lgs  
 Tuesday 16th Calm At 4 PM By an Order from The Honbl Captain  
 Wm Clement Finch of His Majesty's Ship *Camel* Fired  
 Twenty mineut Guns in Memory of Peter Carteret Esqr  
 Late Commander 56 S[ai]l in Company –

1. PRO, Admiralty 51/277.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL <sup>1</sup>

Septemr 1777 Cape Henry S:65 Wt 147 Leagues  
 Tuesday 16 at 7 AM TKd Ship ½ past 9 saw a Sail to the North-  
 ward, TKd Ship, cast off the *Swallow* Packet made sail  
 and gave chace, ½ past 11 TKd Ship.  
 Fresh Breezes PM set Studding Sails, at 1 the chace  
 finding we neared her bore away with all the Sail she  
 could croud, intending to escape by going athwart our  
 hawse, the breeze freshing, we Edged away in order to  
 cut her off, on coming up, fired 4 Shot, the last of which  
 carried away her Maintopmast, when she struck, sent a  
 Lieutenant to take possession of her, she proved a Priva-  
 teer Brig, stiled the *Freedom*,<sup>2</sup> carrying 12 Guns, and 101  
 Men, commandd by Jno Clouston, had been out 4 days  
 from Boston and taken nothing, in order to escape they  
 threw 10 Guns and other things overboard, Shifted the  
 Prisoners, sent a Mate, a Midshipn and 7 hands on board  
 her

1. PRO, Admiralty 51/52.

2. Massachusetts Navy brigantine, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 70.  
 She was condemned as a lawful prize in New York Vice Admiralty Court on October 31,  
 1777, PRO, High Court of Admiralty 49/93, 84.

17 Sept.

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

Sept 1777 [off Port Mouton Is., Nova Scotia]  
 Wednesday 17th at 6 AM Saw a Sail to the SE gave chace TKd the  
 Chace TKd and made for the land at 10 Coming up  
 with the Chace port Matoon [Port Mouton] Wt passage  
 Bearing No the Chace Running into the passage Stood

Close in hoisted out the Boat fired one Shott at the chace and sent Boat in Saw 2 Sail to the Etwd gave Chace Blowing Strong With a Heavy head Sea – Fresh breezes TKd one of Chace bore away & went into port Gambear at 4 PM Struck on a Sunken Rock Matn Isld [Port Mouton Is.] NNW 1 Mile layd all a back & payd her Round off lost the false Kell the Schooner Running into the Harbor at ½ p 6 PM got Round the Isd hard squalls The Jibb blew from the Bolt Rope which we lost the best part of it come to Anchor in port Gambear in 12 fms blowing strong portsmouth Rocks ENE Jedel Isd SSBE ½ mile found our Men in possession of *Charlotte* Schooner also another Sloop & Schooner they had quit on Sight of the Brig the 2 Vessels Chaced proved to be a pirate Schooner The *Cutter*<sup>2</sup> smith Commander from Salem and a Sloop he had taken seeing the Brig Coming Made his Escape Arms lost & hove overboard when the Rebles board the *Charlotte* 5 Musquets 8 Pistols 1 Cutlash & Scabard with Cartridge Boxes full 60 fms Rope in the Boat

1. PRO, Admiralty 52/1636.

2. Massachusetts privateer schooner, Captain Silas Smith, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal, 1776–1783), 196, III, 57, NA.

#### JOHN BRADFORD TO THE COMMITTEE OF COMMERCE<sup>1</sup>

Honble Sirs

Boston 17th Sepr 1777

These serve to inclose the Account of the Cost & Outfit of Ship *Esther*, with Cost of the Sugar, ship'd in her as I recd from Mr Jarvis. the Ship *Mellish* and Brig *Tryton* remain on hand, the latter with part of her Cargo – the other part I have now a Prospect of getting, as the Season of the Year wont Suffer the British Cruizers much longer to infest our Coast & harbours. I have Agreed for Staves enough to fill her up with what I have of Salmon & Pearl Ash – The non appearence of the *Dispatch* makes me apprehensive She is taken.<sup>2</sup> the Ship *Peggy* Condemned at our marine Court near a Year since & by an Appeal waits the Decission of Congress, is a fine Ship ruining at the wharf.<sup>3</sup> I have the honour to be [&c.]

Jn<sup>o</sup> Bradford

1. John Bradford Letter Books, vol. 2, 87, LC. Although the Secret Committee was replaced by the Committee of Commerce on July 5, 1777, Bradford continued to address letters to the Secret Committee.

2. *Dispatch*, Captain Stephen Cleveland, was not lost. She arrived at Salem on September 18. See Bradford to the Committee of Commerce, September 19.

3. See Volumes 6 and 7.

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

In Council [Boston] 17th Sepr 1777

Ordered that Robert Pierpoint Esqr Commissary of prisoners within this State, be directed to Inform the Commissary of Prisoners in New York

& Hallifax that Capt Gideon White who is now going to Hallifax in the Cartel, is sent in Exchange for Mr Consider Howland,<sup>2</sup> who some months since was permitted to return from New York on his parole

Read & Accepted

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

1. Mass.Arch., vol. 173, 416A.

2. Master on board brig *Washington* in General Washington's Fleet captured by H.M.S. *Fowey* in December 1775. See Volume 3.

#### JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Honble sirs

Boston 17th Sepr 1777

Captain Jones of the Contina ship *Ranger* has Apply'd to me for two Reams of Cartridge paper, the ship is ready for the Sea & only waites the Arrival of a few Stores, wch I have Collected, But cant find any paper only in the Labratory, I pray Your honours to furnish me with an order on Colo. Crafts for that Quantity, I have the honr to be with due Respect [&c.]

J Bradford C. Ag

[Endorsed] In Council Sept 17. 1777 Read and Ordered that Colo Thos Crafts be and he hereby is directed to deliver Capt Jno Bradford C. Agent two Rheams of Cartridge Paper for the Use of the Ship *Ranger* Jno Paul Jones Commander – he paying for the same Said Crafts to pay the same into the Treasury of this State –

Jno Avery Dy Secy

1. Mass.Arch., vol. 167, 235.

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

[Extract]

Boston 17th Sepr 1777

. . . I find I shall be again Straitned for money, soon as m'Kneils [McNeill] Ship is to be paid off and he will be obliged to give the advance to every man who will go on the next Cruize – but I must doubt if he will be able to man at any rate. its Luckey we have the Capt of a 50 gun Ship in this State a Prisoner,<sup>2</sup> wch I hope will Redeem poor Manley. . .

1. John Bradford Letter Books, vol. 2, 86, LC.

2. Captain William Judd.

#### LIEUTENANT JOHN STARKE TO GENERAL SIR GUY CARLETON <sup>1</sup>

Copy.

*Maria* Ticonderoga 17. Sepr 1777.

Captain Lutwidge having directed me when he left the Lake to report to your Excellency from time to time the State & Condition of the Vessels, In compliance therewith I send you the best I have yet been able to collect, but as from the Sickness so predominant here, hardly any of the Vessels have, for one Week together the same Men, or the same Numbers, so that this return may not be perfectly accurate, many of the Sick Seamen likewise have been sent to Montreal Hospital for want of a Surgeon & other

Accommodation at St John's which I have no Account, by which means the Number of Men employed in the Lake Service is greatly shortened.

The Rebels have appeared here this Morning, they have taken Mount Hope & three Companies of the 53d And also I apprehend the few Seamen & Craft left on Lake George<sup>2</sup> – they have also summon'd the Garrison to surrender of which Brigadier Powell will no doubt inform you more particularly.

The *Maria* & *Carleton* which are station'd for the Defence of Mount Independance must certainly fall into the hands of the Rebels should the Garrison be obliged to capitulate or surrender as all possibility of retreat will then be cut off by the Bridge which they constructed in the Winter – If it should be thought necessary to have the other Vessels mann'd and arm'd, to maintain the Lake, and prevent an Invasion of Canada, more Seamen & also Officers will be wanted there. The Vessels as to themselves are all in proper repair & fit for Service only their Guns are landed. I have the Honor to be &c

John Starke Lt

Commandg the Naval Armament.<sup>3</sup>

[Endorsed] (4.) In the Lords of the Admty's of 4th Decr 1777.

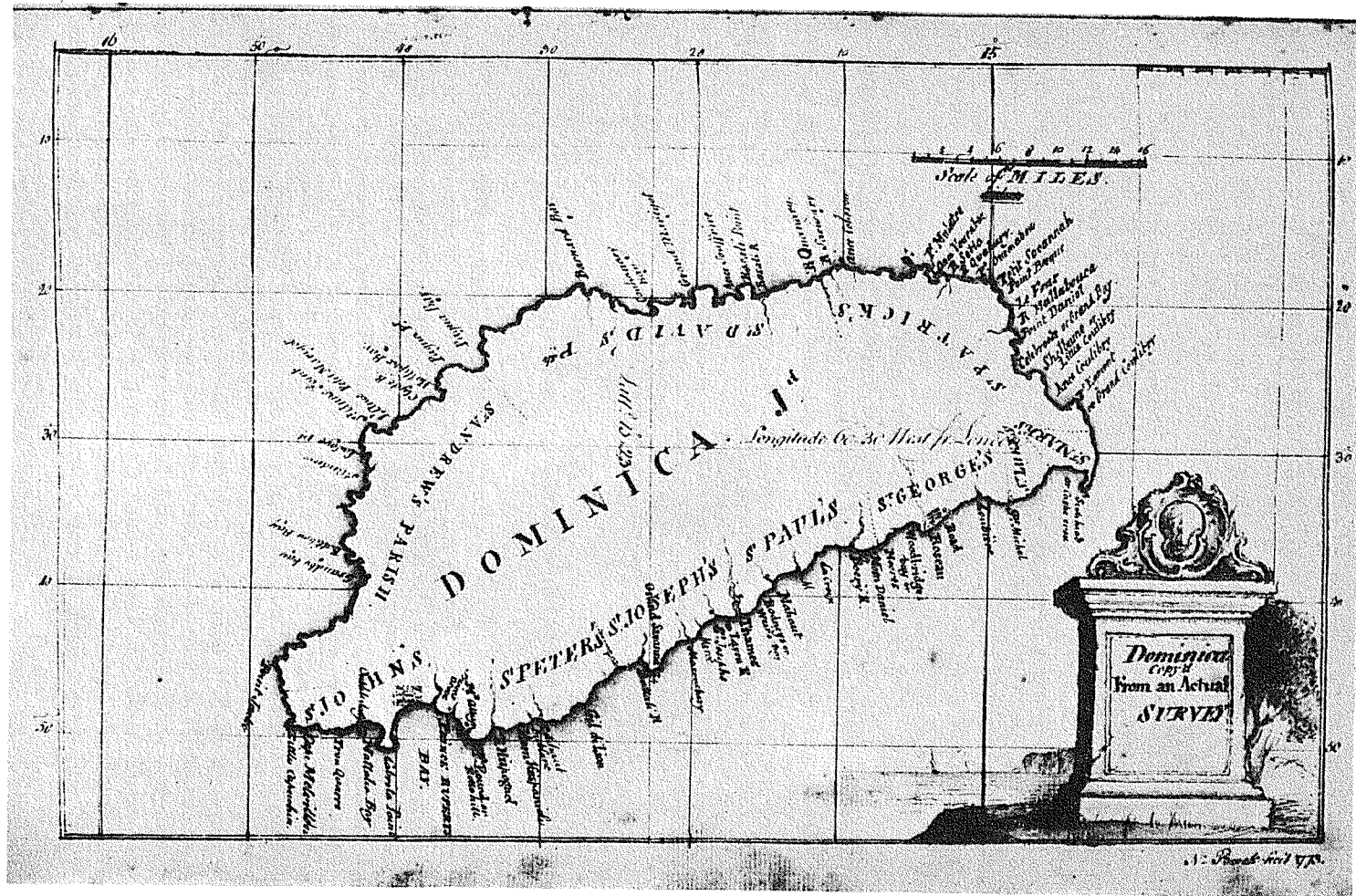
1. PRO, Colonial Office 5/127, 262–63. Enclosed in Captain Richard Pearson to Philip Stephens, October 25, 1777.
2. Starke reported in a "Return of the Officers & Seamen kill'd Wounded and taken at the Landing Place North end of Lake George on the 17th Sept 1777" – one seaman killed and one wounded, three officers and ten seamen captured, PRO, Colonial Office 5/127, 264.
3. As a result of Lieutenant Starke's letter Carleton requested Captain Richard Pearson to order Captain Skeffington Lutwidge, H.M.S. *Triton*, to return to Quebec "as fast as possible." Lutwidge's orders of September 5 to cruise between Cape Breton and the French islands of St. Pierre and Miquelon were accordingly cancelled, PRO, Colonial Office 5/127, 258–59, 259.

VICE ADMIRAL JAMES YOUNG TO GOVERNOR THOMAS SHIRLEY, DOMINICA<sup>1</sup>

Copy  
Sir

English Harbour Antigua 17th Sepr 1777

I have received the favour of your Excellency's Letter dated the 5th Instant giving me intelligence of a French Fleet appearing off Dominica, and I have since been informed that Two French Ships of War are gone to St Domingo; whether the Latter were a part of those you saw, or others I cannot tell: As it will be necessary Administration should be acquainted with the arrival of such a force at the French Islands; I must request the favour of your Excellency to gain what Intelligence you can of their destination; and what occasion there can be for so great a Number of Troops being sent to their Islands; as it is not, I believe, the time of year at which they generally relieve their Garrisons: the frequent communications your Island has with Guadaloupe, and Martinique, may I hope enable you to gain some Authentic Intelligence Concerning this Armament, and should that happen; Captain [Robert] Stratford<sup>2</sup> who brings this to your Excellency: will return back as soon as his Ship is watered and bring your dis-



patches to me. I was apprehensive at first hearing of the arrival of so many French Ships and Troops that they were destined to carry the Troops to North America but I now hope that is not the case. I have the Honor to be with the greatest regard and Esteem, Sir [&c.]

Ja<sup>s</sup> Young

1. PRO, Admiralty 1/310.

2. Commanding H.M. sloop *Cygnets*.

THOMAS WARNER TO SAMUEL SEDDON <sup>1</sup>

Copy

Sir/

Antigua, September the 17th 1777

On the 31st of August last I was favored with your Letter of the 5th of July by his Majesty's Ship the *Badger*, wherein you mention, that it is the pleasure of the Lords Commissioners of the Admiralty, that I should defend Admiral Young against the Action brought by the Owners of the Private Armed Sloop called the *Hammond* against the Admiral, for seizing and detaining that Sloop for having been found Cruising upon the high Seas without any Commission or proper Authority so to do; <sup>2</sup> In Answer to which give me leave to inform you, that the Owners of that Sloop Arrested the Admiral for such Seizure and detention of their Sloop, And in Consequence of the Writ that issued against the Admiral an Action of Trover was brought against him for the Sloop her Tackle, Apparel, and Furniture, and the particular things that were found on board her, to which Action I pleaded not Guilty, and the same came on to be heard at an Adjourned Court of the Court of Common Pleas of this Island upon the 17th day of June Last, when the Jury found the Admiral Guilty and gave Damages against him to the Amount of £1201.. 7.. 31½ Currency which in Sterling Money at the Rate of 175 this Currency for £100 Sterling is £686.. 9.. 10½ And although Rowland Burton Esqr and my self who were of Council for the Admiral pressed the Judges to give directions to the Jury to find a Special Verdict and used every endeavor to prevail upon the Jury for that purpose Yet we proved unsuccessful, but if a Special Verdict had been found, I really think in my Conscience, that the Admiral could not have been Justified in what he did, And I am extremely happy to think that my Opinion to the Admiral is Sanctified by the Opinions of the Attorney and Solicitor General, Signified by Lord George Germain in his Letter to the Commander in Chief of these Islands, and I have only to Lament, that the Admiral would not take my Opinion and advice upon the Application he made to me upon the Seizure of the Sloop *Hammond*, for if he had, and the Non-Commissioned Vessels, or rather the Owners thereof, had been looked upon as Pirates and Robbers upon the High Seas according to the Admirals Conceptions, the Commander in Chief of these Islands would have been the only person blameable for suffering such Vessels to go to Sea; but happy for these Islands that no other restraint was laid upon those Vessels, but what the Admiral was pleased to exert, for the prizes that they took relieved the distresses of the

Inhabitants thereof, and when those prizes were Condemned, they were Adjudged to His Majesty as rights and Perquisites of the Admiralty; However the Judge of our Vice Admiralty Court thought proper to give the Captors the Prizes, as a Reward for their Zeal for His Majesty's Service and for Annoying the Rebels in the manner they did, upon their giving such Security as was approved of by the Judge of the Admiralty to refund the Value of the Prizes, in Case His Majesty should not approve of the Judges Sentences, and from the late Letters which His Excellency General [W. Matthew] Burt has received from Lord George Germain, and from the Owners of the *Hammond* having enter'd up Satisfaction upon the Judgment obtained by them against the Admiral and that against Captain Dumaresq I imagine His Majesty will be graciously pleased to give the Owners of Non-Commissioned Vessels the prizes they have taken. However I have appealed from all the Sentences of the Judge as far as he has thought proper to give the Captors any part of the Prizes.

I will by the next opportunity that Offers from this Island send you an Account of what the Admiral has expended in defence of himself, and also in defence of the Action brought against Captain Dumaresq and will draw upon you for that sum. And am with all due Regard Sir [&c.]

Tho<sup>s</sup> Warner

[Endorsed] In Lords of the Admiralty's Letter of 31st Decr 1777.

1. PRO, Colonial Office 5/128, 5-6. Seddon was the solicitor for the Lords Commissioners of the Admiralty.
2. See Volume 8, 61-62.

18 Sept.

JOHN BRADFORD TO LEONARD JARVIS <sup>1</sup>

[Extract]

Sir,

Boston 18th Sept 1777

I should have reply'd to your Letter of the 8 Instant, but was at Portsmouth. I'm glad Capt Chew <sup>2</sup> has join'd the *Hambden* wish them a successful Cruize, of late its become a late thing to hear of a Continental Prize being sent in. I heard from [John] Skimmer, who a Month ago had not taken a prize, in regard to what you've paid the supernumerary Officers, I know by the free Conversation I've had with the [Continental Navy] Board [of the Eastern Department], it won't be expected as you paid them to the best of your Judgment, that you should suffer a Farthing by it; but you will not pay them in future anymore. The Members of the Board are not together at present, two of them being at home, when they meet, I shall lay the Matter before them, I believe there will be a difficulty in the Matter. . . .

1. John Bradford Letter Books, vol. 2, 85-86, LC.
2. Continental Navy brigantine *Resistance*.

*Newport Gazette*, THURSDAY, SEPTEMBER 18, 1777

To be Sold by Auction, All the Effects of-Capt. Francis Banks deceased, late Commander of His Majesty's Ship *Renown*; consisting of Wearing

Apparel, Table Linen, Plate, Liquors, Cabbins and Kitchen Furniture, Books, &c. &c. &c.

N.B. The Sale will begin on Monday, the 22d Instant, at XI. o'Clock A.M. at the Auction Room in Newport.<sup>1</sup>

1. Captain Banks died at Newport and "his remains were interred with the Honours of War," *Newport Gazette*, September 11, 1777.

LIEUTENANT COLONEL JOHN BROWN TO MAJOR GENERAL  
BENJAMIN LINCOLN <sup>1</sup>

North end of lake George landing.

Sir, thursday Sepr 18th 1777.

With great fatigue after marching all last night I arrived at this place at the break of day, and after the best disposition of the men, I could make, immediately began the attack, and in a few minutes, carried the place. I then without any loss of time detached a considerable part of my men to the mill, where a great number of the enemy were posted, who also were soon made prisoners, a small number of whom having taken possession of a block house in that Vicinity were with more difficulty brot to submission; but at the sight of a Cannon they surrendered. during this season of success, Mount Defiance also fell into our hands. I have taken possession of the old french lines at Ticonderoga, and have sent in a flag demanding the surrender of Ty: and Mount independence in strong and peremptory terms. I have had as yet no information of the event of Colo Johnsons attack on the mount. My loss of men in these several actions are not more than 3 or 4 killed and 5 wounded. the enemy's loss is less. I find myself in poss[ess]ion of 293 prisoners. Vizt 2 Captains, 9 Subs, 2 Commissaries, Non Commissioned officers and privates 143 British and 119 Canadians, 18 Artificers and retook more than 100 of our men, total 293, exclusive of the prisoners retaken. – The water craft I have taken, is 150 batteaus below the falls in lake Champlain 50 above the falls including 17 gun boats and an armed sloop, arms equal to the number of prisoners, some ammuniton & many other things which I cannot now ascertain. I must not forget to mention a few Cannon which may be of great service to us.

Tho: my Success has hitherto answered my most Sanguine expectations, I cannot promise myself great things, the events of war being so dubious in their own nature, but shall do my best to distress the enemy all in my power having regard to my retreat – there is but a small quantity of provision at the place, which I think will necessitate my retreat in case we do not carry Ty and independence – I hope you will use your utmost endeavour to give me assistance should I need in crossing the lake &c – The enemy have but a very small force at fort George their boats are on an Island about 14 Miles from this, guard[ed] by 6 Companies, having artillery & I have much to fear with respect to the prisoners, being obliged to send them under a small guard – I am well informed that a considerable reinforcement is hourly expected up the lake under the command of Sir John Johnson – This minute received Genl Powals answer to my demand. these words Vizt "The Garrison entrusted to my charge I shall defend to the last" –



Indeed I have but little hopes of putting him to the necessity of giving it up unless by the force under Colonel Johnson I am &c

A Copy

John Brown

1. Gates Papers, NYHS.

JOURNAL OF H.M. ARMED SHIP *Vigilant*, CAPTAIN JOHN HENRY <sup>1</sup>

September 1777

At Anchor off Patapsco river –

Thursdy 18

at 8 AM got the Lower Yards and Top gallant Masts up, at 9 the Admiral made Sigl for the fleet to weigh, Do hove short –

Fresh Gales and Cloudy, PM weighed and came to Sail, the fleet having all passed, made Sail after them, Two of the enemys Galleys came out of Baltimore & looked at us, but returned again, at 10 Anchd by the Small Bower Sharps Island SEBS & Hollands point SW dist 2½ Miles

1. PRO, Admiralty 51/1037.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON <sup>1</sup>

September 1777

St Augustine Lighthouse S33W Distt 60 Leags

[Thursday] 18.

[AM] out Cutter sent her on Board the *galatia* for Bread recd 660 Wt of Bread at 10 Veerd ship made sail parted with the *galatia* & too prizes at Noon Do Wr *galatia* & prizes NEbE 5 or 6 Legs –

PM. Modt Breezes & Clear Wr at 6 saw two sail Standing towards us at 8 Do Wr Veerd ship ½ past fired a 6 Pr to bring the chace too which after firing 17 twelve Pr & 16 six Pr with several Volleys of small [arms] she Brought too found her to be the *Volunteer* privateer of 12-4 Prs 16 Swivels & 10 Cowhorns & 61 Men Eliphalet smith Commander who was killd by a Musquet shot in bringing the Prisoners on board found her so much Damaged that we had hardly time to get them all on board before she sunk tho Every means was Used to save her at Mid-night in Boats wore ship & made sail after the ship we saw in the Evening

1. PRO, Admiralty 51/117.

19 Sept.

JOHN BRADFORD TO THE COMMITTEE OF COMMERCE <sup>1</sup>

Honble Sirs

Boston 19th September [1777]

It is with great Pleasure I acquaint you that I this moment receiv'd by Express a Letter from Capt Cleveland acquainting Me with his safe Arrival at Salem Yesterday two oClock favour'd by a Gale of Wind & thick weather. As it is some Days before the Post sets out I thought her Arrival was of importance Enough to Dispatch an Express with the Letters wch Accompany this Cleveland mentions nothing more to me than this, that, the Brig & Cargo, comes to the Address of the Correspondent of Messrs

Willing & Morris. I have no Letters Come to hand Directed to me. I shall with Chearfulness obey the Orders which I may receive from the honble Committee

Cleveland writes me he has a great Number of Hands on Pay. I've desir'd him to discharge all but what are necessary to bring the Brig up to Boston & to take the first good Opportunity for that Purpose at the same time to engage them not to dispose of themselves 'till the Return of this Express, I beg leave to hint, that if you have no Voyage already plann'd for the *Dispatch*, would it not be worthy the Attention of the honble Committee, as she is so well arm'd to run to the West Indies for a Cargo, As Im oblig'd to give 20/ for NE Rum, four Dollars has been given Since I bought last. I beg Pardon for the Liberty I have taken in offering this Hint, As there must be a very Large Portledge Bill on the *Dispatch*. I beg leave to be favoured with money by the Bearer, being Scant of that necessary Article by Reason of the great Advance I have made for the *Raleighs Alfred & Ranger*. I went a Jouy to Portsmo last week hoping to get some money from Capt Langdon but was disappointed. As the Express is ready I shall not detain him but Respectfully Salute you and am [&c.]

