

# **Naval Documents of The American Revolution**

**Volume 10**

**AMERICAN THEATRE: Oct. 1, 1777–Dec. 31, 1777**

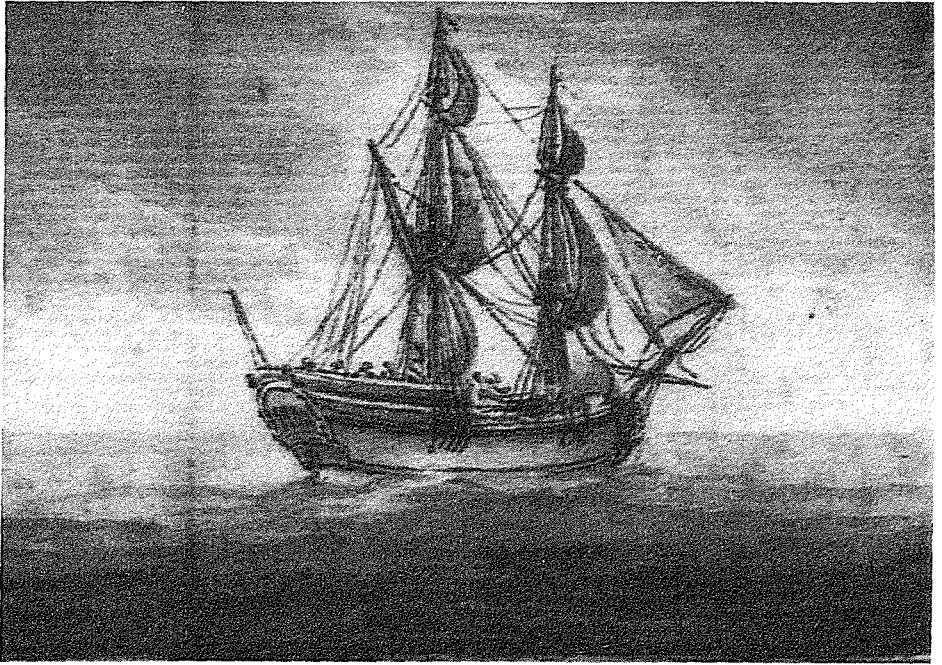
**EUROPEAN THEATRE: Oct. 1, 1777–Dec. 31, 1777**

**Part 5 of 5**

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## APPENDICES





## APPENDIX A

### LOG OF THE CONTINENTAL NAVY SHIP *RANGER*, CAPTAIN JOHN PAUL JONES

H	K	F	Courses	Winds	Vari	Leeway	Wednesday November 26th 1777
1	4	1	SWbE	SBW			Fresh gail and Cloudy Sawseverall Sails
2	5	4					at half past P.M. the Chase boar SE $\frac{1}{4}$ S
3	3	5					Dist. 3 Leagues at 8 P.M. Set Top Gal-
4	3	2					lant Sail. At 10 saw a Sail on our Weather
5	2	1					Quarter. At 11 spock her, a ship from
6	3						London bound to Sweedland. At half
7	4		SE				past 12 saw a sail upon our weather Bow
8	4						At 1 spoke her a Brigt. from Malaga be-
9	4	2	SWE				longing to Yarmouth bound to London.
10	3	2	SE	SSW			Richard Butforck, Master, Laden with
11	2	5	SWE	SBW			fruit. <sup>1</sup> Put Solomon Lowd Prize Master,
12	4	2	ESE	So.			Saml. holdbrook Amos Abbet, John
1	3	3	SE	SW			Vealer, Charls Ward and Edward Shapby
2	1		SEbS				on board Took out all the people out but
3	1						one.
4	1		SE				At Daylight saw severall Sails to Wind-
5	2	2					ward which proved to be a fleet Under
6	4		SEbS	SWbS			Convoy of a large Ship. <sup>2</sup>
7	3						Had No Obs.
8	5		SEbE				
9	5	6	SEbE $\frac{1}{2}$ E				
10	5	4					
11	3	4	SEBE				
12	3	2	SEbS	SWbS			

H	K	F	Courses	Winds	Vari	Leeway	Thursday November 27th.
1	1		SSE	SW	2 Pts.		Cloudy Saw the Fleet ahead of us We
2			UpSSEofSE				hove our Ship up in the Wind At 2
3	5						hove the Main top Sail to the Mast. At 3
4	"						the Ship made sail and at the Fleet about
5	4		SSE ½ E	SW			11 sail. Mr Lowd shortned Sail in the
6	4						Brigtn at 10 hove too for the Brigtn.
7	4						Close Reft the Four topsail & took 3 Refs
8	4		SEbS	SWbS			In the Main topsail. At 12 made saile
9	3	1					At Daylight saw the Brigg under our
10	1	2	SSE	SW			Lee Quarter. At 11 Hauld up the Main
11	1		So	WSW			Sail for the Brigtn to come up with us.
12	1						Blowing hard under Close Reft top Sails
1	4		SbE	SWbW			the Brigtn close under our Lee
2	3	4					Had a Good Observation.
3	5						Lattd. 48°14" No.
4	4	2					
5	3	5					
6	4	1					
7	4						
8	5	1	SSE	SW			
9	4						
10	5	3					
11	2	5					
12	2	5					