J B

1. John Bradford Letter Books, vol. 2, 88-89, LC.

PETITION TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

[Extract]

[Boston, September 19, 1777] <sup>2</sup>

To the Honble the Council, & the Honble House of Representatives, for the State of Massachusetts Bay in New-England in General Court Assembled –  
May it Please your Honors –

The Petition of the Committees of Safety, Correspondence, and Inspection, for the severall Towns of Georgetown, Pownelborough, Edgecomb, Bristol, Boothbay, & Woolwich, in the County of Lincoln, in Behalf of the Town of Boothbay, and the Places adjacent – Humbly Shews –

That the *Rainbow* man of war, commanded by Sr George Collier, together with severall other arm'd Vessells lately Came into the Harbour of Boothbay,<sup>3</sup> & took possession thereof, and while there stript and Carried off from severall of the Inhabitants of these parts, a Considerable Number of their Cattle, Sheep, swine & poultry, & other Necessarys, and water'd their vessells and while they lay there, made prizes of & carried away a Number of Vessells belonging to these states to the Number of Fifteen or twenty, they also while they lay there threatned the Inhabitants to return with Sufficient Force, & Conquer or Destroy all before them, thereby Putting the Inhabitants in great Terror, we have also the Deposition of a Person on Oath, who was captivated by them, that their intention was to return in about a Fortnight or three weeks, and sweep all before them, and as we doubt not their intention is to make the harbour of Boothbay a Place of Rendezvous for their Ships. . .

1. Mass.Arch., vol. 183, 155.

2. Date is from the endorsement to the petition.

3. See Reverend John Murray to Colonel John Waite, August 29.

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

Sept 1777

Sandy Hook N8.43E 152 LS

Friday 19

at 6 AM Saw a Sail to the Nowd Gave Chace at 7 TKd –  
 Modte Breezes and Fair Wr  $\frac{1}{2}$  pt 1 PM Fired three  
 Shot & Brot too the Brigg *General Gadsden* George Lacey  
 Master from Charlestown bound to Amsterdam Laden  
 with Rice Tobacco & Indigo <sup>2</sup>

1. PRO, Admiralty 51/4197.

2. She was condemned as a lawful prize in New York Vice Admiralty Court on November 6, 1777, PRO, High Court of Admiralty 49/93, 101.

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

Septembr 1777

Marques Hook NE $\frac{1}{2}$ E 4 Miles

Friday 19

at 9 AM our Signal on Board the *Roebuck* to weigh,  
 Weighed and Came to Sail up the River, Employed turn-  
 ing to windward, in Company the *Pearl* & ca saw 2 or 3  
 Rebel Vessels a Head Standing up the River, a Gun  
 fired Morning & Evening on Board the *Roebuck*, and  
 Rowed Guard –  
 Gentle Breezes and Clear Weather, at 1 PM Anchor'd  
 with the Bt Br in 5 fathom Water Veered  $\frac{1}{3}$  of a Cable, at  
 Same time Saw 30 or 40 Sail of Rebel Vessels at anchor  
 bearing ENE $\frac{1}{2}$ E 3 Leagues,  $\frac{1}{2}$  Past 6 PM Weighed and  
 Came to Sail down the River in Company as above

1. PRO, Admiralty 51/157.

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

Sept 1777

Marcus Hook Wt dist 2 Miles

Friday 19.

Modte breezes & fine Wr at  $\frac{1}{2}$  past Noon Anchd with  
 the S: Br in 5 fm & veer'd to  $\frac{1}{3}$  of a Cable, in company  
 with the *Liverpool*, Chester NbE $\frac{1}{2}$ E  $\frac{1}{2}$  a Mile At 1  
 Came up and Anchd here the *Camilla*, Saw up the River  
 from the Mast head 10 Ships, 9 Briggs, 3 Sloops, 15 Row  
 Gallies, & 2 floating Batteries <sup>2</sup> At 6 PM Weigh'd Pr  
 Sigl in company with the *Liverpool* & *Camilla*, At 8 Anchd  
 with the Small Br in 5 fm & veer'd to  $\frac{1}{3}$  of a Cable,  
 Marcus Hook NE At 9 Came alongside 13 Bullocks in  
 a Scow, Sent a Hawser in the Longboat to the assistance  
 of the *Camilla*, she being aground

1. PRO, Admiralty 51/675.

2. Continental and Pennsylvania Navy vessels.

COLONEL BENJAMIN MACKALL TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

Sir

[Calvert County, Maryland]

The Enemies Fleet is now at Anchor in the Bay, about 25 Miles from the  
 Mouth of Patuxent. I have ordered another Class from some of the Com-

panies on Duty, & as soon as the ships disappear shall discharge them – Yesterday Morning a Boat from the Fleet was taken by the Guard, in wch was a Mulatto Man 10 good Muskets, 10 broad swords & 10 Cartouch Boxes – the Fellow says he belongs to Mr Carroll of Charrolton & also the Boat – that he with two others were taken going from Cooks Point to Poplar Island Tuesday Evening. shall wait yours and the Councils Orders which I hope to receive when Capt Grahame returns. I am with great Respect your Excelys [ &c.]

Friday 19th Sept 1777

Benj: Mackall 4th

1. Red Books, XIV, 114, Md.Arch.

*North-Carolina Gazette*, FRIDAY, SEPTEMBER 19, 1777

Newbern, September 19, 1777.

A few Days ago we received an Account from the Bar, that two English Brigs, one a very large one, the other mounting 10 or 12 Guns, were arrived within the Bar, and had taken several Vessels which lay there, particularly a large French Brig. There were many Vessels there ready to go out, but the chief of them escaped by running up into the Rivers again. The utmost Dispatch is making here to drive these Sheepstealers from whence they came, for tis supposed the fat Mutton on the Banks has been the chief Temptation to this desperate Manoeuvre. The *Sturdy Beggar* Privateer, of 14 Carriage Guns and 100 Men, the State Brig, *Pennsylvania Farmer*, of 16 Guns and 80 Men, and the *Heart of Oak*, a Sloop of 10 Guns and 50 Men, belonging to this Town, are preparing to sail with all Expedition, in Quest of the English pirates.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON <sup>1</sup>

September 1777

[Friday] 19.

St Augustine Lighthouse S20W Distt 48 Leags  
at 5 AM saw a sail in the SW Quarter gave chace  
Brought too the chace provd to be the *Choptank* <sup>2</sup> ship  
from Martinico for Charlestown with Rum salt & Coals  
Ben Gardner Master –

1. PRO, Admiralty 51/117.

2. A recapture, her cargo was condemned as a lawful prize in New York Vice Admiralty Court on October 29 and she was ordered sold on November 3, 1777, PRO, High Court of Admiralty 49/93, 75, 99.

20 Sept.

CAPTAIN JOHN PAUL JONES TO THE NEW HAMPSHIRE HOUSE OF  
REPRESENTATIVES <sup>1</sup>

Mr Speaker & Gentlemen

Portsmouth Sept 20th 1777.

The inclosed letter to the committee of Safety having produced no effect <sup>2</sup> – I think it my duty to lay it before you. The departure of the *Ranger* is now impeded Solely for want of the liberty which I then asked and which I now hope to obtain from you. – United as the Continent is its interest must take Precedence of all private concerns in every patriot Breast. – And as I

hope I have served without blame since the first establishment of the Navy I am perswaded that I shall meet with the Same countenance and assistance from you which any other Officer hath experienced – meantime I have the honor to be with Sentiments of Respect Gentlemen [&c.]

J.P.J.

1. Papers of John Paul Jones, 6647, LC.

2. See Jones to the New Hampshire Committee of Safety, August 29.

PETITION OF WILLIAM COIT FOR A COMMISSION FOR  
MASSACHUSETTS PRIVATEER SLOOP *America* <sup>1</sup>

To the Hon'ble the Council of the State of Massachusetts Bay

The Petition of Ephraim Spooner William Watson & others of Plymouth Humbly sheweth,

That your Petitioners hath fitted out the Sloop called the *America* & ready to proceed on a Cruise burthen about Seventy Tons, mounting twelve Carriage Guns & navigated by Sixty Men has on Board fifty Bls Beef & Pork and three & half Tons Bread – fifteen hundred Wt Powder and Ammunition in Proportion

Officers on Board are as follows Vizt

William Coit Esqr Commander <sup>2</sup>

Consider Howland 1t Lieut

Copely 2 Lieut

Said Sloop is intended to cruise against the Enemies of these united States –

Your Petitioners therefore humbly Request your Honors would commission the Said Commander of Said Sloop for the Purposes above mentioned And as in Duty Bound shall ever pray –

Boston Sept 20t 1777

William Coit, In Behalf of Concern'd

[Endorsed] In Council Sept 22d 1777 Read & Ordered that the Prayer of the within Petition be granted and that a Commission be issued out to Wm Coit as Commander of Said Sloop he complying with the Resolves of Congress.

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

1. Mass.Arch., vol. 167, 242.

2. This was the same William Coit that Washington called "the blundering Captain Coit" when he commanded the schooner *Harrison* in the General's fleet in 1775, and who was later dismissed from command of the Connecticut Navy ship *Oliver Cromwell*. See Volumes 2 and 8.

COMMODORE JOHN HAZELWOOD TO THE PENNSYLVANIA SUPREME EXECUTIVE  
COUNCIL <sup>1</sup>

Gentlemen,

Darby Creek Sepr 20th 1777.

Yesterday afternoon we weighed with all the Fleet and Rowed down to Darby Creek; the Enemys Ships laying at Chester. – But, we had not got far down, when they weighed their Anchors, and made down the River, with their Boats a head towing them – As soon as we came to Anchor, I sent out Eight Guard Boats, who were near them all Night, and took a Boat and two Men that had been on Board them; but they say they were going over

to the Jerseys to bring a Flatt over for Mr Ottenhammer; and they had such an order from him, I saw it – We found with them some of Howes Proclamations which we took from them, inclos'd you have one of them – The three Ships are now in sight, and its now flood Tide, but they are not yet got under weigh, & I believe will not, as there is but little Wind. – There are seven more Ships abreast of deep Water Point, one of which is under weigh and coming up to the other three. – They seem to want to draw us down to action with them below; and in consequence of your Letter shall avoid it, without they come up higher – We are all prepared, & should they come up, hope to give you a good account of them – We are all in high Spirits, and fit and willing for Action whenever a convenient oppertunity offers – The Paymasters are much wanted as some of the Captains have got their Money from him and some not – I should be glad he would send each Captain his Amount, that the People may be paid – Having not to add am [&c.]

John Hazelwood

1. Naval History Collection, NYHS.

“AN ACT TO RESTRAIN THE EXPORTATION OF PITCH, TAR, TURPENTINE,  
AND OTHER NAVAL STORES FROM THE STATE OF NEW JERSEY.”<sup>1</sup>

[Extract]

Whereas it is highly expedient in a time of War to preserve amongst ourselves such Articles as may be wanted for our own Consumption, or for the Use of the United States of America; And Whereas the restraining the Exportation of Pitch, Tar, Turpentine and other Naval Stores, may have a Tendency to distress our Enemies and greatly to Weaken their Operations against us, by withholding from them supplies so essentially necessary for the refitting and keeping in Repair their Ships and other Engines of War; –

Be it Enacted by the Council and General Assembly of this State and it is hereby Enacted by the Authority of the same That if any Pitch, Tar, Turpentine, Masts, Yards, Spars or other Naval Stores whatsoever shall at any time hereafter, be laden and found on Board any Ship or Vessel in any port of this State, for which no permit hath been obtained from the Commissioners in Manner herein after directed, it shall and may be lawful for the Collector of such Port, or any person by him duly Authorized, to seize such Pitch, Tar, Turpentine, Masts, Yards, Spars or other Naval Stores, together with the Ship or Vessel in which the same shall be so laden and found, and such Vessel together with such of the aforesaid Articles as shall be so laden or found on Board her at the time of such Seizure, are hereby declared to be forfeited, one third part thereof to the Use of the State, one third part to the Use of the Collector of the port in which the same shall be so seized, and the remaining third part to the Use of the Informer or Informers on whose Information the same shall be so seized. . . .

Council Chamber [Haddonfield]  
Sepr 20, 1777

This Bill, having been three Times  
Read in Council,

Resolved that the same do pass  
By Order of the House

Jn<sup>o</sup> Stevens. V.Prest

House of Assembly Sepr 17: 1777

This Bill having been three times  
read in the House of Representatives

Resolved that the same do pass

By order of the House

John Hart speaker

1. Stewart Collection, SL. This act is printed in *Acts of the General Assembly of the State of New-Jersey*. (Burlington, 1777), 93-96.

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

Sepr 1777

Marcus hook NE.

Saturday 20.

½ past 5 AM Saw a Brigg, Schooner & 4 Row Galleys off  
Chester.

Throughout light Airs & Cloudy. At 4 PM Weigh'd in  
Co with the *Liverpool* & *Camilla* the Boats ahead towing  
us. At 4 Anchd Pr Signal with the S:Br in 4 fm & veer'd  
to ⅓ a Cable. Steep water point SbW. the Entrance of  
Wilmington Creek WbN. found riding here the *Roebuck*,  
*Solebay* & *Merlin*. At 8 the *Liverpool* made the Sigl for  
seeing 5 Sail in the NE Quarter.

1. PRO, Admiralty 51/675.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO CAPTAIN THOMAS SYMONDS,  
H.M.S. *Solebay* <sup>1</sup>

It having been judged expedient that Mr John McKinley a Rebel  
Prisoner now at Wilmington, should be removed from thence to one of His  
Majestys Ships for the more certain Security of his Person; You are there-  
fore hereby required and directed to receive him onboard the Ship you  
Command; where he is to be accomodated with an Officers birth, allowed  
the liberty of being upon deck (at proper times) during the day time, under  
the Charge of a Centinel; and in all respects treated with Civility: but is to  
be strictly forbid and prevented from having any intercourse with any  
Person from the Shore except in the presence of an Officer, and kept as  
much as possible from Conversing with the Ships Company.<sup>2</sup>

Given onboard the *Roebuck* off of  
Wilmington 20th Septemr 1777 –  
A.S. Hamond

1. Hamond Papers, Orders issued, 1776-1777, UVL.  
2. John McKinley, President of the Delaware Assembly, was captured at Wilmington after the  
Battle of the Brandywine. He was transferred from the *Solebay* to Philadelphia and then  
to New York before being paroled. Ryden, ed., *Letters To and From Caesar Rodney*,  
282n.

### JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

Sepr 1777

Cape Henry NWbN 14 Leagues

Saturday 20th

at 3 AM Saw a Sail and gave chace, fired four Swivel Shot  
and brout her too, the *Betsey* Sloop<sup>2</sup> from Virginia to St

Eustatia, took charge of her, Sailmakers repairing the Foretopmast Staysail, at Noon the prize in Tow Little wind and hazy, at 4 PM Saw the land ahead, and a Sail in Shore, Cast off the prize and gave chace, at 7 lost sight of the prize, at 1½ past 8 Anchored with the small Bower in 6 fms

1. PRO, Admiralty 51/688.
2. John Williams, master, with a cargo of tobacco and turpentine, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 69. She was condemned as a lawful prize in New York Vice Admiralty Court on October 31, 1777, PRO, High Court of Admiralty 49/93, 83.

"EXTRACT OF A LETTER FROM JAMAICA, SEPT. 20." <sup>1</sup>

The 15th inst. the *Prosperus*, an American privateer, of 18 carriage guns, was brought in here by a sloop and schooner, both of which were fitted out at Kingston, and this was their first cruise. The Provincial vessel had been some time cruising about this island, and had several times sent her boats on shore in the night, and robbed the planters of their live stock, &c. She had 160 men on board, some of whom wear red jackets, and are called marines.

1. *London Chronicle*, November 25 to November 27, 1777.

21 Sept. (Sunday)

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

[Extract]

Boston 21 Sept 1777 –

. . . The Ship <sup>2</sup> by the Sailing Masters account, is owned by Capt [Charles] Flynn and several others, is hired and Commissioned by the Lords Commissioners of the Post Office, the Question, then arises whether a Vessell hired and Commissioned by the Commissioners of the Post office, whose instructions, are, not to Engage or Fight any Vessell whatever, if they can possibly avoid it, – is a Kings Ship of Warr? <sup>3</sup> – This Capt Harding denies – and endeavors to prove the Contrary, by Capt Flynns having a Commission sign'd by the Lords of the Admiralty. Captain Harding will set this affair impartially before you. I have read the Commission and warrant, taken from Capt Flynn – In this affair I cannot have Capt Hardings advice and assistance, we are now opponants, but doubt not of our Conducting to approbation. <sup>4</sup> . . .

1. Conn.Arch., 1st Series, IX, 191, ConnSL.
2. *Weymouth* packet captured by the Connecticut Navy ship *Oliver Cromwell*, Captain Seth Harding.
3. By Congressional resolve, October 30, 1776, the whole value of a ship of war or British privateer captured by a Continental Navy vessel was awarded the captors. Connecticut had accepted the same regulations. See Volume 6, 1464.
4. Libel against the *Weymouth* packet was published in the *Independent Chronicle*, Boston, September 25, 1777. In what Eliot characterized as "the most important Tryall since the commencement of Hostilities," the verdict gave the entire prize, as a warship, to Captain Harding and crew of *Oliver Cromwell*, Samuel Eliot, Jr., to Governor Trumbull, October 29, 1777, Conn.Arch., 1st Series, IX, 208a, ConnSL.



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

Sepr 1777

Cape Cod WNW Dist 2 Leagues

Sunday 21st

at 5 [AM] saw a Schooner in the SW Qr made sail & gave Chace. – fir'd several shot at her to bring her to. – TKd occasionally. – at 7 sent the boats after her. – Cape Cod W $\frac{1}{2}$ S 4 Leags – the Chace fired 4 Shot at the boats – we fired a Gun & made the Signl for the boats to return. – at 11 Got the boats ahead Towing. – Kept firing at the Chace. –

First part Modte & Hazy – Middle & Latter fresh Gales & Squally with Rain. 2 PM Run the Chace on shore. fir'd a number of shot at her and the Rebels that came to her assistance. – at  $\frac{1}{2}$  past the Schooners Foremast went by the board. – made sail & gave Chace to a Schooner at an Anchor in shore. – at 3 Cape Cod NW 3 or 4 Miles. – at 5 saw a number of Rebels in a Battery (erected on a Heighth) under which the Schooner Lay. – fir'd several shot at them which they returned & struck us twice. – bore away & made sail. –

1. PRO, Admiralty 51/867.

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

Septembr 1777

Wilmington SBW 1 Mile

Sunday 21st

at 8 AM Came down and Anchor'd NEBN of us 7 Sail of Rebel vessels, at 10 Saw them under way Standing up the River,  $\frac{1}{2}$  Past Our signal on Board the *Roebuck* to Weigh, answ'd, Weighed and Came to Sail down the River, Employ'd Turning to Windward, at 11 Our signal on Board the *Roebuck* to Anchor, Shortened Sail and Anchord with the Bt Br in 5 fathom Water veered  $\frac{1}{3}$  of a Cable, the Morning and Evening Gun fired on Board the *Roebuck*, &ca, Rowed Guard –

1. PRO, Admiralty 51/157.

22 Sept.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES <sup>1</sup>

In the House of Representatives

[Portsmouth] Monday September 22d 1777.

Voted. That John Paul Jones Esqr Captain of the Continental Ship *Ranger* have liberty to inlist from the Matross Company's in the Batteries in Piscataqua Harbour a number of Men not exceeding twenty – Sent up by Saml Little Esqr <sup>2</sup>

1. New Hampshire House of Representatives Journal, 1776–1778, 203, N.H.Arch.

2. The Council concurred the next day, setting the number at exactly twenty, Council Records, Council Book VII, 1776–1778, 224, N.H.Arch.

MINUTES OF THE MASSACHUSETTS BOARD OF WAR <sup>1</sup>

Boston 22 Sept 1777

Upon the Representation of the late Attack upon the Ship *Gruel* at Wiscasset by the Boats of the *Rainbow* Man of War Orderd that the thanks of this Board be given Colo [William] Jones & the Militia under his Command for their spirited Defence & Protection of the Mast Ship *Gruel*,<sup>2</sup> by which a very valuable Interest has been saved for the State, & the Enemy prevented from making a most important Acquisition <sup>3</sup>

1. Mass.Arch., vol. 149, 18.

2. In response to Colonel Jones' memorial, the Massachusetts Council allowed for their "spirited exertions and important Services done the State in that Affair, as follows viz. One Colonel Twenty Pounds; Four Captains four Pounds each, Ten Lieutenants three pounds each, and One hundred and fifty five Privates at Two Pounds each; the whole Sum amounting to three hundred and Seventy Six Pounds." Mass.Arch., vol. 38, 68.

3. See Journal of H.M.S. *Rainbow*, September 9-12.

PETITION OF THOMAS CUSHING TO THE MASSACHUSETTS GENERAL COURT <sup>1</sup>

To The Honble the Council & House of Representatives  
In General Court Assembled [Boston] Sept 22:1777

The Memorial of Thomas Cushing Agent for Building the Continental Ships of War to be built in this State humbly Shewth

That Your Memorialist is in want of Sundry Stores Necessary for the Carpenter, Boatswain, Steward, Cooper & Gunner of one of said Ships, that he has endeavoured to purchase the same but finds they are not to be obtained unless it is from the Committee of Sequestration, Who have, as he is Informed, A Number of those Articles under their Care, He therefore humbly prays that he may be Supplied with such Articles as he wants by said Committee he paying for the same, and the Memorialist as in duty bound Shall ever Pray

Thomas Cushing <sup>2</sup>

1. Mass.Arch., vol. 215, 133.

2. General Court approved Cushing's request, Mass.Arch., vol. 38, 49.

JOHN BRADFORD TO THE MASSACHUSETTS COUNCIL <sup>1</sup>

Honble sirs

Mr [Edward] Southouse who was some time since taken On Board the *Mellish* with his family, by the *Alfred*, had by the Indulgence of his Honr Judge [Nathan] Cushing all his Effects Restored to him which Consisted of house Furniture & his Equipage, When he went hence for hallifax left part of his Goods at Bedford, which are since sent to me, they are pack'd in a Tierce & two Cases. he desired me to forward them to Mr Newton Collector at hallifax. I pray the honble Board will Direct the Commissary [of Prisoners] to suffer me to ship the above mentioned packages onboard the flag now bound there I have the honour to be with due Respect [&c.]

Boston. 22nd Sepr 1777 -

J Bradford

1. Mass.Arch., vol. 167, 245. The Council granted Bradford's request.

Sept 1777 Cape Cod S33W – 8 Lges  
 Monday 22d 6[AM] Saw 2 Sail one to the SE and one to Windard gave Chase to the Weathermt one our prize Schooner fired a Shot at the Chase and brought her too wich proved to be a Greenland Ship <sup>2</sup> belonging to Leeth taken by the *Tarter* Rebble Privateer  
 12 Spoke his Majestys Ship *Scharbourough*  
 1[PM] Fresh Gale and Squally Wr HM Ship *Scarborough* in Compy The Privateer Schooner [*Buckram*] and Greenland Ship went for halifax

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

Know ye that I do by these Presents, grant Commission to, and do licence and authorize Thomas Marting, Prize Master, to set forth, in warlike Manner, the Schooner *Betsey*, of the Burthen of about forty Tons, under his own Command, and therewith, his Force of Arms, to apprehend, seize and take, all such Ships, Vessels and Goods, as are liable to Seizure and Confiscation, pursuant to the Resolves of the good People of the Representatives of the United States of America in General Congress assembled, and the same to bring to such Port as shall be most convenient, in order to have them legally adjudged in the Court of Admiralty, or other Court having Jurisdiction, in Cases of Capture, pursuant to the said Resolves.

Given under my Hand, and the Seal of South-Carolina aforesaid, at Charles-Town in the said State, this sixteenth Day of July, in the Year of our Lord 1777.

Downham Newton.

By his Excellency's Command.

[A true Copy.]

Sir,

Captain Downham Newton, the Owners of the Sloop *Vixen*, having appointed you to the Command of her on a Cruize, and reposing great Confidence in your good Conduct, I have in their Behalf only to remark, that your Vessel being now properly manned and fitted for a Cruize shall leave it to yourself where you may judge it the most for their Interest, that is, the best to proceed in order to take Prizes; if you do so, and send them into such Ports as you may judge safest. I doubt not but every Precaution will be taken by you to prevent Complaint of ill Treatment to your Prisoners, and that your own People will be properly supplied with Provisions. Below is a List of the Houses we would recommend you to apply to in foreign Ports.

Georgia, Beaufort, and George-Town, express to myself.

North-Carolina, Robert Ellis.

Virginia, Samuel Inglis.

Baltimore, Benjamin Levy or David Stewart.

Philadelphia, Robert Morris, Esq:

Jersey, Express to ditto.

New London, ----- Shaw.

Rhode-Island, A. Loper [Lopez].

Boston, Isaac Sears.

Dartmouth, L. Brown.

Martinico, William Bingham, Esq:

St. Eustatia and St. Martins, H.D. Bye.

Cape Francois, Isaac Caton.

Cape Nichola Mole, M. Dupeey.

Mr. Marting, I have one Thing to recommend to you, which you will please to observe; you will please mind and keep a good look out. There is John Arril, and Bob, you may depend on. I wish you a good Voyage, and safe in, and am, Sir, your humble Servant,

Downham Newton.

VICE ADMIRAL RICHARD LORD HOWE TO CAPTAIN HYDE PARKER, JR.,  
H.M.S. *Phoenix* <sup>1</sup>

Copy.

By the Viscount Howe Vice Admiral of the White and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed &c in North America.

*Emerald.* Whereas it is intended that the Ship you command together with those named in the Margin, should, in the

*Solebay.* Absence of a Senior Officer, be employed under your direction, at and near to the Entrance of Chesepeak Bay.  
*Otter.* More especially to intercept all Supplies of Military Stores attempted to be introduced into the several Ports and Rivers of the Colonies bordering thereupon; As well as otherwise to prevent all Trade and Intercourse with the disaffected Inhabitants of those Colonies and to take or destroy any Armed Vessels they have provided, by every means in your power: you are therefore to take your Station, in such parts of the Bay towards the Entrance thereof, and to employ the Ships placed under your Direction, in such manner from time to time, as you may judge to be most effectual for the several purposes aforesaid.

Your first attention will however be more particularly necessary to prevent the Rebels from putting to Sea with Cargoes of Tobacco whether in American or Foreign Bottoms) destined for the Ports of France, in payment for Supplies of Arms and other Military Stores furnished on those Conditions from that Kingdom; Wherein your care must be further extended, as you can be assisted with small Armed-Vessels of suitable Force and Burthen, in opposition to the Success of a Plan undertaken with the same intent, and proposed to be executed by transporting small Cargoes of Tobacco over to the Eastern Shore of the Bay, and re-shipping them for Europe in Vessels adapted to the Navigation of the Shallow Creeks and Inlets on the opposite Coast of the County of Northampton.

In this view, and more particularly at those Seasons of the Year, whilst the unsettled state of the Weather will not probably admit of keeping the Sea without danger of having the Cruizing Ships forced off of the Coast, proper Anchoring Stations are to be taken within the entrance of the Bay, where they may remain or repair to occasionally, as Circumstances require. Tho' at other times when a sufficient number of Ships can be spared for the temporary Service, the additional Force may be very advantageously appointed to cruizing Stations without the Capes: conducive both to the purpose of intercepting Ships that may have escaped out of the Bay, and preventing the importation of necessary Supplies to the Rebels from foreign Ports.

In case, by the capture of any Trading Ships, or Ships armed for War, you shall be incumbered with a number of Prisoners not inclined to enter for the King's Service, you are permitted to Exchange the same against any British Prisoners, Officer for Officer claiming equal Rank, and Sailor for Sailor, as on a proffered Communication for that purpose with the Inhabitants of the Provinces having British Captives in possession, you find them disposed on those Conditions to release. But if being unable to make such advantageous Exchange, you are likely to be compelled to quit your Station, or to detach any of the Ships under your Orders on the same Account; you are then equally permitted to land such Prisoners, not being His Majesty's European Subjects or taken in Arms, in the Provinces most convenient with reference to the general purpose of these Instructions. But British Prisoners taken whilst in the Employment of the Rebels, may be retained involuntarily to serve in the Ships of War, if you think fit.

You are to continue upon this Service, with the several Ships before-mentioned, and such as may be hereafter sent to be employed in the same manner under your Direction, whilst their Condition, and the State of their Men and Stores will admit, with due sufficiency for their Return into Port to procure the Relief they respectively require, or until further Order. But if the cause for leaving their Stations shall in such time happen, that the particular Ship cannot arrive to obtain the requisite Supplies at the general Rendezvous in the Port of New-York, before the End of the first Week in December (and afterwards until the beginning of March the attempt is to be postponed) the Captain is to repair for the purpose to Rhode-Island; Where a suitable Provision will have been made for affording the necessary Assistance in the mean time, whilst the access to the Port of New-York is likely to be obstructed by the Ice which usually forms there at that Season of the Year.

You are to transmit to me by every suitable conveyance, a particular Account of your Proceedings in compliance with these Instructions; The Incidents that occur; The Stations on which the Ships have been placed from time to time, in the Form annex'd; And the Condition of them, as any Change of Circumstances therein may require. And further to communicate by such opportunities, all advices you obtain of the Practices and Designs of the Rebels for Strengthening themselves in their illegal Resistance; With the measures deemed most effectual for preventing the Success of their hostile Intentions, or which in other respects appear to be for the benefit of His Majesty's Service.

Given onboard His Majesty's Ship the *Eagle* in Chesepeak Bay the 22d of September 1777.

Howe.

By Command of the Vice Admiral. Jos: Davies.

P.S. The Packet enclosed herewith is to be delivered to Captain Parker as soon as an Opportunity offers for that purpose.

1. PRO, Admiralty 1/488, 104-06.

23 Sept.

"EXTRACT OF A LETTER FROM THE COMMODORE HOTHAM TO THE  
VISCOUNT HOWE, DATED ONBOARD THE *Preston* OFF NEW YORK THE  
23D OF SEPTEMBER 1777" <sup>1</sup>

My Lord,

The Lieutenant General Sir Henry Clinton lately did me the Honor to impart to me a Plan of Incursion he proposed making into the Jerseys, which he was of Opinion, if critically timed, might not only operate strongly in favor of the Grand Army, but be attended with other Advantages; The necessary Directions were accordingly given respecting the Flat Boats, the Disposition of them ordered in the manner he desired, and the Landings made at the following places.

On the 11th in the Forenoon a Detachment of eleven Batteaux (to prevent any Jealousy in the North River) were sent by the Way of the East

River through King'sbridge to the Mouth of Spikendevil Creek; whence, soon after the Close of Day, a Body of near 1500 Men with some Field Artillery were passed over to Fort Lee in three Divisions, under the Direction of Captain Reid of the *Rose*, who commanded this Division of Boats. A sufficient Guard was left in the Fort, in case it should be found advisable to re-embark the Troops from that Spot.

About Nine o'Clock the same Night were embarked from the King's Wharf in the North River, Part of the 7th and 26th Regiments, with about Thirty dismounted Dragoons. They fell down with the Tide to Staten Island in Ten Flat Boats, attended by the Gun-Boat, and were there joined by the 52d Regiment and 300 Provincials; the whole amounting to about 1250 Men, who at break of Day were landed at Elizabeth Town Point. This Debarkation and Division of the Boats was put under the Direction of Captain Uppleby, which being effected, a Detachment of three of his Boats with the Galley were detached up the Hackinsack River to Schuyler's Ferry, to act as Occasion might require a Guard being placed there for their Protection.

The same Night a smaller Embarkation of about 320 Men, including a Squadron of Cavalry with Two Pieces of Cannon, was also made from the King's Wharf by Long-Boats, Horse-Scows &c. They landed at Paulus Hook soon after it was dark and were to march by Schuyler's Ferry to the Heights of Second River.

About 200 Provincials were previously sent onboard the Squadron up the North River to be landed about the Neighbourhood of Tapan, with Orders to move down towards Bergen, driving Cattle before them. Captain Ommanney finding it impossible for the Ships to get up the River, embarked onboard the Gallies with this Body of Men, to which he added a Party of Marines, and took the Direction of the Landing himself.

A Detachment of Sixty Marines were also sent over to Paulus Hook to re-inforce that Post in the Absence of such as were taken from it.

The different Embarkations and Landings were effected as could be wished, and the Troops were again re-embarked from the Jerseys on the 16th. The Detail of the Operations during their Stay there, I shall not enter into, more than that the Acquisition of Cattle derived from this Incursion has been considerable, as I hope it will be found beneficial to the Troops and Seamen, added to the End it seems to have had, of throwing the Enemy into a general Alarm. The whole re-embarked from Paulus Hook and Fort Lee.

A French Sloop commanded by a King's Lieutenant arrived here from Martinico about the Beginning of the Month. She brought a Letter from the Governor of that Island addressed to your Lordship, relating to the Frenchmen we had in Custody found trading with the Rebels.<sup>2</sup> The Number remaining being so small, I thought it a good Occasion to get rid of them, as well as to compliment him at the same Time with their Delivery. Inclosed is the Governor's Letter with my Answer.

[Endorsed] No 3. In Lord Howe's Letter of 24: October 1777.

1. PRO, Admiralty 1/488, 46-47.

2. See Hotham to the Marquis de Bouillé, September 9.

GEORGE WASHINGTON TO COMMODORE JOHN HAZELWOOD <sup>1</sup>

Sir

Camp at Potts Grove Sept 23d 1777

The Enemy have cross'd the Schuylkill below the Army & are now on their March for the City of Philadelphia – I think it of the greatest Importance that the Fort upon the Island should be Garrison'd. If we can stop the Enemy's fleet from coming up & prevent them from getting Possession of the Mud fort, & they take Possession of the City & our Army moves down upon the back of it, it will be the most effectual method of ruining General Howe's Army that ever Fortune Favor'd us with – I could wish you to take out of the Ships & the Row Gallies two or three Hundred Men & Garrison the Fort with them untill I can relieve them with some Continental Troops which I design as soon as possible – You will lay the Gallies round the Fort in such a manner as will prevent the Enemy from landing Men upon the Island. If you think it necessary for the security of the Fort to lay the Island under water, let it be done immediately – I hope you'll exert yourself & all the Officers under your command as far as possible to secure the Fort, & prevent the Enemy's fleet from coming up – Let us Join our Force & Operations both by land & Water in such a manner as will most effectually work the Ruin of the common Enemy without confining ourselves to any particular Department. There is one thing further I would recommend which is that you should have all the Boats immediately collect'd from the City, & above & below it on both sides the River & taken under the care of your Fleet – This will prevent the Enemy from the Means of making an attempt on the Fort, & allso all Intercourse with Jersey for obtaining Supplies of Provision. I am Sir [&c.]

1. George Washington Papers, LC.

ORDERS TO ALL VESSELS ON THE DELAWARE RIVER <sup>1</sup>

Ordered by the subscriber commanding in Philadelphia, September 23, 1777.

I. That every decked vessel in the river Delaware, between Market-street wharf and Burlington, be, by the next tide of flood, taken up to Burlington, and put under the care of the naval officer commanding there. All such as are below Market-street wharf and fort Mifflin, to be taken down the river, and put under the care of the naval commanding officer there. All such as are found on the river after the above mentioned times, will be burned by boats and guards sent for that purpose. But all shallops, sloops, and flats employed in removing goods public or private from this city, or in supplying it with wood, are excepted in the above order.

II. All sloops, shallops and flats, not immediately employed, must remain in the stream, opposite Chestnut-street wharf, ready to proceed up or down the river, as the tide will permit, on any emergency.

III. Every boat, batteau, skew or other undecked vessel of every denomination between fort Mifflin and Burlington, the old and new ferries in Philadelphia excepted, must be immediately removed into the following creeks, Timber creek, Annecocus, and Burlington creeks, in the Jerseys. All that are found afloat, or on shore, on the Pennsylvania side of the river, twenty-four hours after the publishing these orders, will be destroyed.



IV. All merchandize and provisions, brought into this city since Friday the nineteenth instant, must be immediately removed to some place of safety, and none brought in beyond what is immediately necessary for the use of the inhabitants; all others to be removed if time will permit, or destroyed; the expence of removing and rewarding such as give notice thereof, to be charged to the account of the owners.

V. All riots and unlawful assemblies are strictly prohibited. Such as offend will be immediately confined as enemies to the states.

Lewis Nicola, col. invalids.

1. *Pennsylvania Evening Post*, September 23, 1777.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

Sept 1777

Thoats Point WNW 4 Leagues.

Tuesday 23d

at 7 AM Saw Several Ships coming down the Bay, they proved a fleet of Ships of War and Transports with the *Eagle*, the Lord Visct Howe: at 7 the Signal on board the *Eagle* for all Cruizers to join: at 8 weighed and made Sail, at 9 joined the Admiral, brought too hoisted the Boat out and went on bd the *Eagle*; at 11 found the Barge much Stove alongside the *Eagle*, hoisted her in and employed the Carpenters repairing her; Wearing and laying by as the Admiral: at Noon made Sail with the Admiral. Light breezes inclinable to calm, at 1/2 past 1 PM Spoke His Majesty's Ship *Emerald*, and desired Captain Caldwell (by order of Lord Howe) to take the *Isis*'s berth off Hampton Road.

1. PRO, Admiralty 51/688.

24 Sept.

GENERAL SIR GUY CARLETON TO CAPTAIN RICHARD PEARSON,  
H.M.S. *Garland* <sup>1</sup>

(Copy)

Sir

St John's 24th Sept 1777

From the Letter of Lieut Starke a Copy of which I sent you a few Days ago you will see the distressed situation which we may eventually be in in case the two Vessels Mr Stark mentions, should fall into the Rebels [hands] nearly all the others having been disarmed I trust therefore you will see the necessity of sending me an Officer with as many Seamen as you can possibly spare I need not tell you that if you should think there would be no impropriety in coming yourself it would be extreamly agreeable to me.

I cannot however avoid expressing my Astonishment at the fear intimated by Lt Stark that his Vessels may possibly fall into the Hands of the Rebels as even if the Misfortune was to happen which he says would put him in that danger. He still would have it in his power to destroy the Vessels which is what might naturally be expected from a Gallant & Zealous Officer situated as Lt Stark is.

I send a Dispatch for Ld George to Mr Cramahé to be delivered to you & beg it may be sent by the first opportunity &c

Guy Carleton

1. PRO, Colonial Office 5/127, 266-67.

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

[Extract]

Dear Sir

Boston 24 Sept 1777

My last to you was under the 19th Instant by express at that time I was intirely ignorant of what the Cargo onboard the *Dispatch* consisted of – as Capt Cleveland only mentioned his arrivall at Salem and forwarded the Letters by express wch I mentioned to you. the Brig has since got up from Salem and we are unloading her. the musquets I find in very bad Order being damag'd by water before I took them in at Bourdeaux – Cleveland has brot no invoice of the Cargo neither does he know what many Packages Contains. he has been at a great Expence to Arm & equip her for a Cruizer. Brought a Large number of men but was not fortunate enough to meet a prize in his way. She sails uncommon fast he spoke with Every vessel he attempted to on the Passage – she mount 8 four lb Cannon with six wooden ones & made a grand appearence in coming up the Harbour however she is not calculated for a Cruizer without going through the like Operation with the *Alfred* wch would be very expensive – I have not yet seen the Captains Accounts I find by him Mr Deane paid his Disbursements in france. . . Yesterday a Prize was sent in here by Capt Skimmer a fine new Brig Loaded with Salt of 160 Tons bound from the Streights to the Land <sup>2</sup> – Skimmer was left the 29th Ultimo. I most ardently wish he may be happy enough to be promoted by Congress. he in my opinion is Equal to any man in the naval Command. I don't know that He wants any Qualification to command any Ship in our Navy – I congratulate you & my Country on our once more possessing Ticonderoga, god grant, that ere this reaches you Victory may be proclaim'd in favour of America in your City  
Yours &c

J B

1. John Bradford Letter Books, vol. 2, 89-90, LC.

2. *Industrious Bee*. See Bradford to the Continental Marine Committee, September 25.

LIEUTENANT GEORGE IRWINE TO CAPTAIN SIR FRANCIS CLARK,  
AIDE DE CAMP TO MAJOR GENERAL JOHN BURGoyNE <sup>1</sup>

Sir

Fort George 24th Sept 1777

I think it necessary to acquaint you for the information of Genl Burgoyne, that the Enemy to the amount of between two and three hundred Men came from Skensborough to the carrying place near Tyconderoga and there took seventeen or eighteen Batteaus with Gunboats – their Design first was to attack this Fort but considering they could not well accomplish it without Cannon they desisted from that scheme, they were then resolv'd to attack Diamond Island (which Island Capt: Aubrey Commands) and if

they succeeded, to take this place, they began to attack the Island with Cannon about 9 OClock yesterday Morning, I have the satisfaction to inform you that after a Cannonading for near an hour and a half on both sides the Enemy took to their retreat with loss, there was Gun boats sent in pursuit after them which occasion'd the Enemy to burn their Gun boats and Batteaus and made their escape towards Skensborough in great confusion – we took one Gun boat from them with a twelve pounder in her and a good Quantity of Amunition – we have heard there was a few kill'd & many Wounded of them – there was not a Man kill'd or hurt during the whole Action of his Majesty's Troops – I have the honor to be Sir [&c.]

Geo Irwine Comg at Fort George  
Lt 47th <sup>2</sup>

1. Gates Papers, NYHS.

2. For American account of the action see Lieutenant Colonel John Brown to Major General Benjamin Lincoln, September 26.

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

September 1777      At Anchor off Captains Island – Do No 1 Mile  
Tuesday 24      AM at 6 weighed    at 8 saw two Reble wale boats towing  
a sloop in to Maroneck [Mamaroneck] Harbr sent the  
Boats Mannd & Armd to Chace wt the Tender who Fird  
Several shott at the Chace    at 11 the Rebel wale boats  
Towd the sloop on shore our boats boarded the sloop  
under Cover of the Tender and took her off the Rebels  
having got off with there wale boats    at Noon Rye Neck  
No 1½ Mls  
First part Calm Modte and Latter little wind & fair  
wr    at 1 PM the Tender and Boats Returned wt the  
prize    found her to be a Light sloop supposed was taken  
out of Hampsted bay by the Rebels wale boats    sent two  
Men on Bd to take care of Her

1. PRO, Admiralty 52/1775.

#### LIBEL AGAINST VIRGINIA NAVY BRIG *Raleigh* <sup>1</sup>

Province of New York  
Court of Vice Admiralty

To the Worshipfull Robert Bayard  
Esquire Judge of the Court of  
Vice Admiralty for the Province  
of New York

Tyringham Howe Esquire Captain and Commander of his Majesty's Ship of War the *Thames* who as well for himself as for the other Officers and the Crew of the said Ship and all others interested therein in this Behalf prosecutes comes here into this Court of Vice Admiralty this Twenty fourth Day of September in the Year of our Lord One Thousand Seven Hundred and Seventy seven, and as well for himself and the said Officers and Crew of his Majesty's said Ship of War and all others lawfully interested therein as aforesaid gives the Court here to understand and be informed that on or about the Twenty Sixth Day of April now last past near Cape Charles the

said Cape being Part of the Colony of Virginia herein after mentioned on the High Seas and within the Jurisdiction of this Honorable Court he the said Tyringham Howe with his Majesty's said Ship then under his Command did pursuant to the Statute in such Case lately made and provided seize and take a certain armed Brigantine or Vessel called the *Rawleigh* of the Burthen of about One Hundred and Thirty Tons mounting Ten Carriage Guns and otherwise fitted out in a warlike manner then under the Command of one Edward Travis together with her Apparel and Furniture and hath brought the same into this Port of New York in order to have the same legally adjudged. – For that the said Armed Brigantine or Vessel and the Apparel and Furniture thereof and every thing on Board the same Vessel seized and taken as aforesaid at the time of the said Capture and Seizure belonged to some Person or Persons, Inhabitants of the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pensylvania, The Three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, or of some or one of the said Colonies. Whereby and by Force of the Statute in such Case lately made and provided the said armed Brigantine or Vessel with her Apparel and Furniture is become forfeited to his Majesty, as if the same were the Vessel and Effects of open Enemies. And by Reason of the Premises and by Virtue of the said Statute in such Case lately made and provided the sole Interest and Property of and in the said Brigantine or Vessel with her Apparel and Furniture and every thing on Board the said Vessel, liable to Forfeiture as aforesaid (the same being first adjudged lawful Prize pursuant to the Statute aforesaid) is granted to and vested in his Majesty's Flag Officers commanding in his Fleet in North America the said Tyringham Howe who for and in Behalf as aforesaid prosecutes for the same, and in the other commissioned Officers of his Majesty's Said Ship of War and the Seamen Marines and Soldiers on Board the same to be divided among them in such Proportions and after such Manner as his Majesty hath been pleased to direct by his royal Proclamation in pursuance of the said Statute in such Case lately made and provided. Wherefore the said Tyringham Howe for and in Behalf as aforesaid humbly prays that by the Decree and Sentence of this Honorable Court the said armed Brigantine or Vessel The *Rawleigh* her Apparel and Furniture and every thing on Board the same liable to Forfeiture May be adjudged and condemned as lawful Prize<sup>2</sup> pursuant to the said Statute in such Case lately made and provided to be divided as aforesaid among the Captors and all others lawfully interested therein by Reason of the Premises.

(Exd)

Kempe Proctor for the Libellant

1. PRO, High Court of Admiralty 32/436/36.

2. *Raleigh* was condemned on October 20, 1777, PRO, High Court of Admiralty 49/93, 43.

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

State Navy Board [Philadelphia] Sept 24<sup>t</sup> 1777

An Order on William Webb to Ann King for four pounds Twelve shillings and six pence for Making Sundry Colours for the fleet – £4.12..6.

1. Navy Board Minute Books, vol. 2, Pa.Arch.

Secondly, To the second Interrogatory this Deponent saith, that he knows the armed Brigantine *Defence* now under Prosecution in this Court for Condemnation as lawful Prize; and that he has known her about Eighteen Months.

Thirdly, To the third Interrogatory this Deponent saith, that he was on Board the said Brigantine *Defence*, at the Time she was taken as Prize; that he was the Captain and Commander of the said Vessel; <sup>2</sup> that he took the Command of the said Brigantine *Defence* at Charles Town, in South Carolina, & that he sailed from thence on a cruize, and was to have touched at Martinique.

Fourthly, To the fourth Interrogatory, this Deponent saith, that the said armed Brigantine *Defence* was fitted out by the State of South Carolina.

Fifthly, To the fifth Interrogatory this Deponent saith, that there were no Goods, Wares or Merchandize on Board the said Vessel at the Time she sailed on her Cruize abovementioned, except three Casks of Indigo, or when she was taken as Prize; that the said three Casks of Indigo were to have been delivered at Martinique, that they were shipped at Charles Town in South Carolina by the Commissioners of that State, in order to be sold at Martinique aforesaid.

Sixthly, To the Sixth Interrogatory this Deponent saith, that he sailed from Charles Town in order to make a Cruize against all Vessels belonging to his Majesty and all other British Property, to seize them as Prize.

Seventhly, To the Seventh Interrogatory, this Deponent saith, that he was three Days out of Charles Town and in the Latitude of thirty three and Longitude Sixty nine, when the said Brigantine *Defence* was taken as Prize.

Eighthly, To the Eighth Interrogatory, this Deponent saith, that there were no Papers or Letters respecting the said Brigantine *Defence* or her said Cruize at the Time she sail'd from Carolina, except his the Deponent's Commission from John Rutledge President of the State of South Carolina, his Orders from the Commissioners of that State, and his common Entry Book.

Lastly, To the last Interrogatory this Deponent saith, that he does not know, nor has he heard any Matter or Thing, inquired after in the Interrogatories abovementioned, which may tend to discover whether the said Brigantine *Defence* is lawful Prize or not, other than what is above by him deposed.

Tho<sup>s</sup> Pickerin

Taken the 25: Sepr 1777

D: Mathews Register

1. PRO, High Court of Admiralty 32/303/13.

2. See Volume 8, 256, 257.

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

Sepr 1777

Entrance of Wilmington Creek WNW $\frac{1}{2}$ W

Thursday 25.