H	K	F	Courses	Winds	Vari	Leeway	Friday November 28, 1777
1	2	1	SbE	SWbW	Pts. 2		Fresh Gail and Cloudy Weather Under
2	4	"					Close Reft Topsails. Handed Bouth Top-
3	2	"	South	NSW			sails at 11 Set Topsails Saw a Sail Bear-
4	4	"					ing about North Wore Ship at half
5	6	2					past 11
6	3	"					at 12 Wore Ship to the Southward at 2
7	6	"					Hauld. up the Mn.Sail and Shortend.
8	8	"					Sail for the Brigtn. At Daylight saw a sail
9	5	2		West			ahead Made Sail hauld. our Head to
10	7	"					the Estward Set the Mn top mast Stay-
11	5	"	NE				Sail And Jibb Let at the Refs out But
12	3	"					one out ye TS
1	5			SBW			
2	6	"					fresh Breze and Dirty Weather Under
3	5	2					Single Ref. Topsail.
4	5	"					The Sail Under our Lee Bow—Had No
5	6	"					OBs.
6	5	"	South	NE			
7	6	1					
8	7	"	SEbS	EWE			
9	4	"					
10	4	"					
11	4	"					
12	4	"	SSE	EN			

H	K	F	Courses	Winds	LeeW	Vari
1	-					
2	4	2	SSE	Est.	2	2
3	4	3	SBE	EbS		
4	4					
5	1		SSW	SE		
6	1					
7	1	4	SWbS	SEbS		
8	3					
9	3					
10	1	3				
11	2					
12	1	3				
1	2		ESE	South		
2	1	6				
3	3	5				
4	3	2				
5	3	3	SE	SSW		
6	3					
7	3		SE ½ E			
8	4	1	SEbE	SbW		
9	4	4				
10	5					
11	4					
12	4	5				

Saturday November 29th, 1777

Fresh Gaile and Cloudy At 4 Spock a Snow from Cape Francis Bound to Bordeaux at 7 took three Ref In the Topsail Handed the Mizen topsail at 12 Tkt. Ship the Wind Veared to the Southward. at 4 handed Four Topsail at 5 handed Mn topsail at 7 Set four topsail at 8 In 4 Refs In the Mn topsail. at 10 handed do.

Blowing hard and Dirty Weather under Courses.

Shipt. a grate Deal of Waters.

Had no Obs.

H	K	F	Courses	Winds	LeeW	Vari
1	5	3	SEbE	SSW		
2	3	3				
3	5					
4			UpSbEofSEbE			
5						
6						
7			UpSSEofSE			
8						
9			UpSo.ofSEbS			
10			UpSbWofSSE			
11						
12						
1						
2						
3						
4						
5			SSWofSbE			
6						
7						
8						
9	9	4	ESE	West		
10	9					
11	9					
12	1					

Sunday November 30 1777

This 24 Hours Begins With a hard Gaile and Dirty Weather at 1 spock the Snow At ½ past 2 Reft the Courses. Blowing very hard and a large Sea a-Going Ship abundance of water. At 3 lay by Under Ref Main Course Struck the top Gallant Mast.

at 8 P.M. Moderate Set the Four Sail and Close Ref top sails Let the Reef out the four Sail Got up the top Gallant Mast & lett 2 Refs out the Top Sails.

At 10 saw a Sail to the Estward of Us. Set mizen Topsail End a fresh Gaile and fine Weather Under Single Ref

Had a Good Obs.

Lattd. 46°32" No.

H	K	F	Courses	Winds	LeeW	Vari.
1	8	6	ESE	WNW		2 p.
2	9					
3	8	4				
4	7	5				
5	7					
6	7	4				
7	7	2				
8	6					
9	6					
10	6					
11	5					
12	3		SbN½N	NW		
1	2	2				
2	3					
3	1	4				
4	3					
5	2					
6	1	4				
7	1	4				
8	1	4				
9	1	6				
10	1	4				
11	1	4				
12	1	4				

Monday December first, 1777.  
 Fresh Gale and Cloudy at 4 Reft Bouth  
 Topsails Set the Mizn topsail hove too  
 and Sounded Had no Ground with 180  
 fathom Made Sail at 10 Sounded  
 Got Ground Had 88 fathoms water  
 Black Sand Out Refs at 12 Set Mn.  
 Sail. Set Yd. Staysails at 2 Up Top Gal-  
 lant Yards. Sounded. Had 80 fathom  
 Brown Sand.

The Wind Verable.

At 6 Set the Stearing Sails. Saw 2 Sails

Light Are and pleasant Weather.  
 Employ'd about Sundry Things Bent  
 the Cables. Sound'd Had 70 Fathoms.  
 Had a good Obs.  
 Lattd. 46°48" North.

H	K	F	Courses	Winds	Vari.	LeeW
1	1	3	EbE½E	NE	2 Pts	
2	2	"				
3	3	3				
4	2	3				
5	3	"	Est			
6	3	"	SNE	North		
7	3	"				
8	3	"				
9	3	3				
10	4	2				
11	4	2				
12	2	1				
1	3	"				
2	2	"				
3	2	"				
4	2	"				
5	2	3	Est			
6	2	"				
7	4	"				
8	5	3				
9	4	5	EbW			
10	4	5	ENE			
11	5	1	EbS			
12	5	"	EN			

Tuesday. December 2nd, 1777.  
 Light Are of Wind and hazy. at 10 Sound-  
 ed had 60 fathoms. Water Black Sand.  
 Sounded Every hour. At Daylight Saw  
 the Land Bearing NbW Dist. 5 Leagues  
 at 8 Saw the Land bearing from NWW  
 to NEbE. At 10 Was abreast of St. Nazere.  
 Set the Steering Sails. Several Sail In  
 Sight.  
 a fine Breze and pleasant Close In  
 With the River's Mouth.  
 Had a Good Observation.  
 Lattd. 47°06"

FH	Depth	What Ground
10	60	Black Sand
11	55	Same Ground
12	53	Same Ground
1	52	Peple Stons
2	49	Do. Ground
3		
4	45	Large Stons
5	43	Same Botom
6		
7		
8		

H	K	F	Courses	Winds	Vari.	LeeW	
1	4	"					Wednesday December 3, 1777.
2	4	"					Light Breze and pleasant Weather all
3							Sail set at 2 P.M. A piolat Came on
4							board at half past 4 Came to Anchor
5							of Penbeuf In 4 or 5 fathom Water at
6							12 Mid night histed Out the Boat. The
7							Capt. & Major Fraiser Whent to Nantz
8							in the Cutter. Loosd. Sails to Drye
9							Dried all the Steering Sails and Drivers
10							And Stowed then In the Sail Room. In
11							the Eveing Histed In the Small Boat, the
12							Latter part thick Weather and full of
1							Rain Severall Vessals Arived hear.
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
Thursday December 4.							This Morning thick Dirty Weather at 8 Clear'd up Loosed Sails
Recd.							to Drye Severall Small Vessels Arived hear from Different ports.
Beef 256 pound							Unbent the top Gallant Sails at 11 Came in full of Rain the
							people Employ'd About Sundry things. Got from the Shore fresh
							Meat and Greens and a Cask of Brandy. In the Eveing Blowing
							hard to the Nothward and full of Rain at 7 Got Down the Top
							Gallant Yards.
Friday 5th							River Loire, December.
Bread 138							this Morning Fair and the Wind at NBW Several small Vesals
Beef 253							Whent Down. Loos'd our Sails to Drye at 11 Capt. Green <sup>3</sup>
							Arived hear. Brought home our Small Anchor at one O'clock
							handed the Sails Severall Vesals Arived Hear. At 4 O'clock the
							first Lieutenant <sup>4</sup> Whent to Nantz at half past 4 Vear'd away Our
							Small Bower and hove up the Stram Anchor. Vear'd out all the
							Small Bower and Let Go the Sheet Anchor hove In Upon the
							Small Bower. Got out of the hole three punchions of Water the
							Cutter Came from Nantze.
Saturday 6th							this Morning fair & Cold Loosed Sails to Drye at 11 Unbent
Fresh Meat 260							the Courses & Stays And Spritsail & Spritsail topsail Stowed
Bread 138							them in the Sail Room unhove the top Gallant Sheets and
							Clewlines and Steering S'tacks & hallards
							Got of the Shore Bread and Beef Cloudy all Night.