At 4 AM Came on board from the *Liverpool* A Lieutenant

of Marines & 30 Privates At 7 Weigh'd P Sigl from the *Roebuck* with the *Solebay*, Dropt down to Steep water point & Anchd with the Small Br in 4 fm, The point bearing SEbS off shore 3 Cables' lengths, Fired many Guns at a House where a Number of Rebels were lodged & Sent our Marines with those from the *Liverpool* to destroy it, At 11 the Sigl was made on board the *Roebuck* to Disembark, Weigh'd & return'd to our Station where we Anchd with the S:Br & veer'd to 1/3 of a Cable

1. PRO, Admiralty 51/675.

JOURNAL OF H.M.S. *Apollo*, CAPTAIN PHILEMON POWNOLL <sup>1</sup>

Septemr 1777  
Thursday 25

Cape Henlopen N.85:26:Wt 171 Leags  
at 6 AM handed the Mizen Topsail at 8 saw a Sail to the Southward, out all Reefs, set Studding Sails and gave chace at Noon the Prize in Company.  
Squally with Rain in chace as before, lost sight of the chace it being very foggy, clearing up set Studding sails, saw the chace, at 3 PM coming Up with her, fired 4 Six Pounders, and 1. 12 Pr at her, she hauled her Wind, down Studding Sails, set the Mainsail and Staysails, came up with her fast, she lowerd her Sails, but hoisted no colours, fired Musqts at her, hoisted out the Longboat and Sent her on board the Sloop, nam'd the *Hope* <sup>2</sup> bound from Virginia to France, with 74 Hhds of Tobacco, sent a Mate and 4 Men on board her, took out of her Nine Prisoners, at 5 PM made Sail, the Mizentopsail Yard Sprung in the Slings, Carpenters making another

1. PRO, Admiralty 51/52.

2. Charles Jones, master, foundered but people saved, Howe's Prize List, October 24, 1777, PRO, Admiralty 1/488, 70.

CAPTAIN ROBERT CONWAY TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

May it Please your Excy Hampton Road Virgia Sept the 25 1777

Since the Arrival of the Enemy Fleet in this bay it Appairs to me that it Is all most Imposible for a Vessel of our Sise to Get out Clean I have made two attempts to Run by them In the night & Was Obligen both times to Return back the Last Attempt I maid I fell in with two Ships the *phenix* & The *Soalbay* [*Solebay*] they fird Eight or ten Shot at us without Doing any damage – Our Sloop Growing Very foul & In dainger of the Woorm giting in hur bottom I Concluded the moast prudint Skeem was to Run up to pourtsmouth & Cleen, & git Sum provisions as we Are Detaind So Long in the Cuntry; our Expences I have Incloasd you a Copy of the Acct for Which I have Drawn a bill on the State of maryland, & Directed it to the board of Admiralty for that State <sup>2</sup> – I am In hoaps as Dark night is Coming on & the Sloop *Moley* [*Molly*] on A Clean bottom that we Shall be Able to make our way Good by those Invaders Who here Interoups [interrupts] our Passage by the Caps –

Should I not Git out in twelve or fourteen days I will Wait on your Excellency by Land Should there be Any Occation for further Orders – I hope Sir you Will Excuse my Not Righting you before this – On my Arrival Down to hampton I have been Exceedingly unwell & in much trouble about our not Giting out. I am Sorry to Inform you that our Tobo Is of a Very mean Quality. I am Sir [&c.]

Rob<sup>t</sup> Conway

PS the Enemys fleet Saild Out of this bay the 22nd Inst. but have left four Ships Of War inside of the Caps to Cruse R C

1. Executive Papers, Box 8, Folder 1777, Md.Arch.
2. Account of expenditures enclosed amounted to £102.18 .. 3½.

#### RAWLEIGH COLSTON TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

May it please your Excellency, Virginia, Sept 25th 1777.

I had the honour to deliver you a letter of introduction in June last, from William Lux esq; of Baltimore, in which he mentioned my intention of settling at Cape Nichola Mole, in Hispaniola, in Character of Agent for the Commonwealth of Virga – I have hither to been prevented by a variety of accidents, but have now taken my passage, and expect to depart in a few days – Should any of the publick vessells of your State try that market, or should it be found convenient to direct any of your prizes into that port, I shall be happy in an opportunity of serving you. I am your Excellency's [&c.]

Rawleigh Colston

1. Red Books, XIX, 6, Md.Arch.

#### "EXTRACT OF A LETTER FROM ANTIGUA, SEPT. 25." <sup>1</sup>

A ship from Liverpool has brought in here an American sloop, which she took on her passage; she was bound from New England to Martinico; her cargo consists of 50,000 feet of lumber, and 200 l. in hard dollars, to buy European goods with; by this means all the Spanish cash will find its way out of the continent of America to the islands. We have had several vessels here with lumber from St. Augustine, in East Florida, and, I assure you, very good, and well cut, which has been of the utmost service to us, and greatly reduced the price of that article, as from the scarcity at one time it would have fetched any money. I am told they only want some negroes to assist them in the Floridas, and they could almost supply all our islands. You will hardly believe the number of prizes the frigates and armed ships on this station have taken; they are estimated at above 150 brought into this port and the rest of the Leeward Islands.

1. *Williamson's Liverpool Advertiser*, December 5, 1777.

26 Sept.

#### CAPTAIN SETH HARDING TO LIEUTENANT JOHN CHAPMAN <sup>1</sup>

Sir

Norwich Sept<sup>r</sup> 26th 1777

You are hereby Directed to Advise with Mr Parker and Strip and Refit

the Ship *Olliver Cromwell* as fast as posable may be for a Nother Cruse you Sea Mr Parkers Orders on the ocation and Likewise asist Mr Parker In Sending the Prisoners forward under Proper gard it is most Likly the *waymouth* will be sold for this State Servise Shall Due Every as I before mentioned you –

By order of His Excellency  
Jonathan Trumbull Esqr  
Your [&c.] Seth Harding

To John Chapman gentlm at present Commander *Olliver Cromwell*

1. Seth Harding Papers, MHA. Chapman was in temporary command of *Oliver Cromwell* during Harding's illness.

CAPTAIN SETH HARDING TO LIEUTENANT TIMOTHY PARKER <sup>1</sup>

Sir

Norwich Sept 26th 1777

you are hereby Directed to Discharge all the men to about thirty or as many as you shall Judge best in order to strip and Refit the *Oliver Cromwell* for a Cruise advise with Mr Chapman on the Occasion and to be Caryied into Execution without delay –

Likewise you are hereby Directed to order the Prisoners as is Inclosed to you Except the Negros, keep on board at present and keep them at Work –

Expect to be at Boston the Latter End of Next week without fail if health will permitt –

By order of his Excellency –  
Jonathan Trumbull Esqr  
I am Sir [&c.] Seth Harding

To Timothy Parker Gentm on bord Ship *Waymouth*

1. Seth Harding Papers, MHA.

*Connecticut Gazette*, FRIDAY, SEPTEMBER 26, 1777.

New-London, September 26.

Last Monday [September 22] a Fleet of twenty-one Sail of Shipping came out of Gardiner's Bay, and went down the Sound, bound to Newport, among which was 7 or 8 Ships.

The same Day a Ship,<sup>1</sup> burthen about 200 Tons, Prize to Capt. Conklin [Joseph Conkling], arrived at Stonington: She was from the Bay of Honduras, bound to England; we hear she has 75,000 Feet of Mahogany and 30 Tons of Logwood on Board.

About an hour after the above Prize came to Anchor, Captain Conklin, (who was bound in) was chased by a Man of War and a Schooner of 12 Guns,<sup>2</sup> belonging to the above Fleet; when the latter endeavouring to take a short Course and cut off Capt. Conklin from the Land, ran on Watch-Hill-Reef, at about a Mile Distance from Capt. Conklin, who came to Anchor within Watch-Point; – a brisk Fire was kept up between the two Vessels for several Hours; – the Man of War came to Anchor just without the Schooner, in Order to protect her from Capt. Conklin. The Schooner remained in this Situation till the next Morning, when their People set



her on Fire in the Hold, and were directly taken off in the Man of War's Boat. Several Articles were brought out of her by a Boat that went on board soon after she was quitted by her People; but the Boat tarried only a few Minutes, and immediately after they left her, the Magazine taking Fire, she blew up. Her Guns, it is said, will all be saved.<sup>3</sup> One Man was found dead by the Side of the Vessel. Capt. Conklin received no Damage.

1. *Amherst*, Jacob Loran, master, was tried in New London County Maritime Court on November 4, 1777, *Connecticut Gazette*, October 10, 1777, and was ordered to be sold at Stonington on November 18, 1777, *Connecticut Gazette*, November 7, 1777.
2. Conklin in the Connecticut privateer sloop *Revenge* was chased by H.M.S. *Cerberus* and armed schooner *Admiral Parker*, *Newport Gazette*, September 25, 1777.
3. "All the guns which belonged to the Schooner, mentioned in our last to be burnt at Watch-Hill-Reef, are saved together with her anchors, a number of neat small-arms, &c." *Connecticut Gazette*, October 3, 1777.

LIEUTENANT COLONEL JOHN BROWN TO MAJOR GENERAL  
BENJAMIN LINCOLN <sup>1</sup>

Sckeensboro Friday 11 oClk AM.

Dear Sir

Sept 26th 1777

I this Minute arrived at this Place by the Way of Fort Ann, was induced to take this Rout on acct of my Ignorance of the Situation of every Post of the continenal Army –

On the 22d inst at 4 oclK PM. I set Sail from the north End Lake George with 20 Sail of Boats three of which were Armed Viz one Small Sloop mounting 8 Guns & 2 British Gun Boats having on Board the whole about 420 Men Officers included with a Determind Resolution to attack Diamond Isleland which lies within 5 Miles Fort George at the Break of Day the next Morning, but a very heavy Storm coming on prevented – I arrived at Sabbath Day point abt midnight where I tarried all night, during which time a Small Boat in the Fleet taken the Day before coming from Fort George, conducted by one Ferry lately a Sutler in our Army, I put Ferry on his Parole but in the night he found Means to escape with his Boat, and informed the Enemy of our approach, on the 23d I avanced as far as 1½ Mile Isleland the Wind continuing too high for an attack I Suspen'd it untill the Morning of the 24th at 9 oclock at which Time I advanced with the 2 Armed Boats in front and the other Boats, I ordered to swing to the Right & left of the Island to Attempt a Landing if practicable, and to Support the Gun Boats in Case they Should need assistance, I was induced to make this experiment to find the Strength of the Island as also to carry it if practicable – The Enemy gave me the first fire which I returned in good Earnest, and advanced as nigh as I thought prudent, I soon found that the Enemy had been advertized of our approach and well prepared for our reception having a great number of Canon well mounted with good Breast Works, I however approached within a Small Distance giving the Enemy as hot a Fire as in my Power, untill the Sloop was hulled between wind & Water and obliged to tow her off and one of the Gun Boats so damaged as I was obliged to quit her – in this Action I had two Men Killed two Mortally wounded and Several others wounded in Such Manner as I was obliged to leave them under the Cair of Some of the Inhabitants, who I had taken

Prisoners giving them a Sufficient Reward for their Services, I Run my Boats up a Bay a considerable distance and burnt them with all the Baggage that was not portable – The Enemy's Force on Diamond Island as near as can be collected are about three hundred, and about 40 at Fort George with orders if they are attacked to retreat to the Island – Genl Burgoine has about 4 Weeks Provisions with his Army and no more, he is determined to cut his Road through to Albany at all Events, for this I have the best Authority. Still I think him under a Small mistake – Most of the Horses and Cattle taken at Ty and thereabouts were left in the Woods Genl Warner has sent out a Party in quest of them Am Dear Sr [&c.]

Jn<sup>o</sup> Brown

NB You may Depend on it that after the British Army were Supply with Six Weeks Provision which was two Weeks since the Communication between Lake George & Fort Edward was ordered by Genl Burgoine to be Stop'd and no passes given –

The attack on the Isleland continued with interruption 2 Hours –<sup>2</sup>

1. Gates Papers, NYHS.

2. For British account of the action see Lieutenant George Irwine to Captain Sir Francis Clark, September 24.

CONTINENTAL MARINE COMMITTEE TO COMMODORE JOHN HAZELWOOD <sup>1</sup>

Sir

Lancaster 26th September 1777

It being of great importance to the future safety of Philadelphia, and to the Public good that the defences on the River Delaware should not fall into the enemies hands, or their fleet be suffered to get up to the City, orders are this day sent to the Commander of the Continental armed Vessels to be subordinate to your Command in defending the River

We have no doubt but that your joint and vigorous efforts will be employed to defend the passage of the River to the last extremity and if at last it must be given up, it is expected that you will Assist in removing the Troops from Fort Mifflin to a place of safety. Your knowledge of the River will best enable you to determine where it may be necessary to sink vessels or other obstructions in Order to supply the vacancies between the Cheveaux de frize already sunk, and to prevent the enemy from bringing many Vessels to bear against the Fort. Such Vessels as are necessary for the above purpose you are hereby authorized to take and supply. We wish you success and are Sir [&c.]

1. Marine Committee Letter Book, 103, NA.

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

Sir

Lancaster Septemr 26th 1777

As the future safety of Philadelphia and the public good so greatly depend upon preventing the enemies Fleet from getting up to Town and succoring the Army, you are desired to co-operate in the most full and friendly manner with the Other Land and Sea forces both of the Continental and the State of Pennsylvania in effecting this valuable purpose. It is expected that you exert every art that valour, vigilance and address can

suggest to you, as well as to prevent the enemy from Philadelphia possessing themselves of the Fort, as to keep the British Fleet from getting up. If there should be a probability of either provisions or ammunition failing you, let timely care be taken to get supplied from General Washington who with his Army will be in the neighbourhood of Philadelphia above the City. If the Fort and the passage of the River is bravely and properly defended, the possession of Philada will probably turn out to be the ruin of the British Army. –

Your established reputation for valour makes it unnecessary to say that brave minds should never despair, and that every thing is to be hazarded where the public good require it. You and the brave American forces with you, will therefore keep the defences on the River Delaware to the last extremity. But, if every resource of valour and Skill should fail you, and it becomes absolutely impossible to hold out any longer, you are then to push with the Continental Vessels as far as they can Swim up the River, and having defended them there as long as possible, they must all be destroyed rather than suffer them to fall into the enemies hands. If it should be found that Fort Mifflin must be given up, you are then to use your utmost endeavours to bring off the garrison and convey the Troops to a place of safety. Congress has already determined that in defending the Delaware the Continental Marine Officers shall be under command of the Commodore of this State, and you are accordingly to observe and pay due regard to that Resolve. Wishing you the most honourable Success We are Sir [&c.]

1. Marine Committee Letter Book, 103-04, NA.

COMMODORE JOHN HAZELWOOD TO CAPTAIN CHARLES ALEXANDER <sup>1</sup>

Sir

[off Fort Mifflin] September 26th 1777

In consequence of the Council held this day, You are hereby ordered to proceed with your Ship & Ship *Montgomery* & the *Fly* Sloop all under your command, up to the City of Philada & there to do every thing in your power with the force with you to annoy the enemy should they attempt to come into our City; & should you see them preparing any works for Cannon, or hawling Cannon near this River, You are in that case to send a Flag on Shore & warn them if they do not desist in making any preparations of fortifying any where, that you will in that case fire on the City, & as repetition of order on this occasion is unnecessary, must leave the conduct & management of the whole to your prudent & effectual management – You are to take all Boats, Flatts, Shallops & any Craft whatsoever from the Shores & send them down to Fort Island – Do not neglect this as its a material matter for us & suffer no Boat or Craft whatever to pass or repass to or from the City, & burn or destroy any that cannot be got away – I am, Sir, [&c.]

To Charles Alexander Esqr  
on board the Frigate *Delaware*

John Hazelwood

1. George Washington Papers, LC. Almost identical orders, dated September 27, are in Record Group 4, Muster and Pay Rolls, Pennsylvania Navy, Pa.Arch.

PURDIE'S *Virginia Gazette*, FRIDAY, SEPTEMBER 26, 1777

Williamsburg, Sept. 26.

Last Tuesday near two hundred sail of the enemy's fleet or men of war and transports went down the bay, and next morning were seen to clear the capes, supposed to be bound for Delaware. Five or six ships of war still remain in our bay, and one is stationed in York river channel, near Back river.

*North-Carolina Gazette*, FRIDAY, SEPTEMBER 26, 1777

Newbern, Sept. 26.

By a Gentleman just arrived from Charles-Town, we are informed, that one of the large three decked Ships lately carried in there by Capt. Biddle in the *Randolph* continental Frigate, proves to be a Prize taken by Capt. Palmer in the Privateer *Nancy*, belonging to Mr. John W. Stanly of this Town. It seems a few Days after Capt. Palmer took her, a large Ship of 20 Guns from Jamaica retook her, in a Day or two after which the *Randolph* fell in with them both and conducted them safe to Charles-Town. The *Nancy* has also taken a Guinea-Man with 100 Slaves, Ivory, and other Valuables, and sent her into Georgia.

VICE ADMIRAL CLARK GAYTON TO COMTE D'ARGOUT, GOVERNOR OF  
ST. DOMINGUE <sup>1</sup>

*Antelope* Port Royal Harbor Jama

Sir,

26th Sepr 1777.

I have the honor of your Excellencys Letter of the 3d Sepr by Messrs Pascaud & Dubuisson, wherein You request I will grant them Pass-Ports for Two Vessels named the *Chance* [*sic Hazard*] & *Prudent*, to go to Halifax and Quebec to load with Lumber for Building; the Inhabitants of St Nichola Mole being in a most distressed situation for want thereof, owing to a late fire which has destroyed most of the Buildings.<sup>2</sup> In answer thereto I beg leave to acquaint You I have granted two Pass Ports to the above Vessels, agreeable to your request to proceed to Halifax and Quebec in order to take in their Lading.

I further beg leave to acquaint your Excellency that I designed to have sent one of my armed Vessels, with a complaint exhibited against one Hague a Subject of His Most Christian Majesty, who behaved as You will observe by the affidavit inclosed for your information; I look upon it as an act of Piracy as he seized this property & Negroes out of one of His Most Christian Majesty's Vessels which was hired at Hispaniola to convey the passengers down to Jamaica after coming from So Carolina in a Rebel Vessel.<sup>3</sup>

I make not the least doubt but your Excellency will administer Justice to His Britannick Majesty's Subjects in consideration of the great Harmony which subsists between our two Crowns & cause enquiry to be made for the said property and Negroes which were piratically seized & have them secured

untill I can send an armed Vessel to your Excellency to bring them down, Your Excellency's compliance to this request will confer a lasting obligation on him who subscribes himself. with all respect [&c.]

Clark Gayton

1. PRO, Admiralty 1/240.

2. Comte d'Argout's letter of September 3 is in PRO, Admiralty 1/240.

3. An affidavit dated August 28 attesting to the seizure of the sloop *Le Tonnelier* by Hague is in PRO, Admiralty 1/240.

27 Sept.

SAMUEL ELIOT, JR., TO GOVERNOR JONATHAN TRUMBULL <sup>1</sup>

Hond Sir

[Boston] Saturday 27th Sepr 1777.

I received your favor p Mr [Thomas] Loomiss, and by him send half the piece Goods taken in the Brig *Honor*, agreeable to the Accots handed me by the Lieuts of the *Oliver Cromwell* The Shoes (only 132 pair) were divided amongst the Ships Crew and charg'd to them by Capt Harding – I mention half the Goods with 34 ½ lb Singlo Tea as being the States proportion, the Officers (during Capt Hardings absence) not chuseing to part with the remainder, as the Agent for the Officers, and People would choose to retain their part in his own hand until such time as cou'd adjust the affairs with you.

The Painters Colours were dispos'd off sometime since – I have inclos'd the Invoice of the Goods, and doubt not Capt Harding has rectified Mr Woodworths <sup>2</sup> mistake, of their being several Chests of Tea, and 1000 pair of Mens' Shoes – att bottom is memo of the Goods which I doubt not will turn out agreeable – except ½ piece Calicoe which shall be paid for at any price – I took the Liberty as Mrs Eliot was much in want. – I remain [&c.]

Sam Eliot

PS: The 43 lb Short in Tea was Expended on board the *Cromwell*.

A Box containing	a box contg 34 ½ lb best Singlo Tea
23 pieces Callicoe	a box Contg 2 pr Woolens
12 p boys Shoes	4 Casks contg 46 bushells Salt
1 p White Flannell	
1 p Woolen Cloth	

1. Conn.Arch., 1st Series, IX, 199, ConnSL.

2. Jonathan Woodworth, prize master of *Honor*.

# JOURNAL OF CAPTAIN JOHN MONTRESOR <sup>1</sup>

[Philadelphia]

[September] 27th. At ½ past 8, wind at the West. Two of the Rebel Frigates and 5 row Gallies came up with the Tide with orders to lay as close to the City as possible, and cannonade it in order to drive the King's Troops out. Fortunately the 2 lower Batteries were just completed as they approached us within cannon shot, when we opened upon them and the artillery being extremely well directed their best Frigate the *Delaware*

which got somewhat aground, struck to us and one of the Gallies having her fore-mast carried away run ashore at New Jersey directly opposite to our Batteries. The other Frigate and 4 Gallies in great haste put about and went back to the Fort. This Frigate has 24 Twelve pounders, and 6 Nine pounders with 150 men. She had but one man killed and six wounded. She was 2 or 3 times on fire owing to one of our shot having drove through her caboose, it not being easily extinguished was also owing to one of our Royal Howitzers having burst within her near the bows. Captain [James] Moncrief and the carpenters principally on board the Frigate to extinguish the Fire by cutting away parts of her side. Learnt by deserters from the Rebel Fleet that the Galley drove ashore on the Jersey side had 4 men killed and 6 wounded. We found in this city about 50 Boats of all sorts and procured a Durham boat from Frankford creek that will hold 100 men. The Boats of the Ferries secured, accounts received that Lord Howe and the Fleet were within the Light House. . . .

1. Scull, ed., *The Montresor Journals*, 459.

#### DIARY OF CAPTAIN FRANCIS DOWNMAN, ROYAL ARTILLERY <sup>1</sup>

[Philadelphia]

September 26th [*sic* 27th]. – Early this morning appeared in sight over Gloucester Point below the town, two frigates, five galleys, and a sloop, beating up towards the town. I had the honour to command two 12 pounders and two howitzers. I had everything ready to receive them in a little time. My guns were drawn down on the bank entirely exposed. I received the disagreeable orders not to fire at the ships until they fired at me, which made me extremely uneasy. They came very near us; they still came nearer – within 300 or 400 yards. A shot was fired from one of my guns at them. They hoisted rebel colours, and soon after began to fire. This gave me pleasure for then I could fire with safety. We began a brisk cannonade from all our guns; it was returned by them with both round and grape shot, and their galleys, which were at a greater distance, kept up a fire upon us likewise, and fired many good shots though fortunately they did no harm. One of the frigates called the *Delaware* came within musket shot of our guns, and fired several rounds of grape. We plied her very close and threw her crew into such confusion that they neglected the management of the sails, and after a few more badly directed shot, she ran aground close to our guns. We still kept up the fire, and in a short time she struck her colours. We hailed her and desired her crew to come ashore, which they did, and a party of men was sent on board her. Our fire now was immediately bent upon the other frigate and the row galleys, and our shot was so well plied that they were obliged to put about and stand down the river very much disabled. It was Commodore Alexander's frigate we took; she mounted twenty-two 12 pounders and six 6-pounders, and had on board 152 men who were all landed given in charge to the Provost; they lost but very few people and we not one. One of the galleys was obliged to run ashore on the Jersey side to prevent her from sinking. The frigate was set on fire during

the action by our shots, but happily we soon put it out. The same afternoon a number of rebel sailors entered voluntarily on board of her to fight on our side. Strange work! She was very soon got off into the channel and made ready for action. We expect every hour to be at it again, for there are no less than 13 row galleys and other vessels to the tune of 26, about eight miles below us, and as soon as our ships can pass the obstacles in the river we may expect them up. A great number of the rebel ships are likewise above the town. Sometime in the afternoon a schooner attempted to pass the town downward. In a very few shots we dismasted and so disabled her that she ran ashore just opposite the town, but as we lacked boats to send to her, they carried her away in the night after unloading her. Thus ended the insolent attempt of their boasting Commodore, with two frigates and five galleys, each carrying a 32 or 24 pounder, opposed only by four 12 pounders and two howitzers, three of those being drawn up on the bank without the least covering.

1. "Diary of Captain Francis Downman, August 11, 1777 to October 25, 1778," *Minutes of Proceedings of the Royal Artillery Institution*, XXV (1898), 160-61.

CAPTAIN CHARLES ALEXANDER TO THE COMMANDING OFFICER OF THE  
BRITISH ARMY AT PHILADELPHIA <sup>1</sup>

*Delaware* frigate of[f] Philad.

Sr.

Nov. [*sic* September] 27. 1777

its my Entintion to Prevent the Efusion of Blod as much as in My  
Pour therefore I do Aquant you if you Atimpt to throw Up Any Works So  
as to Anoay Any Vessils from Passing or Repassing I shall Give Orders for  
the City to be Demolished you most Luck on the Blod of the Woman &  
Childron to Lay at your Duor I am with Mutch Respt. [&c.]

Charles Alexander.

1. *Pennsylvania Evening Post*, October 16, 1777. This letter and the next entry were "found on board the *Delaware* frigate after she struck" on September 27.

CAPTAIN CHARLES ALEXANDER TO OFFICERS OF THE CONTINENTAL  
AND PENNSYLVANIA NAVIES <sup>1</sup>

Gentlemen

[off Philadelphia, September 27, 1777]

All the Shallops flats or Boats you Can find on the Pisylvania Shoar  
you are to take off or Destroy them By fire or Otherways Any thing Els  
for the Good of the Service you Will Put in Execution.

1. *Pennsylvania Evening Post*, October 16, 1777.