Sunday 7th	This Morning fair & pleasant Loosed Sails to Drye Got of from the Shore fresh Meat and Bread In the Afternoon handed Sails In the Evening Dirty with Rain The Lieutenant Came on Board from Nantze
Beef 260	
Bread 126	
Monday 8th	This Morning fair Employ'd Geting Up the Cables from Between Decks and Cleaning Below. In the Afternoon Quil'd the Cables Below Got Sum fire Wood at hand the Latter Part of this Day fine Weather Got of from the Shore fresh Meat & Bread.
Beef 491	
Bread 102	
Tuesday 9th	This Morning fair & pleasant The Capt. Came from Nantz Loosed the top sails to Drye The people Employ'd knoting Yarns for Cable Plats In the Afternoon Unbent the Topsails. Unrove the Runing Riggan Got off from the Shore fresh Meat & Bread. The latter Part of this Day Cloudy and Cold Histed In the Small Boats Got Down the top Gallant masts.
Beef 307	
Bread 258	
Wednesday 10th	This morning fair and pleasant Got the Spritsail Yard four and aft Got in the Jebb Boom Got the topsail Yards In the top. UnRove the tys Got off from the Shore a Cask of Brandy At Noon a Craft Came alongside put on Board 18 larages Guns & 5 Swiffals and 17 Coils of Riggan one piece of 5 inch harser about 40 fathom & 12 fathom of 5 Inch Rope and four Barrels of provisions and Summ Fire wood.
Beef 272	
Bread 120	
Thursday 11th	This Morning fair & Cold Employ'd about Gitting out Wood & Water and Provisions Put on Board the Craft 25 Cutters oars 13 Shuck Cask 4 Barrels of Tare and Turpentine & 91 Bags of haire & 64 Barrels of provisions to 9 Gin Cask full To 11 Buts of Water one Hoghd. of heading In the first Craft In the Afternoon a Craft Came alongside The other went away. In the Second Craft two empty Water Casks and 4 full ones.
2 Anchors	
2 Sails	
6 Inch Harser	
Beef 272	
Bread 108	
Friday 12th	This Morning Fair & Cold Employ'd Gitting out Water and provisions and Sundry things put In the Craft 20 full Buts 4 Gan Casks 12 barrels of Beef, 14 Empty Casks 29 Sails and two Arnings one Spare Main Yard and Six Large Oars on top sail Yard and Jibb Boom Cleared out the four hole of Ballace In the afternoon a Lighter Came along Side for the Ballace. Put sum Ballace on board her. Hist'd In the Small Boat.
Beef 282	
Bread 126	
Saturday 13th	This Morning Fair Employ'd giting out Ballace and Cleaning out ye hole. Got Down Yards and topmast Quil'd the Harsers In the hole the Latter part of the Day fair and pleasant. Got of from the Shore fresh Meat & Bread.
Beef 259	
Bread 126	
Sunday 14th	This Morning Fair & Pleasant Got Out all the Ballace Sent the Craft Away with the Ballace Employ'd Clearing our Decks at Slack Water Capt. Green Went away from hear But on Board her one Gan. Cask and Sum Beef.
Beef 279	
Bread 120	

Monday 15th Beef 259 Bread 102	This Morning fair and pleasant Employ'd about Sundry things Clear'd out the After hole and Washed it Got up Shiers for Weighing the four Mast. Cut off 14 Inches by the heal and Stept it 4 Inches Further aft Landed 34 barrels of Powder and 2 Kigs and 5 Chests the Latter part of the Day fair and pleasant. The Capt. Whent to Nantze 30 pot of Brandy for the people.
Tuesday 16th Beef 235 Bread 84	This Morning foggy Weather Employ'd about Sundry things Got from on board Capt. Young, the Brigtn. <i>Independence</i> <sup>5</sup> three firkins of Butter for the Ship's use Set up the four Riggan in the afternoon Set the Mn. Mast 18 Inches further aft and Short-end. it 14 Inchs, the Latter part of the day Cloudy Mr hutchins and Daniel Jackson and Benjn. Quint and John Monson came on board from the Prize Brig. Capt. Green <sup>6</sup> Got of from the Shore Six 12 Inch Blocks two Double ones & four Single ones.
Wednesday 17th Beef 290 Bread 120	This Morning fair Employ'd about Sundry things fleetled all the Mn. Shrougs Got down the Shiers Got up the Mn. yard Got of from the Shore a Cask of Brandy and Sum Oak Strips for the Carpenter Histed in the Small Boat Got off from the Shore Sum Spun yarn for the Ship's Use, a hogHd. of Brandy for the Ship Use and a 100 pound of Candles.
Thursday 18th Beef 279 Bread 132	This Morning Fair & Pleasant Employ'd about fixing our Riggan Got the fore Yard a Crost Got off from the Shore 4 Sitters Blocks sent the Mast Blocks Ashore Sett up all the after Riggan Sent ashore three Topsail Sheet Blocks. (8 Caulkers Employ'd)
Friday 19th Beef 287 Bread 132	This Morning fair Got of from the Shore 4 Bundls of Oakum and a barell of pitch Eigh Caulkers to Work in the Decks Got the four top mast Rigan Overhead. Employ'd overhauling the Blocks Got from the Smiths a Chan for the Cutter and a large Thimble for the Mn. Yard.
Saturday 20th	This morning dirty Weather Snowing very fast the Carpenters to work on the Decks Got up the Mn. Topmast & Rig'd it Lower'd it Down the latter Part of the Day fair & pleasant Got Out of the Craft two Spare Old Sails, took on board the Craft 4 barells of Beef In the Night a Grate Deal of Ice Came Down the River.
Sunday 21st Beef 537	This Morning fair & Cold. Got of from the Shore fresh Meat & Bread. Upon the Ebb Tide a Grate Deal of Ice Came Down the

Bread 252	River Got from the Guner & Boatswain a 100 of Beef & 66 pound of Bread Got from the Mates 90 pound of Beef, 40 pound Bred. Edward Miers 67 pound of Beef Got off from the Shore two Baskets of patoes for the Ship's Use. On the Ebb Tide abundance of Ice Came Down the River. Moard the Cutter a Starn Stowed 31 Barels of Beef Close aft and 29 Fourad Close to the Magazine.
Monday 22nd Beef Bread	<u>River Loire.</u> This Morning Cloudy with Rain Employ'd Cleaning the Decks. Got out of the Craft Sume fire Wood Got of from the Shore Sum Spurnyarn for the Ship's Use Rove our topsail tys & hallard In the Evening a Carpenter Came on Board to work Got of from the Shore Sum Junck & 3 topsail Sheet Blocks fixt'd two for the Mn. Yard.
Tuesday 23rd Beef Bread	This Morning Cloudy with Rain . Employ'd about Sundry things the Carpenters Employ'd Lowering the Magazine floor. Got of from the Shore a HogHd. of Brandy. Got of from the Shore 2 Spars. Took on board 1 Baile and one Box. The Latter Part of this Day Cloudy.
Wednesday 24th Beef Bread	This Morning Squarly With Showers of Rain Employ'd about Sundry things. Sent ashore the Crane Irone to be mended In the Afternoon Brought them On board two large Ships Came up the River Got from the Shore Sum Marline and Sum Spurnyarn And one topsail Sheet Block Got up the Crost jack yard the Latter part of the Day Blowing Strong to the Westward Blowing Very hard all night With Showers of Rain.
Thursday 25th	This Morning Blowing Very hard from the Nothward Employ'd Cleaning Ship the Latter part of the Day Moderate.
Friday 26th	This Morning fair and pleasant Employ'd fixing our netings In the Wast Got of from the Smiths four Iron Stanshels. Employ'd Making Gasgets, the Latter part of the Day fair and pleasant The Sail maker Employ'd making Bags and Coats for the Masts Lett the Sail maker have 13 yards of No. 1 and 33 yards of hassans for Bread Bags.
Saturday 27th	The Morning fair and pleasant The people Employ'd Making points and Garsquits the Carpenter Employ'd Prising the hollop Deck Got of from the Shore two 3 Inch planck Containing 66 feet and three plank of two Inches Containing 63 feet.
Sunday 29th <sup>7</sup>	This Morning fair and pleasant att 7 the piolat Came on board Unhove up our Anchor and Droppd. Down to the Beach Got out the Starboard Anchor ahead And the [blank] Anchor Run it out astarn, had a Anchor Boat from the Shore Got of from the Shore two Barrels of Turpentine and Sum Tallow and Brinstone & 6 Emyt Barrels to Burning the Botom.



Monday 29th	This Morning fair and pleasant The Calkers came from the Shore to Grave the Botom, finished one side. In the Afternoon Creand Ship In Shore three of our hands Run away. In the Night Leis Turtain, Joseph Matheu, Gabral Gortrey, the Sentry fired att them. Got out of the Flat a barell of Tar and John Bullflinch a prisoner Ran away.
Tuesday 30th	This Morning fair and Blowing hard from the Estward at Low Water Burnt the other Side of the Botom and payd part of it the people Employ'd about Sundry things In the Afternoon the pilot Boat Cam of and took up the head Anchor and laid it further up the River.
Wednesday 31st	The Morning fair and pleasant The Carpenters Employ'd Graveing the Botom At 3 o'clock finishd the Botom the piolat Came With a Anchor Boat and Got up the Cager Anchor and hawld of In the Channell the Piolat Whent ashore.

Transcript (typed), DNA, RG 45, entry 392. The typescript in the National Archives was transcribed from the original, which was subsequently destroyed in a house fire on St. Mary's Isle, Scotland, in 1940.

1. Brigantine *George*, Richard Bulfinch, master.
2. H.M.S. *Invincible*, Capt. Hyde Parker, Sr.
3. Continental Navy Midn. Joseph Green, prize master of brigantine *Mary*.
4. Thomas Simpson.
5. Continental Navy sloop *Independence*, Capt. John Young.
6. Brigantine *Mary*.
7. Sunday 28 Dec.