LIEUTENANT COLONEL SAMUEL SMITH TO GEORGE WASHINGTON <sup>1</sup>

[Extract]

Sir

Fort Mifflin. 27 Sept. 1777

I last Night threw myself into this Garrison, where I am Sorry to inform  
your excellly that I find everything in the utmost Confusion. not as many  
Cartouches as will last one day & the very necessary Cartouches for the  
Block Houses not Sufficient for an Hour. 60 untrain'd Militia are all the

Artillery Men in the fort. the provisions almost out. The Militia refus'd Obedience to Capt [Samuel] Treat & have underwent no Sort of training. This day one of the frigates was taken by the Enemy<sup>2</sup> which effectually cut off our Communication with Trenton, as Commodore Hazlworth [Hazelwood] thinks it will be very imprudent to attempt an attack on her, So well guarded as She is by their Batteries. So that the Stores I Send for by this Express to Trenton must Come by Land which will take up much time. Should the Enemy in the mean time make a vigorous attack on the Cheveaux de frize, & the frigate Come down on our Backs where we have no Battery & No Cover but pickets, the fort & Garrison may probably fall into their Hands. . . .

A Flag just appears from Ld Cornwallis demanding to know why the Commodore wishes to fire on the defenceless Inhabitants of the City. that Should a Repetition of the Kind happen, he must expect that he would retalliate on the prisoners in his Hands & further observ'd the folly of a future Attempt as he had Sufficiently fortified Approaches by water to the City. He further added that he Still held up the Hand of Clemency & Mercy to all that would Submit, & beg'd he would Consider the Situation we were in. that in a very few days he would be able to attack us with Such a formidable force that would be impossible for us to resist. Capt [Isaiah] Robinson<sup>3</sup> of the Navy for answer, inform'd that Ld Cornwallis must have been misinform'd with the Intention of the Ships being Sent up as the Commanding Officer had orders from the Commodore to prevent any Works being thrown up I have the honor to be [&c.]

S.S.

1. Revolutionary War Collection, MS1814, MdHS.

2. Continental Navy frigate *Delaware*, Captain Charles Alexander.

3. Robinson was the senior Continental Navy officer after the capture of Captain Alexander.

## 28 Sept. (Sunday)

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

Sept'r 1777

Sunday 28th

Cape Sables No70Et 52 Leagues

[PM] Fresh Breezes & Cloudy 1½ past I Saw a Sail to the Soward Standing to the NW Out reefs the top sails set TG Sails & Studding sails & gave chase at 1½ past 2 the chase bore away to the Wtward at 4 Do Wr Comeing up with the chase at 5 fired — pounder at the chase Do the chase Brot too Shortend Sail & Brot too Main top sail to the Mast Sent the Cutter on board the Chase proved to be a Small Schooner<sup>2</sup> Laden with Rum & Molasses from St Lucia bound to Salem Double reefd the top sails & Got down TG yards Sailmaker repairing the Mizon top sail Sent a Midn & 4 Men to take charge of the prize ¼ past 7 hoisted the Cutter in & made Sail to the Noward the Brig Schooner & prize in Company

1. PRO, Admiralty 52/1865.

2. *Sally*, Robert Leith, master, condemned at Halifax as a lawful prize on November 4, 1777, N.S. Arch., vol. 496, Vice Admiralty Register, vol. 6 (1777-1782), 75.



CONTINENTAL NAVY BOARD OF THE MIDDLE DEPT. TO GOV. WILLIAM LIVINGSTON <sup>1</sup>

Sir, Continental Navy Board  
Borden Town 28th Sept 1777

A Circumstance happend Yesterday at Philadelphia which makes us apprehensive of the Safety of our Continental Vessels & Naval Stores in & near this Town. The *Delaware* Frigate by some Misfortune fell into the Enemy's Hands at Philada & is now in their Possession. We think it is not improbable but they may man her Barge & such other small Boats as they can procure & send up the River to destroy our Vessels & Stores. We have ordered our two Frigates &c up to White Hill & landed the Stores. We have Cannon Ammunition &c sufficient but have not Men & therefore propose to your Excellency the Expediency of raising a small Company of Militia immediately for the Defence of the Pass below White hill & security of the immense Value of public & private Property that is above that Pass. Your Orders to this Purpose to Captain Pancross, who is now in this neighbourhood with most of his Company, will effect this good purpose, subjecting him & his Company to such Command as you shall judge proper.

We hope the Return of this Express will convey your Sentiments on this Head. We think with such assistance we can effectually secure the River against armed Boats, & other Force we have not to apprehend. I am Sir [&c.]

Fra<sup>s</sup> Hopkinson

1. William Livingston Collection, MassHS.

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

Sept 1777 Marques Hook NNW  
Sunday 28th At 7 AM a Signal on Board the *Roebuck* for the fleet to Weigh Answer'd do weighed and Came to Sail up the River Employed Turning to windward, in Co *Roebuck* &ca 1/2 past 8 our signal to Join the fleet, Bore away, at Same time Saw 7 or 8 Sail of Rebel fleet Bearg ENE 4 Leagues, at noon Anchord with the Bt Br in 6 fathom Water Veered 1/3 of a Cable. –  
First fresh Breezes and Cloudy Weather, Latter Part fresh Breezes and Clear, at 4 PM Our signal on Board the *Roebuck* for the fleet to Weigh and get into their Proper Stations in a Line, Answered, Sent 6 men Arm'd on Board the *Roebuck* by Order of Capt Hamon Empd &ca

1. PRO, Admiralty 51/157.

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

Sept 1777 Entrance of Wilmington Creek WNW 1/2 W  
Sunday 28. At 7 AM Weigh'd P Sigl and Sail'd in company with the *Roebuck*, *Liverpool*, *Solebay* & *Merlin*, At Noon Anchd

P Sigl with the S: Br in 5 fm and veer'd to  $\frac{1}{3}$  of a Cable Marcus hook NbE 3 Cables' Lengths  
 Modte breezes & cloudy Wr PM Sent on board to the *Roebuck* ten Men for the *Delaware* Frigate taken by our Army at Philadelphia At 4 our Sigl was made on board the *Roebuck* for an Officer, At 8 Weigh'd P Sigl dropt down and Anchd with the S Br in 5 fm water Marcus hook bearing NEbN dist  $1\frac{1}{2}$  Mile At 10 Saw the reflection of a Fire bearing NE, Rowed Guard.

1. PRO, Admiralty 51/675.

ROBERT HOOE TO GOVERNOR THOMAS JOHNSON <sup>1</sup>

[Extract]

Baltimore Town Sept [28] 1777.<sup>2</sup>

. . . We have a very valuable Ship building in Virga to be Launched in November – Our dependance for Iron is a good deal on Maryland; Particularly Guns, Nail Rod & Barrs we want for her – And as there are doubts whether your late Law does or not prohibit their being carried to another State, without a Licence, if it is so, will you be pleased to give us a Permit for 20 – 6 Pounders, 20 swivell, 6 Tonn of Ball, also 10 Tonn of Barr Iron & Two of Nail Rods.

By an express that overtook me after leaving Alexa Yesterday, I find we have a Vessell arrived at Edenton in North Carolina with Salt, Rum, Sail Cloth, Russia sheeting, oznaburghs, Chintz, Pinns Handkerchiefs, White flannell, Bark, Rhubub, Opium, Alloes, Ippacacuanna, Jallop Gum Arabiac, Tarter, Magnetia Mercus. Cors: Sublime, Dulc, Limes, Juba Camphor Argent Viv. Manna, Bals: Cassivi: Russia Duck & White Linnen – If any of these Articles should be immediately wanted, or expected soon to be, for that part of the Army from Maryland, if you will be pleased to furnish me with a Memo, I will if posible get them brought up to you. . . .

1. Executive Papers, Box 8, Folder 1777, Md.Arch.

2. Date approximated. Endorsement on letter reads, "Ordr drawn 29 Sept." It is presumed that order was drawn soon after receipt of Hooe's letter.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

Sept 1777	At a single Anchor in Hampton Road, Point Comfort NbE & Sewels pt SE
Sunday 28th	At 8 AM Swayed up the Top gallant Yards with the <i>Phoenix</i> , at 10 the <i>Phoenix</i> made the Signal for all Boats manned and Armed, the <i>Senegal</i> Got under Sail, took the Boats under her protection and run up the River with the Tender to destroy a Brig that was on Shore, which the Rebels soon after Set on fire; the <i>Senegal</i> and Boats returned.

1. PRO, Admiralty 51/688.

29 Sept.

NEWS FROM MACHIAS<sup>1</sup>

Monday Sept. 29, Machias. . . Capt Jerry [Jeremiah] Obrien came in from a cruise. He took a rich prize off cape Negro, which had been taken coming from Ireland loaded with Pork, by some of our privateers, and was retaken by the *Scarborough*. She had 4 carriage Guns and two Cohorn, besides swivels –

She went to the Westward. The Mate of the *Scarborough* who was prize Master is on board O'Brien's privateer. . .

1. Kidder, *Military Operations in Eastern Maine and Nova Scotia During the Revolution*, 140–41.

PETITION OF HENRY STRICKLAND AND SAMUEL JOHNSON TO THE  
MASSACHUSETTS COUNCIL<sup>1</sup>

To the Honble the Council of the State of Massachusetts Bay

The Petition of Henry Strickland & Samuel Johnson Humbly shew,

That your petitioners sometime last Spring Deserted from the *Milford* Man of War, and got ashore at Cheboge, from whence they went in a Small Vessel to Quebeck, where they Entered on board a Merchantman bound to Cork, and on their passage were taken by an American Privateer Com-manded by Capt Greely and immediately Entered on board said Privateer.<sup>2</sup> – That since Capt Greely's arrival in Boston they have been taken up as Prisoners and put on board the Guard Ship – That your petr Johnson was taken out of a Merchantman & forced on board the *Milford* very much against his Will. –

That if your petitioners are sent to Halifax as Prisoners they expect nothing but to be Hanged for Desertion. –

They therefore humbly pray your Honors would take their Case into your Compassionate Consideration and grant that they may be Liberated from their Confinement that so they may Enter into the American service and not Suffer them to be Exchanged as Prisoners; for if they should, they are almost Certain of Suffering Death;

And as in duty bound shall pray &c.

Boston Sept 29:1777

Henry Strickland

Samuel Johnson      his  
Mark

[Endorsed] In Council Septemr 29 1777. On the Petition of Henry Strickland, & Samuel Johnson ordered, that Robert Pierpont Esqr Commissary of Prisoners be and he hereby is directed, to release from their Confinement on Board the Gardship, said Strickland & Johnson that they may enter into the American service, agree[able] to their request in said petition read & Accepted

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

1. Mass.Arch., vol. 167, 303.

2. Jonathan Greely commanded Massachusetts privateer brigantine *Speedwell*. See Volume 6.

LIBEL AGAINST CONTINENTAL NAVY SLOOP *Sachem* <sup>1</sup>

Province of New York  
Court of Vice Admiralty

To the Worshipful Robert Bayard  
Esquire Judge of the Court of  
Vice Admiralty for the Province  
of New York

Charles Phipps Esquire late Captain and Commander of his Majestys Ship of War the *Perseus* who as well for himself and Andrew Snape Hamond Esquire Captain and Commander of his Majestys Ship of War the *Roebuck* as the other Officers and Crews of the said Ships of War and all others interested therein in this behalf prosecutes come here into this Court of Vice Admiralty this Twentyninth Day of September in the Year of our Lord one Thousand seven Hundred and Seventy seven and as well for himself and the said Andrew Snape Hamond as the said other Officers and Crews of his Majestys said Ships of War and all others interested therein as aforesaid gives the Court here to understand and be informed That on or about the Sixth Day of April now last past on the High Seas near Cape Henlopen in the County of Sussex one of the three lower Counties on Delaware hereinafter mentioned and within the Jurisdiction of this Honorable Court, they the said Charles Phipps and Andrew Snape Hamond with his Majestys said Ships then under their respective Commands did pursuant to the Statute in such Case lately made and provided seize and take a certain armed Sloop or Vessel called the *Sachem* of about Seventy Tons Burthen <sup>2</sup> mounting Ten Carriage Guns besides divers Swivels and otherwise fitted out in a warlike Manner to cruize against and to seize and take the Vessels and Effects of his Majestys liege Subjects and then under the Command of one [James] Robinson together with all her Apparel and Furniture and hath brought the same into this Port of New York in order to have the same legally adjudged: For that the said Vessel and the Apparel and Furniture thereof and also every Thing else on Board the same Vessel seized and taken as aforesaid at the Time of the said Capture and Seizure belonged to some Person or Persons Inhabitants of the Colonies of New Hampshire, Massachusets Bay, Rhode Island, Connecticut, New York, New Jersey, Pensylvania, the three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia or some or one of the said Colonies Whereby and by Force of the Statute in such Case lately made and provided the said Sloop or Vessel with all her Apparel and Furniture is become forfeited to his Majesty as if the same were the Vessel and Effects of open Enemies, And by Reason of the Premises and by Virtue of the said Statute in such Case lately made and provided the sole Interest and Property of and in the said Sloop or Vessel with her Apparel and Furniture and every Thing else on Board the said Vessel liable to Forfeiture as aforesaid (the same being first adjudged lawful Prize pursuant to the Statute aforesaid) is granted to and vested in his Majestys Flag Officers commanding in his Fleet in North America, the said Charles Phipps who for and in Behalf as aforesaid prosecutes for the same and in the said Andrew Snape Hamond and the other Commissioned Officers of his Majestys said Ships of War and the Seamen Marines and Soldiers on

Board the same to be divided among them in such Proportions and after such Manner as his Majesty hath been pleased to direct by his Royal Proclamation in Pursuance of the said Statute in such Case lately made and provided, Wherefore the said Charles Phipps and in Behalf as aforesaid humbly prays that by the Decree and Sentence of this Honorable Court the said Sloop the *Sachem* her Apparel and Furniture and every Thing else on Board the same liable to Forfeiture may be adjudged and condemned as lawful Prize pursuant to the said Statute in such Case lately made and provided to be divided as aforesaid among the Captors and all others lawfully interested therein by Reason of the Premises/<sup>3</sup>

(Exd)

Kempe Proctor for the Libellant

1. PRO, High Court of Admiralty 32/445/1, 2.

2. See Volume 8, 278.

3. *Sachem* was condemned as a legal prize on October 24, 1777, PRO, High Court of Admiralty 49/93, 57-58.

*New-York Gazette*, MONDAY, SEPTEMBER 29, 1777

New-York, Sept. 29.

The Evening after the Arrival of the Fleet [September 25], a Duel, with Swords, was fought at Hull's, between the Honorable J. Talmash [Tollemache] (Brother to Earl Dysert) Commander of the *Zebra*, and Capt. Pennington (Son to Sir Ralph Pennington) of the Guards, who came Passenger in the *Zebra*; in which the former received a Wound under the left Breast of which he expired immediately; the latter was wounded in 7 different Parts, but is like to do well.

Captain Talmash's Corpse were decently interred in Trinity Church Yard last Saturday Evening.<sup>1</sup>

1. In H.M.S. *Zebra*'s journal, Lieutenant Samuel Edwards noted: "at 2 AM the Coxswain of the Barge return'd in a transports Boat and inform'd us Captain Tollemache was Killed in a Duel with Captain Pennington of the Guards one of our passengers; Sent on Shore immediately, found him Dead," PRO, Admiralty 51/1100.

#### JOURNAL OF CAPTAIN JOHN MONTRESOR<sup>1</sup>

[Philadelphia]

[September] 28th Sunday. Lt. Colonel [Henry] Monkton and a detachment of 600 Grenadiers crossed the Schuylkill Ferry to escort some sailors sent by the *Roebuck* to man the rebel Frigate.<sup>2</sup> . . . Deserted to us this morning a Sloop with 2 guns and 30 armed men. Deserted to us 30 armed men with a Galley which they run ashore below Gloucester Point, while their Captain was gone for Orders.

29th. The detachment of Grenadiers returned from towards Chester and escorted safe the seamen sent by Captain Hammond of the *Roebuck*, consisting of one Lieut., 2 midshipmen, and 50 men, and a few hours after arrived 14 more seamen.

1. Scull, ed., *The Montresor Journals*, 460.

2. Continental Navy frigate *Delaware*.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE <sup>1</sup>

Sept 1777 At Single Anchor in Hampton Road  
 Monday 29th AM Exercising Great Guns and Small Arms.  
 Fresh Gales and cloudy the first part, middle and latter  
 light breezes & Clear, At 4 PM discovered a small Schooner  
 pilot Boat chased by two Rebel Armed Pilot Boats, firing  
 on her, immediately cut and Slipt and gave them chace, at  
 5 the Rebel Vessels got within the Barr, left off Chace

1. PRO, Admiralty 51/688.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON <sup>1</sup>

September 1777 St Augustine Lighthouse S17W Distt 190 Leags  
 [Monday] 29. at 6 AM people Employd Setting up the m shrouds the  
 parrel of the main Topsail yard gave way Employd fixing  
 a New one Reavd a New T sail Tye & new main Braces  
 at 8 Thick hazy Wr *plearne* in Compy at Noon Do Wr  
 As Before –  
 PM fresh gales & Cloudy set Main T Sail at 4 one prize  
 in Compy at 4 O'clk saw a sail to NE standing towards us  
 1/2 past fired 2 Six Pdr & Brought her too She proved  
 to be the snow *polly* Jas Jenkins Master from St Kitts with  
 sugar & Cotton for london taken by the *Eagle* privateer &  
 was bound for Boston the prize master and a Nother  
 American was on board the other five had taken the Boat  
 and gone Ashore to the wtd of the Neversink

1. PRO, Admiralty 51/117.

30 Sept.

REPORT ON CONDITION OF PRISONERS ON BOARD PRISON SHIPS  
*Kingston, Favourite AND Rising Empire* <sup>1</sup>

[Boston] Sept 30th 1777

The Committee appointed to go on Board the Several Ships in the Harbour,  
 and Inquire Into the State of the prisoners &c Beg Leave to Report.

That from on board the *Kingston* Capt Kirkwood: 80 prisoners were  
 gone to work at one of the Islands, under the Command of Colo Procter:  
 Twenty five to Springfield: and one Stocking weaver at work in this Town:  
 The Remainder to the Number of about 154 were on board. Informed us  
 they Recd Every day full allowance of Bread & Beef, and their officers Saw  
 it weighed Every Time they Drew it. and that they Had Some Rice pees,  
 and butter: But they Drew no beer, Vinegar, Nor Sope. On the whole  
 Seemd Satisfied with their allowance: The Brunzickers on board are Verry  
 Desireous of going into the Cuntry to work –

On Board the *Favourite* Capt Bartlet are about 141 Brittish and Canadi-

an Soldiers, which were Supplied from the Continantal Stores: They Likewise were Satisfied they had the full allowance of Bread & meats allowed by the Continantal Commisary: But those who Recd their allowance from this State Drew a quarter of a pound of beef more pr Day then the Continantal allowance. They Recd a Little Butter, & Informd their Pees were bad and a Considerable part of them wasted In Clenseing them. But on the whole Seemd In General Satisfied with their allowance, and all Lookd Hearty & of a Good Countenance.

The *Rising Empire* Capt McClure: Had on board about 182 prisoners: They Likewise Informed, that they were well Supplied with provisions: and had as much as they wanted, without being Strictly Confind to any perticuler quantity of allowance: But Beer & Soap they Had None, and were obld to wash their Shirts In Salt water only.

The prisoners on board all the Vessels were poorly Cloathed and Some of them Complained Verry much for want of Shirts

1. Mass.Arch., vol. 137, 183.

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

[Extract]

Head Quarters September 30th 1777

. . . With respect to supplying the Continental frigates with ammunition from the Continental magazine. . . it is intirely proper they should have the necessary supply from them. – Indeed they should not be suffered to want so essential an article, and I know of no other way in which they could be furnished, with equal propriety, if at all. –

I am happy to hear of the valuable prizes that have been lately brought in to your port. – We shall stand in need of all our activity to increase our supplies by these means, and render them as far as possible adequate to our numerous and pressing wants. –

The aspect of our Northern affairs is extremely pleasing, particularly by our last accounts, which give us to hope that Tyconderoga ere this has fallen into our hands, and that General Burgoigne after an unsuccessful attack has been obliged to retreat under circumstances that threaten his ruin. – It is of the greatest importance that these favorable prospects may be speedily realized.

Probably before this reaches you, you will have heard that General Howe, after much manoeuvring marching and countermarching, has at length gained possession of Philadelphia. – Many unlucky incidents presented in a great measure the opposition he would have received notwithstanding our misfortune on the Brandywine, before he accomplished his purpose. – But though matters have taken a turn different from what we could have wished, I am in hopes; it will not be long before we are in a situation to repair the consequences of our late ill-success and give a more happy complexion to our affairs in this quarter. . . .

1. George Washington Papers, LC.

JOURNAL OF H.M.S. *Liverpool*, CAPTAIN HENRY BELLEW <sup>1</sup>

Septemr 1777

Tuesday 30th

In the River Delaware

at 8 AM weigh'd as Pr Signl in Co with the *Roebuck*,  
*Solebay*, *Camilla*, & *Pearl*, empd working up the River at  
 11 Do brot too off Chester in 5½ fm boats empd em-  
 barking Troops

Light Airs & Calms, at 7 PM the Rebels sent a Large Fire  
 Raft down the River, to burn us, & from their Gallies  
 fir'd Several Shot at us weigh'd & Dropt a Little lower  
 Down, & fir'd a number of Shot at their Gallies &c

1. PRO, Admiralty 51/548.

*Maryland Journal*, TUESDAY, SEPTEMBER 30, 1777

Baltimore, September 30.

On the 16th inst. Major General De Coudray, a brave and accom-  
 plished French Officer, most unhappily lost his Life in the River Schuylkill,  
 into which he was plunged by his affrighted Horse, out of the Ferry Boat.  
 This melancholy Event, hath involved his Friends in the deepest Affliction,  
 in which every Lover of Freedom unfeignedly participates. He was on his  
 Way to join the American Army, at the Head of a Corps of French Volun-  
 teers, who accompanied him from their native Country, for the noble Pur-  
 pose of drawing their Swords, under the illustrious Washington, in Defence  
 of this Liberty which is the common Inheritance of Mankind, now invaded  
 here by the bloody Legions of an execrable Tyrant. The Corpse of this  
 hapless General was interr'd on Wednesday Evening, with those Marks of  
 Distinction which his Merit justly entitled him to receive, as the last Trib-  
 ute, from a grateful People.

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

Sept 1777

Tuesday 30th

Chester Town NEBN 1 Mile

at 8[AM] weighed and Came to sail up the River at 11  
 a Signal to Anchor, Anchor'd with the Bt Br at do a  
 Signal for all Boats in the fleet to Land at Chester to  
 Embark the troops, Rebel fleet Bearing ENE½E 4  
 Leagues –

Light Airs and Calm with Clear weather, at 6 PM Re-  
 ceived on Board 150 Troops, ½ Past 7 the Rebels Towed  
 Down a fire Raft, the Ships weighed, the *Roebuck* and  
*Liverpool* fired several broad Sides at the Boats and Gallies  
 that Came down Towing the Raft, the Gallies fired  
 Several Guns at our Ships –

1. PRO, Admiralty 51/157.



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

[*Roebuck* in Chesapeake and Delaware Bays,  
September 1 to September 30, 1777]

Information soon reached the General that the Rebel army under Washington, were so confident of their strong Position on the Heights of the Brandy wine, that notwithstanding the British Army having got into their Rear there was no appearance of their moving. Sr Wm Howe therefore determined to force their Entrenchments but before he could venture to give them Battle, he stated to the admiral that he must be certain (before that took place) of having a Naval force, with sufft Provisions at Newcastle in the River Delaware, as a place of retreat in case of accidents. This service the admiral allotted to me, but required my statement upon the best Judgment I could form, how long it would take me to get round with the Victualers – my answer was that it could not be expected in less than ten days, from the heavy Sailing of the Victualers, especially as there was little chance of any fair wind until we got into the Sea. (Note – This was a great omission in the Commander in Chief, not having considered the possible want of this Resource before the Fleet left the Mouth of the Delaware, when a sufficient magazine might have been established there.)

This answer was sent to Head Quarters by a Party of Dragoons waiting for it; and a reply was returned the next day, stating that on the tenth day, the Enemy should be attacked, which was accordingly done. By great Perseverance I reached Newcastle on the 10 Augst [September 10] the very day I was expected, and soon after Day light heard the Cannon of the Engagement which lasted the greatest part of the day. . . . The next day an immense number of waggons with the wounded arrived, among whom was Sr Wm Meadows who commandd the Grenadiers & B. General Harris &c &c. My whole attention therefore for some time was taken up to see them properly taken care of – News then soon reached me that Lord Cornwallis had got Possession of Philadelpa, I then moved up the River, and drove the armed craft (among which was the *Virginia* <sup>2</sup> Frigate of 32 Guns) before me, when the Gallies took shelter under the Batterys of Mud Island (a strong Fortification in the middle of the River), and the Frigate, in attempting in the night to slip past the Town, was stoped & taken by the Army. This gave me the opportunity of appointing my First Lieutt to the command of her, and with the foundation of 50 Seamen & marines from the *Roebuck*, she was soon equipped as an effective Ship of war.

1. Sir Andrew Snape Hamond Autobiography, vol. 2, 8–11, UVL.

2. Actually the Continental Navy frigate *Delaware*, Captain Charles Alexander, taken on September 27.

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

September 1777

In Hampton Road.

Tuesday 30th

[AM] the *Phoenix* made the Signal for all Boats Manned & Armed, and sent them with the *Senegal*, to burn a Brig on Shore, in Elizabeth River, on their approach they went off[f] & Burnt her.

Moderate & clear Wear [PM] the *Perseus* weigh'd & chased two Reble Vessels to Hampton Creek; but too late to take them.

1. PRO, Admiralty 51/311.

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

Septemr 1777  
Tuesday 30

Cape Henry No 50°Wt Distance 37 Leagues  
in the Night a very heavy Sea from the NE at 1½ Past 6 AM the Sea runing very high it broke in upon Deck with Prodigious Violence and laid the Sloop on her beam Ends Stove the Boat to Pieces which with her mast sails and oars and every thing movable upon Decks was washed over board and several of the People much maimed and bruised, the main gratings being Stove by the Boats going away, a quantity of water got down between Decks, to Lighten the Vessel and give the water vent to the pumps, was under the Necessity of h[e]aving over board the Coals and staving several Casks of water in the Hold at 9 the Vessel righted and got her before the Sea at Noon being entirely free from water lay'd her too under the Try sail the Kedge anchor washed from the Bows  
First Part strong Gales Middle modt Latter Clear and Light Breezes PM Empd Putting the Hold to rights found lost and washd over board by the Sea Shipt in the morning two Harness Cask Containing beef 110 Pieces Pork 170 Pieces Cassks 6 Butts and 2 Hhds found a Quantity of Bread damaged and 2 Casks of Pease and 3 firkins of Butter Stove and lost being Crushed to Pieces in the after Hold

1. PRO, Admiralty 52/1789.

JOURNAL OF H.M.S. *Portland*, CAPTAIN THOMAS DUMARESQ <sup>1</sup>

Sept 1777

Lashed along side the Careening Wharf [English Harbour, Antigua]

Friday 26th

at 7 AM hove out the first course, caulk'd the Shoars and began to bream the bottom, found the Sheathing most destroyed by the Worms. —

Do Wr A great swelling in the Harbour, Hove the Ship Keel out, Carpenters and Caulkers employed ripping off the Old Sheathing, false Keel much destroyed by the Worms & some part of the stern post, 6 PM righted Ship.

Saturday 27th

8 AM hove keel Out again Carpenters and Caulkers employed, Received some Provisions.

Moderate Breezes with some rain in the Night PM Carpenters and Caulkers employed as before at 1½ past 6 Do righted Ship

Sunday 28th At night and in the Morning pump'd the Ship out –  
 Monday 29th Do breezes 6 AM hove down for the Carpenters & Caulkers to new sheathe the starboard side of the Bottom –  
 Do Wr [PM] Carpenters & Caulkers employed as per last. Got the pendant down & shifted the Careening Geer, ready for the other side –  
 Tuesday 30th Fair Wr At 3 PM Carpenters finished sheathing the Starboard Side, Winded the Ship –

1. PRO, Admiralty 51/711.

DEPOSITION OF THE CREW OF THE BRITISH SLOOP *Amelia*<sup>1</sup>

Jamaica Ss.

This day came before me John Tyrie, late Commander of the Sloop *Amelia* belonging to London, but last from Senegal, Archibald Sharp, Mate, Luke Cortis, & James Forbes, Mariners, on board the said Vessel who, severally made Oath, on the Holy Evangelists of Almighty God, & say that on the Eighth Instt on their Voyage from Senegal to the Island of Jamaica, with a Cargo of Sixty eight Slaves, they were boarded & taken off the Island of Alto-Velo [Altavelle] near Hispaniola by the *Tyger* Privateer commanded by Captain Davie, a Frenchman, mounting Twelve Carriage; & Twelve Swivel Guns, and carrying Ninety Men, most of whom were likewise Frenchmen; That, as far as the Deponents could learn there was but one American on board the Privateer, & he acted in the Capacity of a common Mariner only; nor was there any Commission from the American Congress produced, but that one Thos Freeman belonging to the Privateer, who had been a Wharfinger, in the Island of Grenada, informed the Deponents, that he had, what he called, a Congress Commission: although, at the same Time, he confessed it, to be, a mere Forgery: That the Deponents, with their Vessel, & Slaves, were carried by the Privateer *Tyger* aforesaid into the bay of Flammant [Baye des Flamands] in Hispaniola, where the Deponents, with four others of their Crew (the whole consisting of Ten, two of whom had found means to escape at Hispaniola) were shipped on board a French Merchantman, & were landed on the Shore of Fisher's bay, on the South-East End of Jamaica, the Twenty third Instant: That the Deponents before they left the Privateer, at Flammant bay, had been stripped of all their Cash, papers, Clothes &ca except what they had got on; That when they left the Bay of Flammant, the Twentieth instant, the Sloop *Amelia* was still there, but the Slaves, they were informed, had been carried on Shore; as were likewise two Free Negro Men, who had been hired by the Deponent, John Tyrie, at Senegal as Sailors, & Interpreters. And further these Deponents say not.

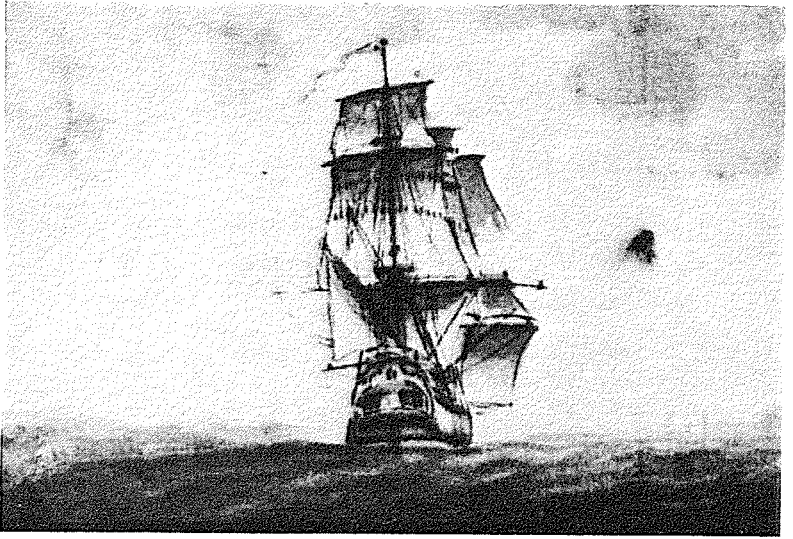
Sworn before me  
 this 30. September 1777  
 Rob: Wood.

(Copy)

John Tyrie.  
 Arch<sup>d</sup> Sharp.  
 Luke Curtis.  
 Ja<sup>s</sup> Forbes.

1. PRO, Admiralty 1/240.

## APPENDICES

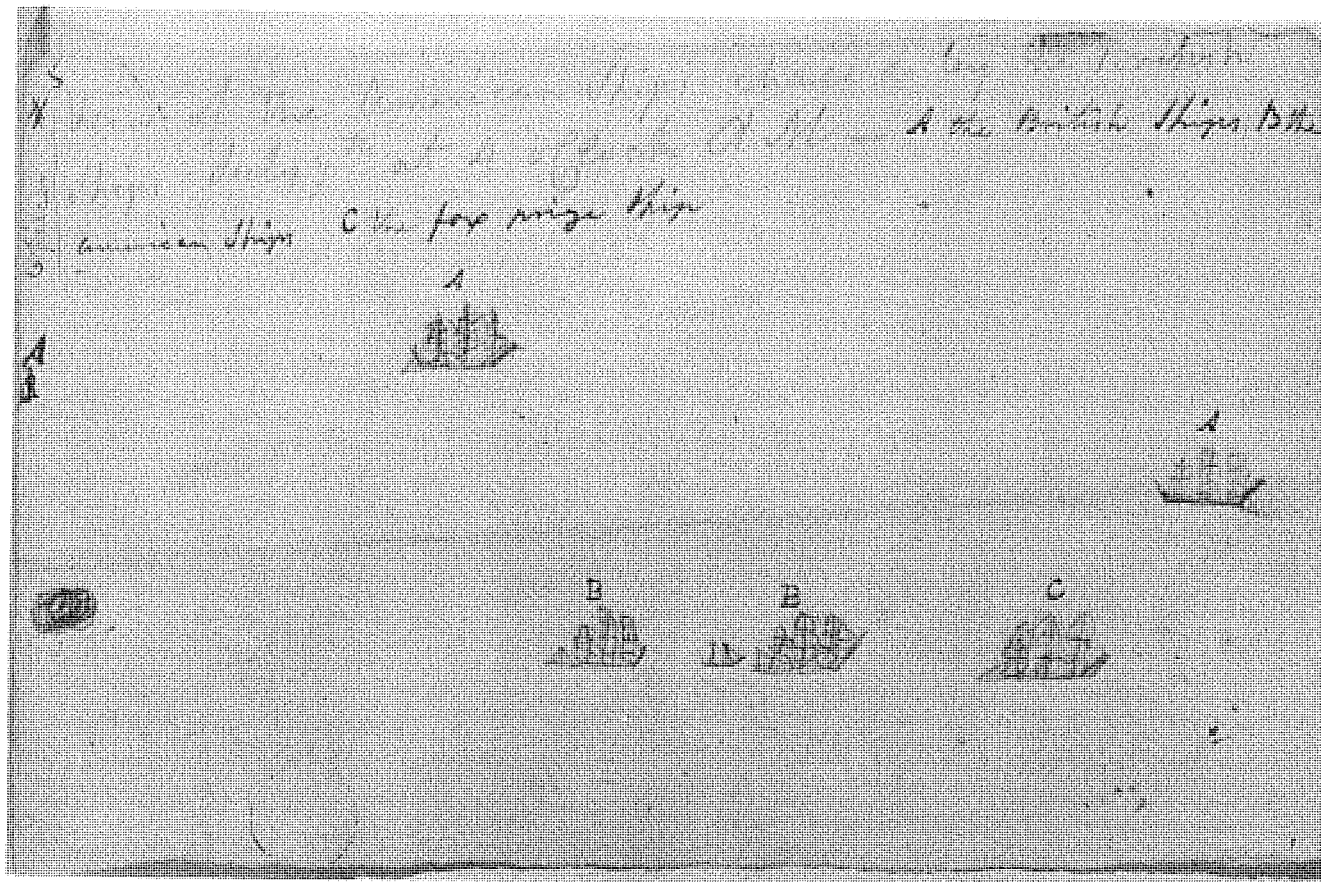


## APPENDIX A

### CAPTAIN HECTOR McNEILL'S SKETCHES OF THE ACTION AT SEA, JULY 7, 1777<sup>1</sup>

[The series of sketches which comprise this appendix are by Captain Hector McNeill commanding officer of the Continental Navy frigate *Boston*. On July 7, 1777, *Boston* in company with the frigate *Hancock*, Captain John Manley, and a captured Royal Navy frigate, *Fox*, fell in with a British squadron under Captain Sir George Collier. McNeill's drawings depict ship positions at various times during the running action which ensued. Manley surrendered the *Hancock*, the *Fox* was retaken while the *Boston* ran to safety on the Maine coast. This volume contains American and British accounts of the action.]

1. MassHS. These sketches are also published in Philip Chadwick Foster Smith's book *Fired by Manley Zeal; A Naval Fiasco of the American Revolution* (Salem, Mass., 1977).



Victor

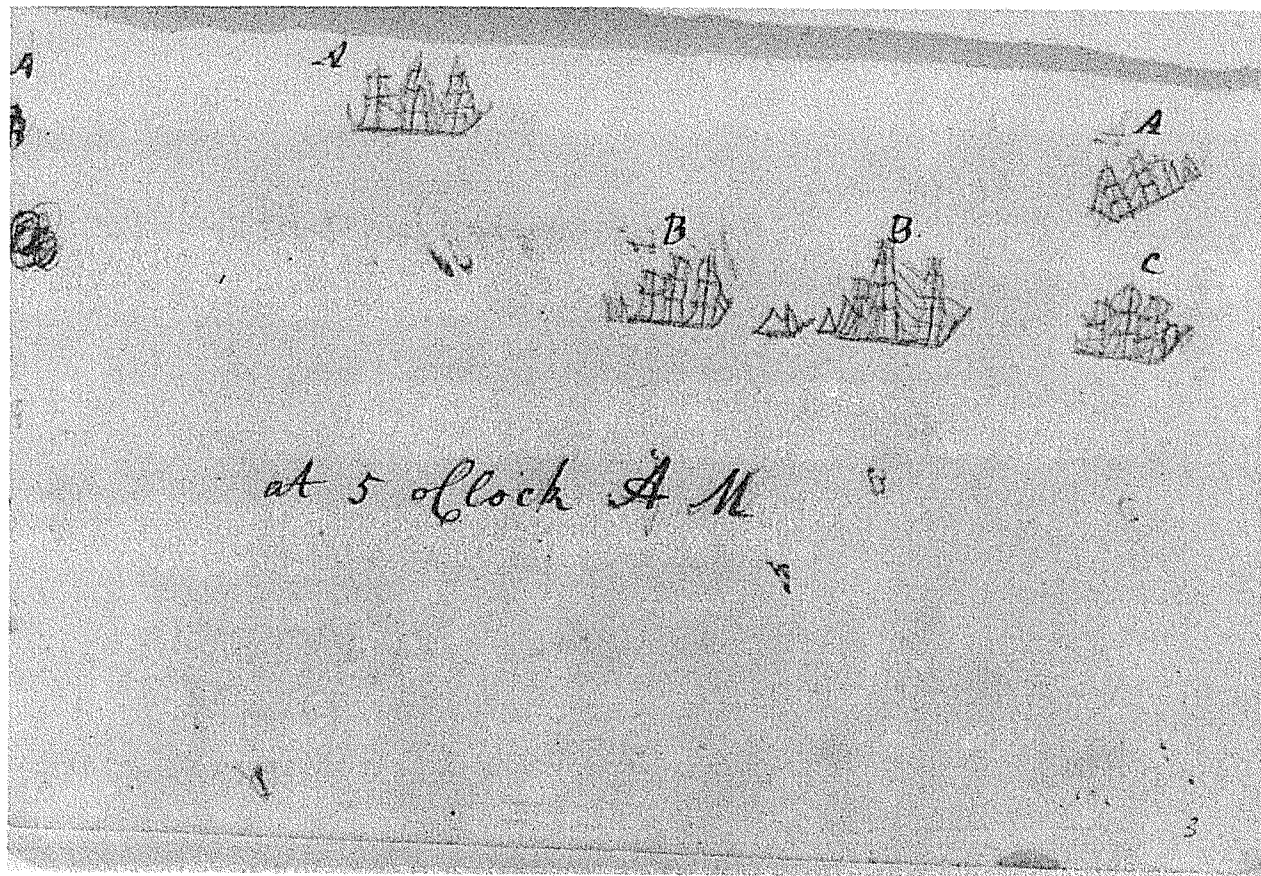
Rainbow

Boston

sloop Hancock

Fox

Flora



Victor

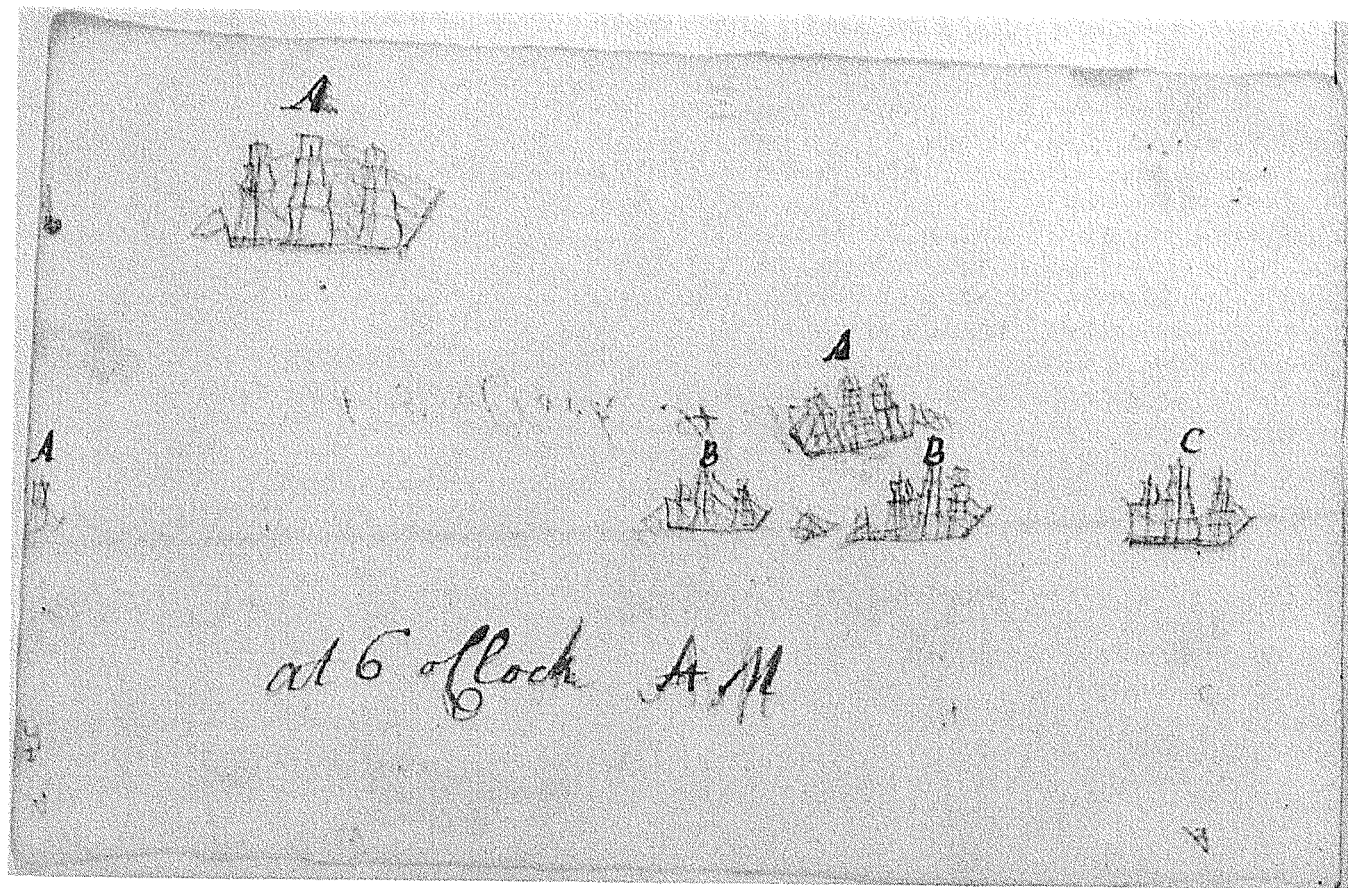
Rainbow

Boston

sloop Hancock

Flora  
Fox





*Victor*

*Rainbow*

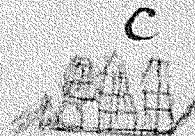
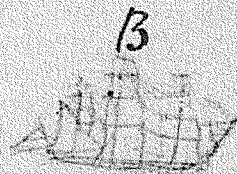
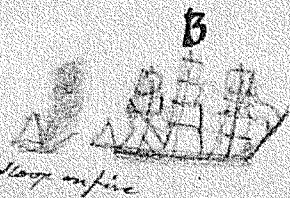
*Boston*