## APPENDIX B

### DIARY OF DR. EZRA GREEN

[Extract]

Portsmouth Road, Nov. 1st, 1777. Saturday.—Between the hours of 8 & 9 this morning weigh'd anchor and proceeded to Sea with a moderate breeze, before night lost sight of the American shore.

Sunday, Nov. 2nd.—A very fine morning and a favorable wind, all well on board—except some few who are a little Seasick.

Friday, Nov. 7th.—A strong gale at Northwest which carries us 10 knots.

Thursday, Nov. 13th.—About seven this morning saw a sail on our lee Bow distant about 2 Leagues, gave chase and spoke her about 12 o'clock, a Brig from Carolina bound for Bordeaux with several Tory Passengers on Board, among whom were Hartley the Organist & his wife.<sup>1</sup>

Friday, Nov. 14th.—This Morning at 5 o'clock came up a severe Thunder Storm from the southwest.

Saturday, 15th.—Last evening came on a gale of wind which increas'd till about 3 this morning when it began to abate, in the hight of the gale a sail was seen under our lee Quarter, hove too till she came up, a Schooner from St. Peters bound to Bordeaux.

Sunday, 16th.—A fresh Breeze, and high Sea from the late Gale, about 10 o'clock our tiller Rope broke by which we were in great Danger of the Consequences of the Ship's broaching to.

Wednesday, 19th.—About six this morning saw a Sail under our lee Quarter, gave Chase or rather bore away till we came within about a mile of Her found Her to be a large Ship standing Our course clued up Our Courses and hawl'd Our wind—got ready for Action she standing on her course close to the wind, wore Ship when it was too late, continued the chase till night and lost Her.

Saturday, Nov. 22nd.—At nine o'clock this morning saw a Sail on our weather Beam—little wind; One of Our People fell from the Chains but was saved by a Rope's End Handed Him.

Sunday, Nov. 23rd.—Early in the morning saw a Sail supposed to be the same we saw yesterday, came up with and made a Prize of—about 8 o'clock, a Brig laden with fruit and wine from Malaga bound to Yarmouth, Riches Comm<sup>r</sup>.—She is called the *Mary*—there are no less than six sail in sight at this Time.

Monday, Nov. 24th.—Spoke a Schooner from Malaga bound to Liverpool vessel and Cargo owned by a Portugal Merch<sup>t</sup>.

Tuesday, 25th.—Last night spoke a Ship & Snow bound to France,—and are now chasing a vessel under Our lee Bow, at 11 at night came up with & made a Prize of the Brig *George* from Malaga bound to London laden with fruit and wine, she was commanded by Bulfinch.

Wednesday, 26th.—Early in the morning gave chase to a Brig under our lee Bow, but were obliged to give over Chase on seeing a very large Ship to windward with several other Sail in Company she appeared to be standing athwart us, about 2 she hove too with a Fleet of 13 Sail of Ships & Brigs at 2 Leagues Distance, clewed up Our Courses & stopp'd our Ship's way expecting every minute when she would come down upon us about 4 she stood on her Course, we made sail close to the wind with a design to cut off a Brig which could not keep up with the Convoy, lost her in the night.

Thursday, 27.—A fresh gale from the S. W. in the afternoon veer'd a Barrel of Beef astern for the Brig, Sea running High she carelessly ran upon our Larboard Quarter but did no other Damage than breaking our Driver Boom—at 10 at Night saw several Sail spoke one of them found them all to be Dutch Daugers.

Saturday, 29th.—A very heavy gale, hove too at night in the Bay of Biscay 60 Leagues distant from Land.

Sunday, 30th.—Fine weather and a strong wind in the night hove too and sounded in 80 Fathom water.

Monday, Dec. 1.—Saw Land from mast Head at 10 in the morning, with fine weather,

Tuesday, Dec. 2nd.—Ran in for the Land with a fine moderate Breeze, narrowly escap'd running on a Sand through want of a Pilot and arrived all in good spirits at Peanbeauf on the River Loire and came to anchor in the evening.

Wednesday, 3rd.—Wrote a Letter to Capt. Shackford at L'Orient and inclos'd one to my very good friend Cooper—favour'd by Cap<sup>t</sup>. Mutchemore.<sup>2</sup>

Friday, Dec. 5th.—The Prize Brig *Mary* arrived here safe—went to Nantez with Capt. Simpson arriv'd at 9 in the Evening this is a very considerable City distant 10 Leagues from Penbeauf am told there are 12 Parishes in Nantes in one of which are 30,000 Souls.

Saturday, Dec. 6.—Went to the Tragedy but it was to me in an unknown Tongue, was not much pleased or entertained, however the Musick was good.

Sunday, Dec. 7.—Returned to Peanbeauf, and on board the *Ranger*.