*sloop Flora Hancock*

*Fox*



A



half after 6 AM

Victor

Rainbow

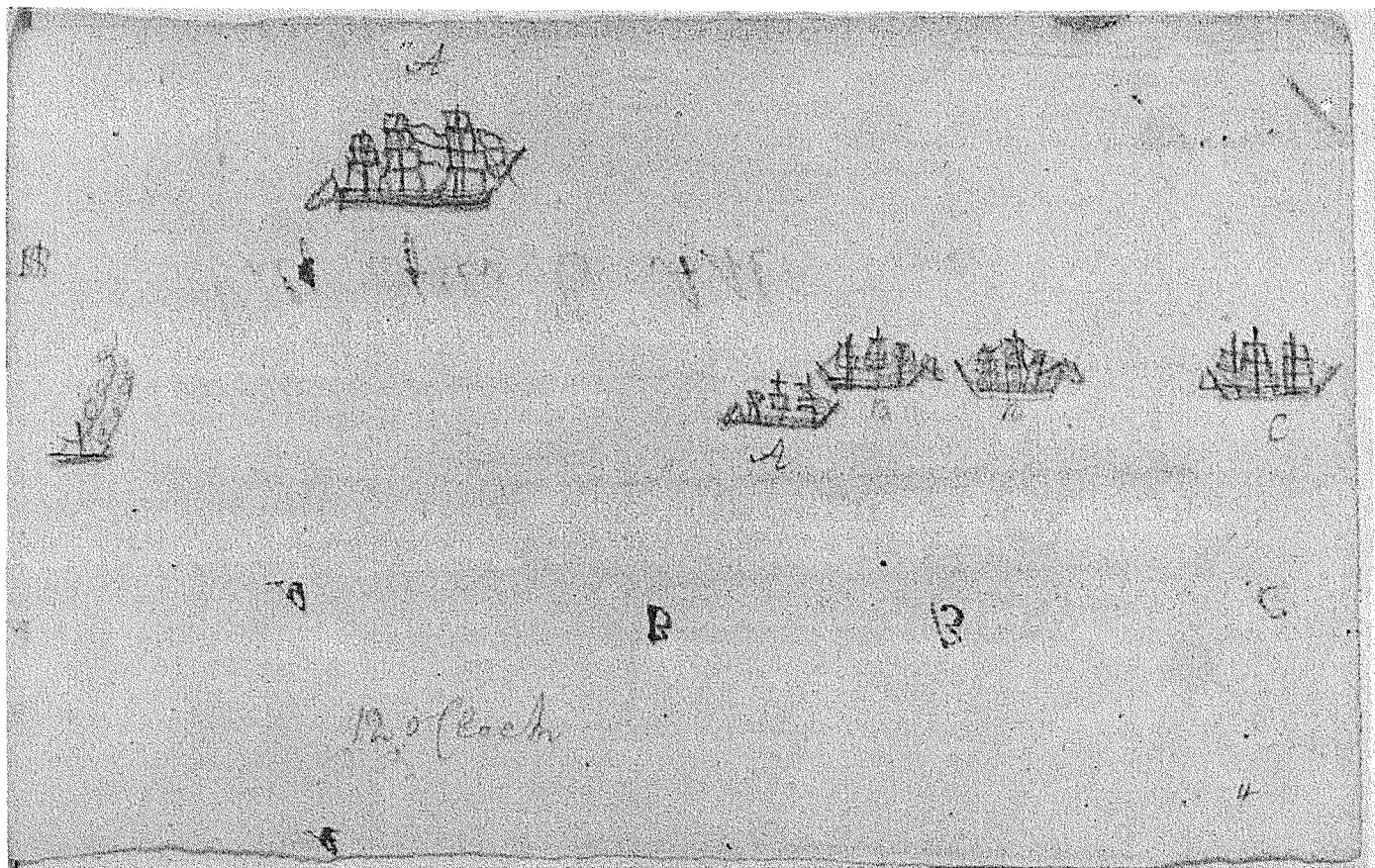
Flora

sloop

Boston

Hancock

Fox



sloop

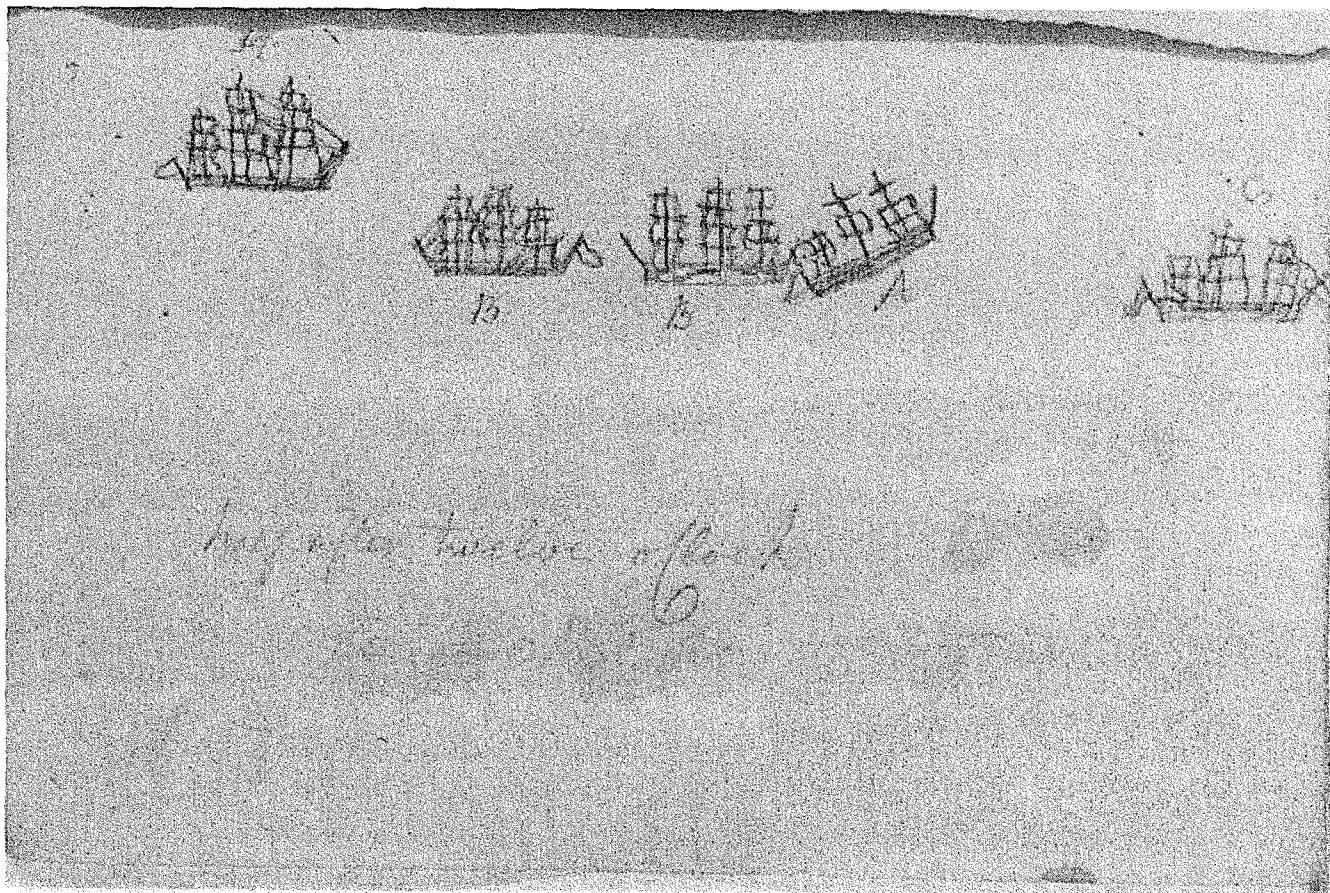
*Rainbow*

*Flora*

*Boston*

*Hancock*

*Fox*



*Rainbow*

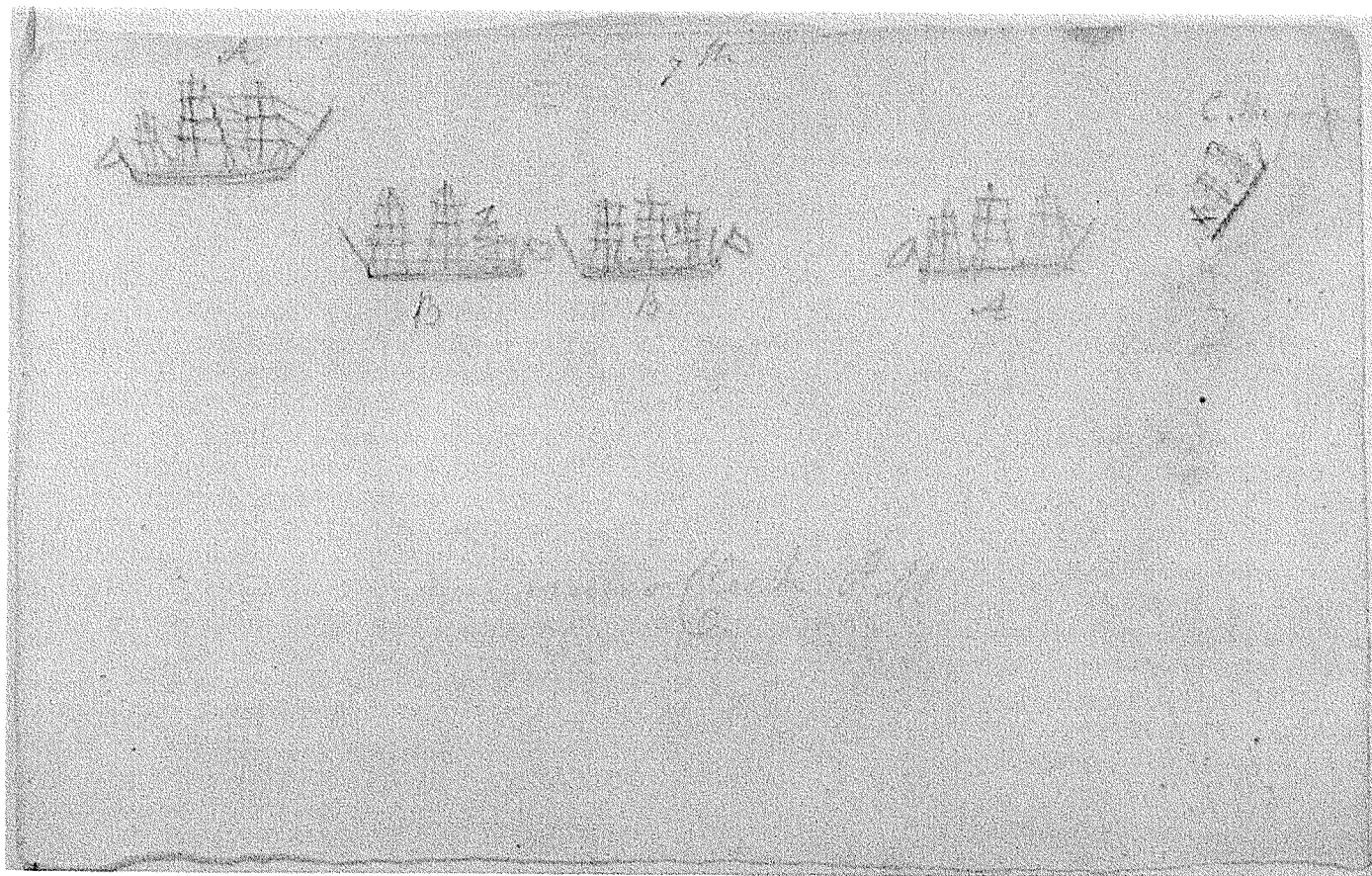
*Boston*

*Hancock*

*Flora*

*Fox*





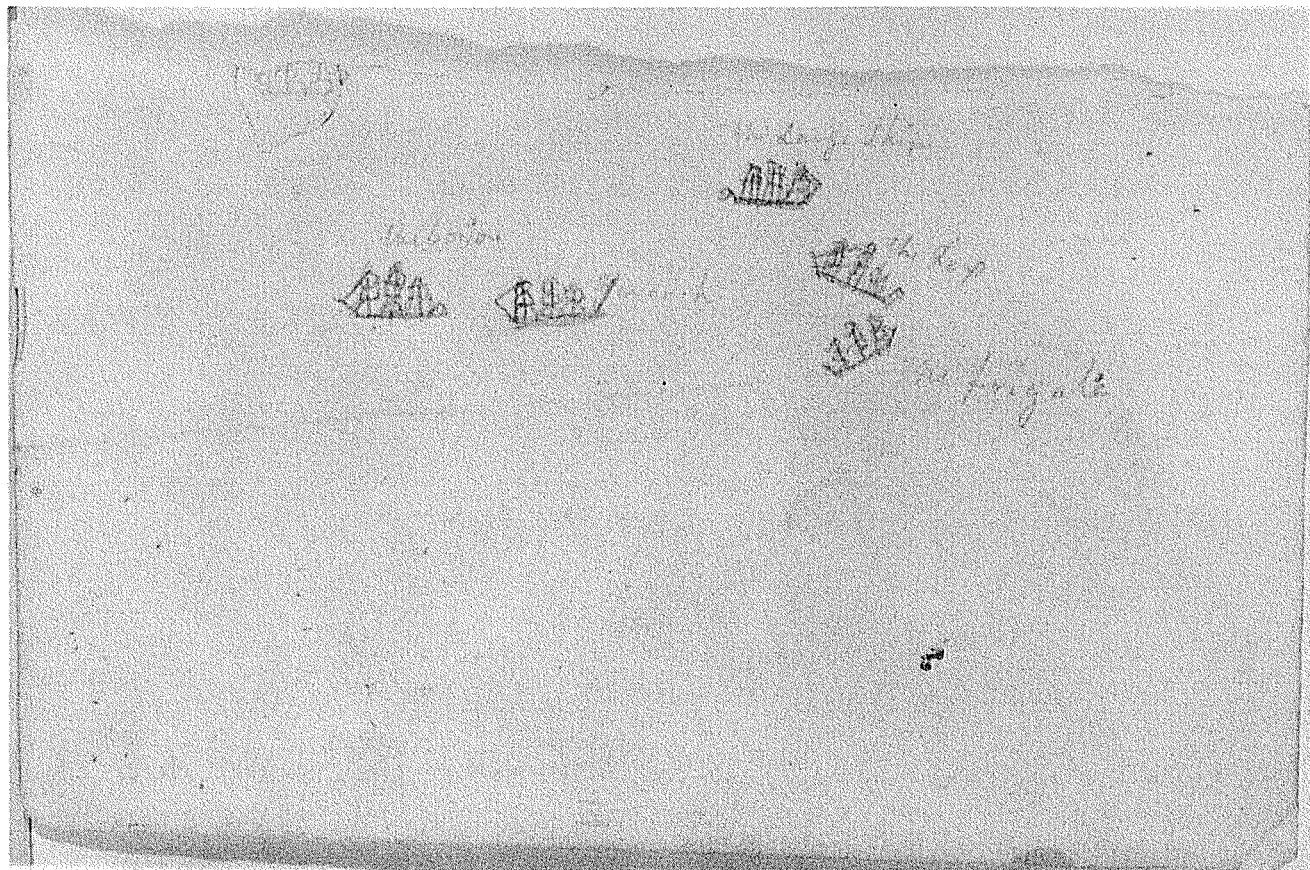
*Rainbow*

*Boston*

*Hancock*

*Flora*

*Fox*



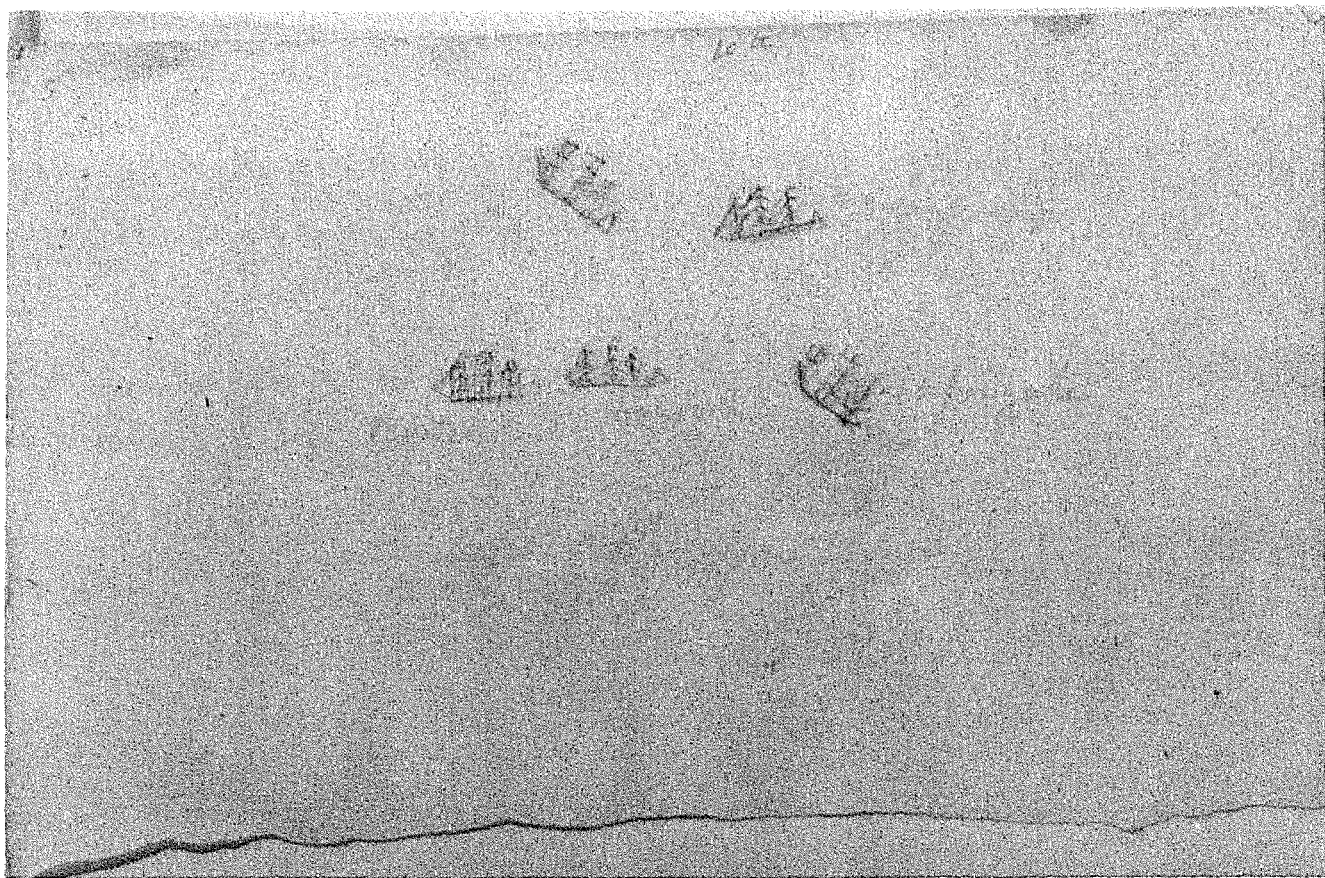
*Boston*

*Hancock*

*Rainbow*

*Fox*

*Flora*



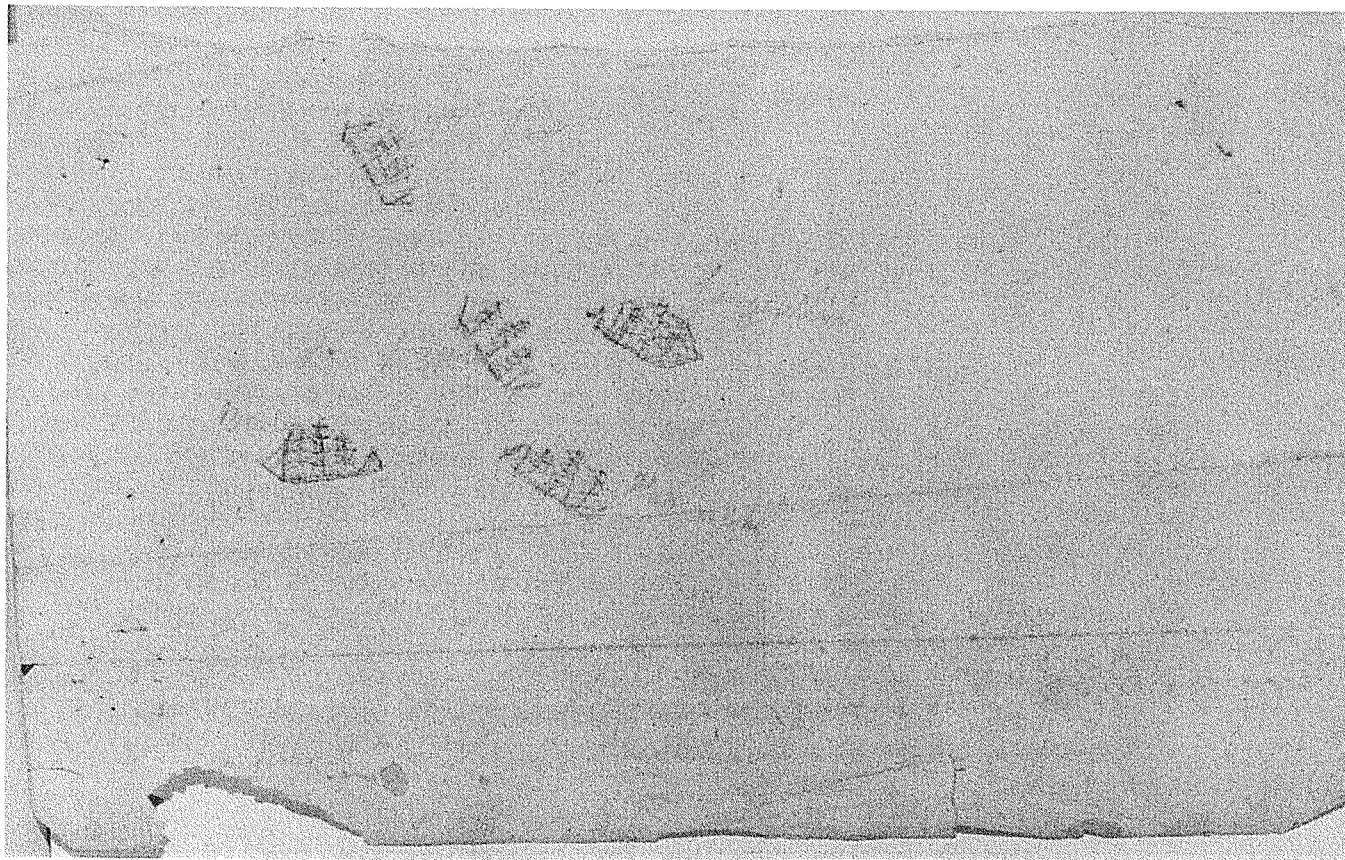
*Boston*

*Fox*

*Rainbow Flora*

*Hancock*





*Boston Fox Flora Hancock Rainbow*





## APPENDIX B

### "MATERIALS FOR A FRIGATE OF 36 GUNS" <sup>1</sup>

[This detailed and highly informative document was prepared by the Continental Marine Committee and may have been carried as a "shopping list" by Benjamin Franklin when he sailed for France on board the Continental Navy brig *Reprisal* in the fall of 1776.

In April, 1777, the French ship *la Thérèse* cleared out from Nantes and crossed safely to Cape François, St. Domingue. She was, as Beaumarchais wrote to Vergennes, "a richly laden vessel," <sup>2</sup> and Franklin said she carried stores for fitting out two 36 gun frigates.<sup>3</sup> *La Thérèse's* cargo manifest shows a large quantity of cordage, sailcloth and anchors which were consigned to M. Carabasse, Continental agent at Cape François, by the American Commissioners in France.<sup>4</sup>

On October 4, 1779, more than two years after the arrival of *la Thérèse* in the West Indies, Franklin wrote to John Jay, President of Congress, that he had just learned that the naval stores had never been called for and were still in Carabasse's warehouses. "Probably," Franklin conjectured, "by the miscarriage of Letters the Navy Board never heard of those Goods being there."<sup>5</sup> A letter went off to Carabasse on June 1, 1780, from the Continental Board of Admiralty about these materials which were "to be by you forwarded to some of our ports on this Continent," and enjoined him to send the stores to Boston, Philadelphia or Baltimore post haste.<sup>6</sup> Carabasse replied on November 20 that he had sent "these same goods" in five vessels, three to Charleston and two to Edenton, and that they had arrived safely in port.<sup>7</sup> Unfortunately, he does not indicate the date the ships were dispatched for North and South Carolina.]

1. Benjamin Franklin Papers, vol. 1, 299, HSP.

2. See Volume 8, 817

3. Continental Board of Admiralty to the Continental Navy Board of the Eastern Department, May 30, 1780, Miscellaneous Papers of the Continental Congress, Papers Relating to Naval Affairs, Marine Committee Letter Book, 254, NA.

4. Papers CC (Transcripts of Letters From Arthur Lee, William Lee, Ralph Izard and the Joint Commissioners of the United States to France, 1776-80), 102, IV, 131-35, NA.

5. Papers CC (Letters and Reports From Robert Morris, Superintendent of Finance and Agent of Marine, 1781-85), 137, I, 669-71, NA.

6. Miscellaneous Papers of the Continental Congress, Papers Relating to Naval Affairs, Marine Committee Letter Book, 255, NA.

7. Papers CC (Letters and Reports From Robert Morris, Superintendent of Finance and Agent of Marine, 1781-85), 137, I, 673-75, NA.

## Materials for a Frigate of 36 Guns

## Canvas for Sails &amp; c

A French .....	3096	Ells	equal to	No 1 English	3870	Yards
B .....	2734	.....	.....	2 .....	3480	
C .....	2240	.....	.....	3 .....	2800	
D .....	3456	.....	.....	6 .....	4320	
E .....	936	.....	.....	7 .....	1170	
K .....	676 $\frac{4}{5}$	.....	.....	8 .....	846	
		13188 $\frac{4}{5}$	Ells equal to	16486 Yards		

## Cannon

					T	Cwt
Main Deck .....	28	12	Pdrs at 30	Cwt .....	42	
Quarter Deck & Fore Castle ...	8	6	Pdrs	18 Cwt .....	7	4
		36	Guns	Tons	49	4

## Anchors

	T	Cwt
1 Sheet Anchor	1	18
3 Bowers 35 Cwt each	5	5
1 Stream		12
1 Kedge		6
	8	1

## Cables &amp; Cordage

					T	Cwt	grs	lb
2 Cables .....	110	Fathom each of	17	Inches	6	12	1	23
4 Do .....	102	.....	16	.....	11	8	2	11
2 Do .....	120	.....	15	.....	5	12	2	—
2 Hawser .....	120	.....	10	.....	2	10	—	—
2 Do .....	110	.....	8	.....	1	9	1	9
2 Do .....	130	.....	6	.....		19	2	—
2 Do .....	130	.....	5	.....		13	2	4
Main Shrouds } .....	152	.....	8 $\frac{1}{2}$	.....	1	2	3	14
8 of a Side								
Fore Shrouds } .....	144	.....	8	.....		19	0	20
8 of a Side								
Main Stay .....	16	.....	10 $\frac{1}{2}$	.....		3	2	19
Main Spring Stay .....	14 $\frac{1}{2}$	.....	9	.....		2	1	21
Carried Over					31	14	0	9

Cables & Cordage Brot Over				29	5	13	19
Fore Stay .....	14½ Fathom	10 Inches		3	0	2	
Fore Spring Stay .....	13½ .....	8½ .....		1	3	21	
Mizzen Shrouds 5 of a Side...	90 .....	7 .....		9	0	21	
Mizzen Stay .....	13½ .....	8 .....		2	0	1	
Mizzen Spring Stay .....	12 .....	6½ .....		1	0	6	
Main T M Shrouds 5 of a Side .....	100 .....	6 .....		7	2	—	
Main T M B Stay & T M Stay 4 of a side .....	220 .....	7 .....	1	2	1	23	
Fore T M Shrouds 5 of a side	95 .....	5¾ .....		8	0	6	
Fore T M B S[tay] & T M Stay 4 of a side .....	220 .....	6½ .....		19	1	12	
3 Coils 100 Fathom .....		6½ .....	1	6	1	17	
3 Do 100 .....		6 .....	1	2	2	—	
4 Do 100 .....		5½ .....	1	5	0	23	
4 Do 100 .....		5 .....	1	0	0	22	
8 Do 80 .....		4¾ .....	1	12	1	12	
8 Do 80 .....		4 .....	1	1	1	9	
10 Do 80 .....		3¾ .....	1	4	0	8	
10 Do 80 .....		3½ .....	1	0	0	5	
16 Do 80 .....		3 .....	1	4	—	—	
20 Do 80 .....		2¾ .....	1	6	2	25	
20 Do 80 .....		2½ .....	1	1	1	5	
18 Do 80 .....		2¼ .....		19	1	5	
18 Do 80 .....		2 .....		16	0	2	
20 Do 80 .....		1¾ .....		14	1	21	
20 Do 80 .....		1½ .....		12	0	3	
24 Do	5 thread Hook .....			12	—	—	
16 Do	12 thread Ratline .....			10	—	—	
14 Do	9 thread Do .....			8	—	—	
18 Do	6 thread Worming .....			8	—	—	
16 Do	4 thread Do .....			6	—	—	
14 Do	2 thread Do .....			4	—	—	
30 Cwt	2 & 3 Yarn Spun Yarn .....		1	10	—	—	
Lower Sheets main & Fore ...	180 Fathom	5 Inches		9	1	14	
Main Tacks .....	20 Fathm each	7		2	0	4	
Fore Tacks .....	19 Do	7		1	3	20	
Bolt Rope .....	180 Fathom	5½		12	0	14	
	270	3¼		5	2	14	
	270	2½		2	3	7	
	310	2		2	1	7	
	250	1½		—	3	—	
Tons				57	9	2	2

Carried Forward

### Ship Chandlery

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#### Carpenter's Stores

6 Doz Pad Locks 12 Doz Door, Cupboard & Closet Locks  
 300 lb 30 dny 300 lb 24 dny 300 lb 20 dny 300 lb 10 dny 300 lb 8 dny  
 300 lb 6 dny & 300 lb 12 dny Nails  
 30 m 6 dny Scupper, 50 m Pump & 25 m Clapper Nails 10 m Sprigs assorted  
 10 m Clous Nails sorted  
 2 Doz 6 Inch 2½ Doz 7 Inch 2½ Doz 9 Inch & 1 Doz 10 Inch HL Hinges  
 4 Doz Door Bolts 1 Doz Pump Hammers 3 Doz Claw Hammers 6 Broad Axes  
 6 Hatchets 6 Steel plate hand Saws 6 Grindstones from 20 to 30 Inches  
 6 Pin Mauls 6 Adzes 1 Doz Gauges assorted 6 Pr Compasses  
 6 Doz Gimblets from Spike to 3 dny 2 Cross Cut Saws 6 Doz Scrapers  
 4 Doz hand Saw & 1 Doz Cross Cut Saw files ½ Doz Pitch Ladles assorted  
 2 Doz Chizzels assorted from ½ Inch to 2 Inches ½ Doz Drawing Knives  
 ½ Doz Jack Planes with Irons ½ Doz smoothing Planes with Irons  
 2 Doz Augur assorted from ½ Inch to 2 Inches 2 Setts of Caulking Irons  
 1 Doz Rasps assorted ½ Doz Harpoons ½ Doz Fish Giggs 2 Doz Mopps  
 1 Groce Fish hooks assorted 6 Doz Iron bound Shovels 3 Pr Double Jack Screws  
 600 lb White Lead 100 lb Yellow Ocre  
 100 lb Black paint 100 lb Spanish Brown } all ground in Oyl  
 25 lb Letharge 500 lb Whiting 1 Crate of Sheet Glass  
 4 Sides Pump Leather 500 lb Brimstone—

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#### Master's Stores

1 Doz Draw out Speaking Trumpets 2 Doz hand Do 4 best Spy Glasses  
 Time Glasses viz: 4 1 hour 3 2hours 6 half hour 12 half minute & 12 Quarter  
 Minute Glasses  
 2 Brass Box Compasses 6 Wooden Do 2 hanging Do  
 600 Yds broad & 200 Yds narrow White Bunting 500 Yds broad & 200 Yds  
 narrow Red Do  
 200 Yds broad & 100 Yds narrow Blue Do 100 Yds 6/10 Red Baize 1 Ream  
 Log Book Paper  
 1 Ream Writing Paper 1 Doz 2 & 3 Quire Blank Books 1 Ship Bell abt 200 lb  
 weight—

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#### Cooper's Stores

1 Beak Iron 28 lb 4 Bung Borers 4 Tap Borers 2 Braces with setts of Bitts  
 4 Coopers drawing Knives 2 Coopers Axes 2 Do Adzes 2 howells 4 hand  
 Vizes  
 2 Pr Compasses 2 Compass Saws 4 Copper hand Pumps 1 Ton Iron hoops—

## Cook's Stores

2 Copper 3 Quart Tea Kettles   4 Frying Pans with Short handles  
 4 Grid Irons   4 Ladles   2 Pr Tongs & Shovles   4 Pr Bellows  
 2 6 Quart Copper Sauce Pans with Covers   2 Smaller Do   2 Cleavers—  
Carried Over

## Ship Chandlery Continued

## Steward's Stores

1 Sett Copper Measures—quart, Pint, half Pint & Gill   2 1 Gln Tin Pots  
 2 ½ Gln Tin Pots   2 Quart Do   1 Pr large & 1 Pr Small Steelyards   6 Brass locks  
 6 Tin Funnells   3 Groce Pewter Spoons   1 Small Scale Beam & Dishes to weigh  
 abt 20 lb—

## Cabbin Stores

2 Doz Stone or Earthen Dishes assorted   8 Doz Do Plates   4 Doz Do Soup Plates  
 1 Doz Delf Bowls Assorted   2 Tureens   ½ Doz Teapots   6 Doz Tea Cups &  
 Saucers  
 6 Copper Coffee Potts from 3 to 5 Pints   9 Coffee Mills  
 2 large Copper Sauce Pans with Covers   6 Smaller Do assorted   2 Setts Castors  
 6 Sugar Dishes   6 Brass flat Candlesticks   6 Doz Table Knives & 6 Doz Forks  
 1 Pr Tongs & Shovle   1 Doz Black Jacks   half Doz pint Do   half a Doz Pr  
 Snuffers  
 1 Copper Stove   6 Table Cloths   1 Doz Cabbin Brushes   2 Cabbin & 1 Table  
 Bell

## Boatswain's &amp; Sailmaker's Stores

500 Marling, Roping & Sewing Needles   400 lb Sewing Twine   150 lb Roping Do  
 250 lb Marling   250 lb Housling   12 Doz Log Lines   12 Doz Fishing Lines  
 200 lb Hambro Line   9 Deep Sea Lines   12 hand Lines   12 hand Leads   6  
 Deep Sea Do  
 12 Doz paint Brushes assorted   6 Doz Short & 2 Doz long handled Tar Brushes  
 6 Doz Clamps

## Gunner's Stores

8 Doz horn plate side Lanthorns   6 Doz Round Do assorted   6 Dark Lanthorns  
 1 Doz Tin Lanthorns   900 horn plates for Lanthorns   2½ Doz Ladles & 2½  
 Doz Worms for 12 Pdrs  
 1 Doz ladles & 1 Doz Worms for 6 Pdrs   6 Doz Bitts   12 Doz Priming Wires   100  
 Cutlasses  
 50 Pole Axes   9 Pr Gunners Shears   1 Ton Sheat Lead   50 lb Salt Petre  
 4-12 lb Powder Measures   4-6 lb Do   400 lb Match Rope  
 6 Reams Cartridge paper for 12 Pdrs   2 Reams Do for 6 Pdrs—

## Armourer's Stores

1 Bench Vize 2 hand Vizes 1 Breech Rench 2 Scowering Rods  
 1 Pistol scowering Rod 1 Brace with 4 Bitts 1 Breast Plate 6 Punches  
 1 Drill Socket with 8 Drills & Strings 1 Drill Bow 6 Cold Chizzels  
 2 Screw Driver 1 Spring Hook 1 small & 1 large hand hammers  
 1 Stake 2 Pr Forging Tongs 1 Screw plate with 10 Taps  
 1/2 Doz 12 Inch 1/2 Doz 10 Inch & 1/2 Doz 6 Inch flat files

Carried Forward

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 Ship Chandlery Continued
 

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## Armourer's Stores

1/2 Doz 12 Inch 1/2 Doz 10 Inch & 1/2 Doz 6 Inch half Round files  
 1/2 Doz warding Files 1/2 Doz Smooth flats & half Rounds diff sizes  
 1 Burnish 1 Slit Saw Backed 1 Pr Plyers 1 Wood Awl  
 2 Wire Punches 2 Oz Borax 1 lb fine & 4 lb Coarse Emory  
 6 Glns Sweet Oyl 1 Soldering Iron 600 Small pins diff sizes  
 1 lb Wire 1 hand saw file 1 Tool Chest with Till Compleat  
 a Bag of forged Limbs suitable to the Arms—  
 An Iron Forge, Pr Bellows, Anvil, small Sledge & other forging Tools Compleat  
 for a Gun Smith—

Cannon } Four Times the Quantity of each respective Article contained under  
 Anchors } those two heads to be ordered—

Canvas  
 Cables & Cordage } Eight Times the Quantity of each respective Article contained  
 Ship Chandlery } under those three heads to be ordered—

N: B: On Reconsidering the foregoing List—The Marine Committee think  
 it proper that 56 of the Cannon expressed therein 12 Pdrs should be 18  
 Pounders for frigates.

Copy: One Half of the several Materials ordered for the Frigates, to be sent  
 to Boston & the other half to Philadelphia.

12 ship Engines }  
 12 Night Glasses } to be shipped with the other Stores

# APPENDIX C

"ACCOUNT OF OFFICERS AND MEN BELONGING TO THE BRIGANTE *Andrew Doria* 1776" <sup>1</sup>

Time of Entry	Date	Names	Station	At what time T O turn'd over in the Fleet DD discharg'd R run D dead —						Money Advanced on Account of New Providence	Money advd on account of prizes taken by the Brig alone	Total Amount	
				T	O	D	D	R	D	Month	Date		
December	9.	Nicholas Biddle Esqr	Commandr										
"	9.	James Josiah	1st Lieutt										
"	18	Benjamin Dunn }	Master								7..10.. —	56.. 5.. 0	63..15.. 0
		Promoted to }	1st Lieutt										
November	20	Elijah Warner	2nd Lieutt									56.. 5.. 0	56.. 5.. 0
December	11	John McDougall	3rd do								7..10.. —	56.. 5.. 0	63..15.. 0
May	15	Philip Brown }	Midshipmn										
		Promoted to }	Master										
January	4	William Moran	1st Mate								7..10.. —	22..10.. 0	30.. 0.. 0
December	13	John Dent	2nd do								7..10.. —	22..10.. 0	30.. 0.. 0
"	21	John Margeson	3rd do	T O	Sloop	Provid[ence]				May	26th		
"	7	Thomas Kerr	Surgeon		D D					April	18		
"	17.	Michael Jennings }	Sur Mate								7..10.. —	18..15.. —	26.. 5.. —
June	24.	Promoted to }	Surgeon										
May	15	Henry Malcolm	do			D D				June	24		
December	18	Francis Doyen	Marine privt }								7..10.. —	7..10.. —	15.. —.. —
June	24.	Promoted to }	Sur Mate										
December	17	William Reynolds	Midshipmn						D		7..10.. —		7..10.. —
"	21	William Lamb	do								7..10.. —	15.. 0.. 0	22..10.. —
"	10	Dennis Leary	do								7..10.. —	15.. 0.. 0	22..10.. —
"	21	Evan Bevan	do										
May	15.	Richd Weeden	do			D D				June	15		
"	15	Job Leaton	do			D D				August	5		
"	15	Benjamin Garner	do NB										
"	15	John Cook	Seaman			D D				August	5	7..10.. —	7..10.. —
													belongg to Newport & is since dead
June	16	Jonathan Leaton	Midshipmn			D D				August	5		
August	10	William Naps	do NB										
December	10	John Young	Clerk								7..10.. —	15.. 0.. 0	22..10.. 0
"	23	Elias Rhol	Steward								7..10.. 0	15.. 0.. 0	22..10.. —
"	14.	William Darby	Boatswn	T O	Sloop	Provi.				Fbry	12		

APPENDICES





"	29	James Heath	do						7..10	7..10.. -	15.. - - -
Decemb.	29	James Crosby	Seaman NB								
"	22	John Mackee	do						7..10.. -	7..10.. -	15.. - - -
Jany	2	William Adams	do						7..10.. -	7..10.. -	15.. - - -
Decemb.	20.	John Farrell	do		R	April	9th				
"	20	William Steward	do		R	April	9				
"	20	David Agnew	do		R	April	24				
"	30	Saml Smith	do		R	do	29				
January	3	James Evans	do		R	May	11				
"	18	George Kelly	do						7..10.. -	7..10.. -	15.. - - -
"	18	John Moiz	do NB								
"	18	John Chisnell	Yeoman						7..10.. -		7..10.. -
April	15	Henry Hamer	Seaman NB								
"	6.	James Brown	do						7..10	7..10.. -	
May	15	Richard Wilson	do						7..10.. -	7..10.. -	
"	15	Roland Edwards	do						7..10.. -	7..10.. -	
"	15	William Bidwell	do NB								
"	15.	Thomas Cornar	do NB								
"	15	David McKenzie	do	D D		Augt	1st				
"	15	John George	do								
"	15	Ezekiel Wilson	do NB								
"	15	William Burns	do NB								
"	15.	Francis Gould	do								
"	15	Flory Ellis	do NB								
"	15	Thomas Fisher	do NB						7..10.. -	7..10.. -	15.. - - -
July	12	Edward Hart	do						5..12.. 6	5..12.. 6	
May	15	Benjamin Cissell	do NB						7..10.. -	7..10.. -	
July	12	John Anderson	do		D	August	10th				
"	12	James Bread	do	D D		Sepr	24		5..12.. 6	5..12.. 6	
"	12	George Cowell	do		D	August	23				
August	10	William Bruff	do NB								
July	31	Edward Easy	do	D D		September	19				
"	6	John Pindor	do								
"	22	Roger McDougall	do NB								
"	23	Jno Splain	do NB								
Augt	2	John Downey	Boatswn	of the Providence					7..10.. -	7..10.. -	
July	23	Thomas Barkley	Landsman								
"	23	Hugh Taylor	do								
"	22	Thomas Pierce	Seaman NB								
"	22	William Pierce	do NB								
Decembr	14	William Miller	Landsman		R	April	18				

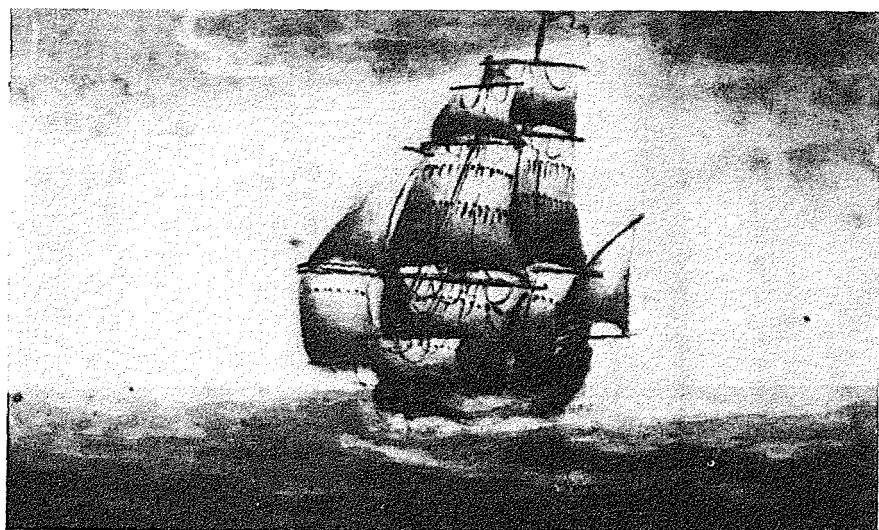
Time of Entry	Date	Names	Station	At what time T O turn'd over in the Fleet D D discharg'd R run D dead —						Money Advanced on Account of New Providence	Money advd on account of prizes taken by the Brig alone	Total Amount	
				T O	D D	R	D	Month	Date				
Feby	12	William West	Seaman			R		do	9				
"	12	Joseph Elding	do		D D			August	12	7..10.. —		7..10.. —	
Decemr	15	Jacob Cook	Landsman	Servt	to Wm Mearis					7..10.. —	7..10.. —	15.. —.. —	
Jany	16	George McCain	Seaman							7..10.. —	7..10.. —	15.. —.. —	
Decemr	18	John Christian	Landsman							7..10.. —	7..10.. —	15.. —.. —	
"	22	Jeremiah Towhig	do							7..10.. —	7..10.. —	15.. —.. —	
"	23	John Lee	do							7..10.. —	7..10.. —	15.. —.. —	
"	29	John Mackey	do							7..10.. —	7..10.. —	15.. —.. —	
Jany	4	Peter Miller	do							7..10.. —	7..10.. —	15.. —.. —	
"	14	Barney Garland	do							7..10.. —	7..10.. —	15.. —.. —	
"	14	James McGuire	do	Servt	to Jno Marshall					7..10.. —	7..10.. —	15.. —.. —	
"	14	William Hughes	do	do	to Jno Pringle					7..10.. —	7..10.. —	15.. —.. —	
Feby	4	John Swenney	do		D D			April	18th				
"	12	Jeremiah Mahany	do	NB									
May	15	James Hayze	do	Servt	to Wm Henderson						7..10.. —	7..10.. —	
"	15	James Edwards	do	NB									
"	15	Daniel Duffy	do	NB									
"	15	John McCormick	do	NB							7..10.. —	7..10.. —	15.. —.. —
"	15	Wm Robinson	Boy								7..10.. —	7..10.. —	15.. —.. —
"	29	Robert McFarlane	Landsman	belongs to	Captn Biddle								
"	29	Daniel Mackey	Boy	do		do							
Augt	7	Saml Lewis	do								3..15.. —	3..15.. —	
May	7	John Cook	Seaman							7..10.. —		7..10.. —	
Jany	1	James Angus	do							7..10.. —	7..10.. —	15.. —.. —	
June	29	Daniel Leathon	Pilot		D D			July	13				
		Marines—											
Decemr		Isaac Craig	Lieutt							7..10.. —	22..10.. 0	30.. 0.. 0	
May	15	John Trivett	do										
Decemb	26	Thomas Turner	Serjeant				D	April	3	7..10.. —	7..10	15	
May	15	John Glacken	Private										
December	26	Robert Hunter	Serjeant		D D			April	17	7..10		7..10.. —	

January	2	Robert Kearns	do						7..10.. -	15.. 0.. 0	22..10.. -	
December	15	Isaac Devees	Private	promoted	Corporal				7..10.. -	7..10.. -	15.. -.. -	
Feby	12	Timothy O'Harra	do	do	do				7..10.. -	7..10.. -	15	
December	13	Simon Harwood	Drummer			D in Nw London						
"	26	Charles Parker	Fifer		R	Hospl	27					
"	14	Archd Nellson	Private	T O	Sloop	Providence	March	[torn]	7..10.. -		7..10.. -	
"	14	John Broomfield	do			D	March	2				
"	14	Robert Anderson	do		D D		April	14	7..10.. -		7..10.. -	
"	9	William Skilling	do		D D		do	14	7..10.. -		7..10.. -	
April	14	Jasper Chamberlain	do		D D		August	9				
December	27	Thomas Watson	do		R		April	26				
January	9th	John Garrigues	Corporal NB									
"	27	James Moulsworth	do						7..10.. -		7..10.. -	
December	9th	Samuel Johnson	Armourer						7..10.. -	7..10.. -	15.. -.. -	
"	18	Patrick Kenny	Private						7..10.. -	7..10.. -	15.. -.. -	
"	10	William Stewart	ditto						7..10.. -	7..10.. -	15.. -.. -	
"	11	Andrew Scott	do						7..10.. -	7..10.. -	15.. -.. -	
"	18	Henry Javett	do						7..10.. -	7..10.. -	15.. -.. -	
"	9	David Clark	do						7..10.. -	7..10.. -	15.. -.. -	
"	9	John Frazie	do						7..10.. -	7..10.. -	15.. -.. -	
"	13	Richard Owens	do NB									
"	9	Patrick Craford	do NB						7..10.. -		7..10.. -	
"	14	Andrew Campbell	do						7..10.. -	7..10.. -	15.. -.. -	
"	13	William Haselip	do	Servt to Thos	Heston				7..10.. -	7..10.. -	15.. -.. -	
"	18	James Campbell	do						7..10.. -	7..10.. -	15.. -.. -	
"	9	John McNeal	do						7..10.. -	7..10.. -	15.. -.. -	
"	14	John Campbell	do						7..10.. -	7..10.. -	15.. -.. -	
"	10	Henry Frazer	do						7..10.. -	7..10.. -	15.. -.. -	
"	13	James Williams	do	Servt to Thos	Clifford				7..10.. -	7..10.. -	15.. -.. -	
"	13	James Kite	do						7..10.. -	7..10.. -	15.. -.. -	
"	10	Benjamin Tate	do	Servt to Jas	Pickering				7..10.. -	7..10.. -	15.. -.. -	
"	15	Edmund Leo	do						7..10.. -	7..10.. -	15.. -.. -	
"	12	Samuel Harvey	do NB									
"	20	Corneilus Grims	do						7..10.. -	7..10.. -	15.. -.. -	

The Men marked thus (NB) has either been left Sick at New London or sent onboard different Prizes some time ago & possibly might have deserted—therefore it may be Necessary that they give Account of themselves before they receive their share of Prize Money November 21st 1776—  
Nicholas Biddle

Providece 13th Sepr 1777 I hereby Certify the foregoing to be a true Copy of the Muster Roll rended Danl Tillinghast Esqr by Capt Nichs Biddle of the Brig *Andrew Doria*.—  
Jos Green

1. Nathaniel and Thomas Shaw Papers, Packet 68, No. 3909, YUL. November and December dates in Time of Entry column are actually for 1775.



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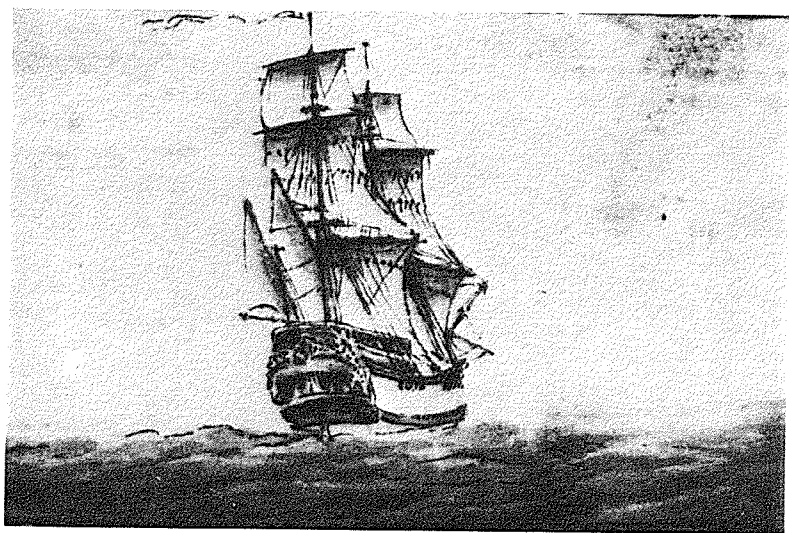
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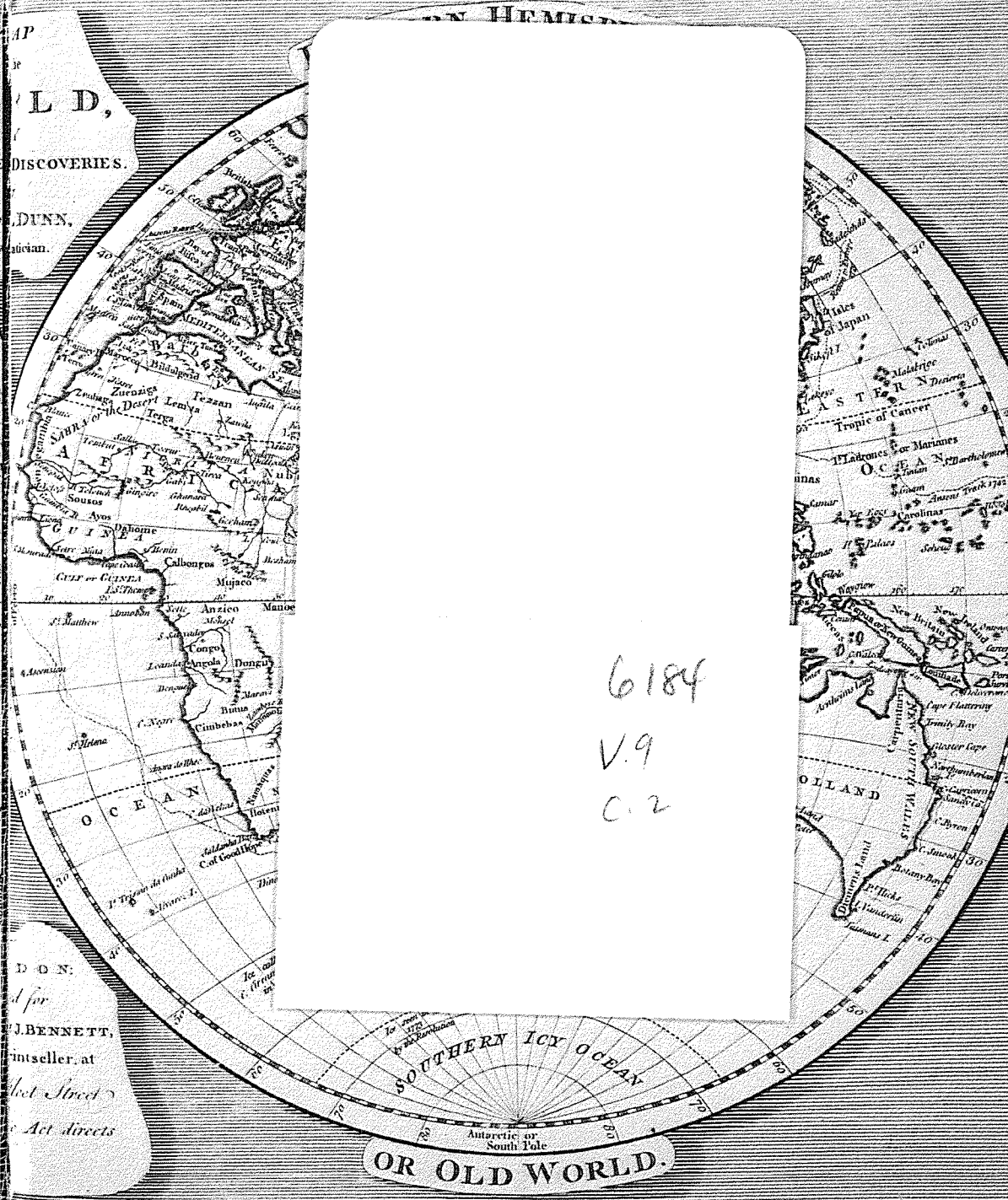




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