*Diary of Ezra Green, M.D., Surgeon on board the Continental Ship-of-war "Ranger," under John Paul Jones, from November 1, 1777, to September 27, 1778 . . . , with historical notes and a biography by Commo. George Henry Preble and Walter C. Green. Reprinted, with additions, from the Historical and Genealogical Register for January and April, 1875 (Boston, 1875).*

1. George Hartley, organist at St. Michael's Church, Charleston, S.C.

2. The letter to Nathaniel Cooper, of Dover, N.H., is in *ibid.*, pp. 6–7. Shackford may have been Josiah Shackford, a ship captain of Portsmouth, N.H.

## APPENDIX C

### “AN ALPHABETICAL LIST OF THE NAMES OF OFFICERS & MEN BELONGING TO THE SHIP *BOSTON*”

#### A

Starb <sup>d</sup> : watch	Austin—Cato	Gun N <sup>o</sup> : 1
----------------------------	-------------	------------------------

#### B

Starb <sup>d</sup> : watch	Bowin—Henry	Gun N 27
Larb <sup>d</sup> : watch	Balch—Israel	
Larb <sup>d</sup> : watch	Boldery—John	
Starb <sup>d</sup> : watch	Bussell—Abraham	
Larb <sup>d</sup> : watch	Brown—Jeremiah	F. Braces & Crossjack do
Starb <sup>d</sup> : watch	Blasdell—Jonathan	Gun N 7
	Blackett—Joshua	Forecastle
	Brown—Scipio	to hand Powder main hatchway
	Balch—Thomas	Sentinel in Ward Room
	Bangs—Chipman	Quart <sup>r</sup> : Deck
	Billiard—John	Quart <sup>r</sup> : Deck
Larb <sup>d</sup> : watch	Brown—John <sup>1</sup>	Gun deck forward
	Balch—Benj <sup>a</sup> : <sup>2</sup>	in the Cockpitt
Starb <sup>d</sup> : watch	Berry—Thomas	Gun N 3
Larb <sup>d</sup> : watch	Barker—Thomas	Gun N 27
Starb <sup>d</sup> : watch	Burns—Patrick	Gunn N 12
Starb <sup>d</sup> : watch	Beal—Ebenezer	Gun N 11
Larb <sup>d</sup> : watch	Broadstreet—Northern	
Starb <sup>d</sup> : watch	Bradstreet—Hannibal	F. Topsail Braces
Starb <sup>d</sup> : watch	Bathorick—Abel	

#### C

Larb <sup>d</sup> : watch	Carleton—Sam <sup>l</sup> :	Fore Topsail Braces
Starb <sup>d</sup> : watch	Connor—Patrick	F. Braces & Crossjack do
do	Clark—Peter	Gun N 3
do	Crowningshield—Ben <sup>j</sup> : <sup>3</sup>	Gun N 9
do	Cavey—Peter <sup>4</sup>	Gun N 27
Larb <sup>d</sup> : watch	Costelloe—John	Gun N <sup>o</sup> : 8
Larb <sup>d</sup> : watch	Connell—Phillip	Gun N <sup>o</sup> : 25

Larb <sup>d</sup> : watch	Cutter—Thomas	Gun N 11
Starb <sup>d</sup> : watch	Crowely—Barth <sup>w</sup> :	in Fore Top
Larb <sup>d</sup> : watch	Calef—Winter	F. Braces & Crossjack do
Larb <sup>d</sup> : watch	Clough—Duke	Gun N 2
Larb <sup>d</sup> : watch	Calderwood—John	
Larb <sup>d</sup> : watch	Crowel—William	Gun N 4
Larb <sup>d</sup> : watch	Carrel—John	Fore Top
Starb <sup>d</sup> : watch	Coker—William	M & Miz <sup>n</sup> : T.S. Braces
Starb <sup>d</sup> : watch	Carr—Phineas	Gun N 9
Starb <sup>d</sup> : watch	Crane—Benj <sup>a</sup> :	
	Choate—John	Gun N 11
Starb <sup>d</sup> : Watch	Cateran—Will <sup>m</sup> :	Gun N 4
Larb <sup>d</sup> : watch	Connell—Henry	Gun N <sup>o</sup> : 2
Starb <sup>d</sup> : watch	Chaddock—John	
Starb <sup>d</sup> : watch	Cowart—Cornelius	Fore Braces &c
Larb <sup>d</sup> : watch	Connell—Patrick	Gun N 29
Starb <sup>d</sup> : watch	Crowel—Christ <sup>r</sup> :	Gun N 9
Starb <sup>d</sup> : watch	Cossa—Ezekiel	Fore Top
Starb <sup>d</sup> : watch	Connell—Dennis	to attend lights between decks
Larb <sup>d</sup> : watch	Coupi—John	F. Braces & Crossjack do

## D

Larb <sup>d</sup> : watch	Davis—Thomas	Main Rigging
Starb <sup>d</sup> : watch	Dalaney—John	Forecastle
Starb <sup>d</sup> : watch	Dodge—Zachariah	
Larb <sup>d</sup> : watch	Dodge—Hampshire	Gun N 10
Starb <sup>d</sup> : watch	Dodge—James	
Starb <sup>d</sup> : watch	Downs—Joseph	
	Davis—William	in the Cockpitt
Starb <sup>d</sup> : watch	Dovrell—Thomas	Gun N 11

## E

Larb <sup>d</sup> : watch	Elmes—James	Main Top
Starb <sup>d</sup> : watch	Elmes—Elkanah	
Starb <sup>d</sup> : watch	Elliot—John	M & Miz <sup>n</sup> : T.S. Braces

## F

Larb <sup>d</sup> : watch	Faris—William	Gun N 12
Starb <sup>d</sup> : watch	Frame—Robert	Gun N 25
Starb <sup>d</sup> : watch	Fitzgerald—John	Main Rigging
Starb <sup>d</sup> : watch	Fitzgerald—James	Gun N 12
Starb <sup>d</sup> : watch	Freeman—Adam	Gun N <sup>o</sup> : 7
Starb <sup>d</sup> : watch	Foster—Benj <sup>a</sup> :	Gun N 9
Starb <sup>d</sup> : watch	French—James	Gun N 6

Starb<sup>d</sup>: watch Fullerton—John  
 Starb<sup>d</sup>: watch Freeman—Nero  
 Larb<sup>d</sup>: watch Freeman—Cuff  
 Starb<sup>d</sup>: watch Fowles—Lemuel  
 Faris—Jack  
 Foster—Thomas  
 Furlong—Laurence  
 Fairweather—Cæsar

M & Miz<sup>n</sup>: T.S. Braces  
 Gun N<sup>o</sup>: 11

Fore Top  
 to hand Powder main hatch way  
 at the Magazine  
 Quart<sup>r</sup>: deck  
 to hand Powder fore hatch way

## G

Larb<sup>d</sup>: watch Green—Henry<sup>5</sup>  
 Starb<sup>d</sup>: watch Gillard—John  
 Starb<sup>d</sup>: watch Garratt—John  
 Larb<sup>d</sup>: watch Gouge—James  
 Larb<sup>d</sup>: watch Gott—Joshua  
 Starb<sup>d</sup>: watch Griffen—James  
 Larb<sup>d</sup>: watch Gray—Samuel  
 Gilbert—Prince  
 Cragg—Samuel  
 Starb<sup>d</sup>: watch Cross—Simon<sup>6</sup>

in the Ward Room

Forecastle

Gun N 25

Gun N 10

Gun N 9

Gun N 4

to hand Powder fore hatch way

to hand Powder fore hatch way

Gun deck abaft

## H

Starb<sup>d</sup>: watch Harris—John  
 Starb<sup>d</sup>: watch Hogg—Eben<sup>r</sup>:<sup>7</sup>  
 Larb<sup>d</sup>: watch Hall—John  
 Larb<sup>d</sup>: watch Henderson—Joseph  
 Larb<sup>d</sup>: watch Harraden—Dan<sup>l</sup>:  
 Larb<sup>d</sup>: watch Horne—Dan<sup>l</sup>:  
 Larb<sup>d</sup>: watch Hathaway—Charles  
 Larb<sup>d</sup>: watch Harraden—Joseph  
 Starb<sup>d</sup>: watch Hopkins—Nath<sup>l</sup>:  
 Larb<sup>d</sup>: watch Hudson—Thomas  
 Larb<sup>d</sup>: watch Hutchins—W<sup>m</sup>:  
 Larb<sup>d</sup>: watch Heck—Francis  
 Larb<sup>d</sup>: watch Henderson—Benj<sup>a</sup>:  
 Starb<sup>d</sup>: watch Howes—John  
 Starb<sup>d</sup>: watch Holliday—John

Gun N 10

Gun N 4

Gun N 10

M & Miz<sup>n</sup>: T.S. Braces

Main Top

Miz<sup>n</sup>: Mast

Gun N<sup>o</sup>: 6

Main Mast

M & Miz<sup>n</sup>: T.S. Braces

Gun N 1

at the Wheel

Main Top

## I

Starb<sup>d</sup>: watch Jennison—William<sup>8</sup>  
 Starb<sup>d</sup>: watch Johnson—Benj<sup>a</sup>:  
 Starb<sup>d</sup>: watch Jones—Alex<sup>r</sup>:  
 Starb<sup>d</sup>: watch Irish—John  
 Starb<sup>d</sup>: watch Ingersoll—Joseph

Gun N<sup>o</sup>. 8

Gun N 8

Gun N 11

## K

Larb <sup>d</sup> : watch	Kelly—Mathew	Fore Braces & Cross jack Braces Starboard Side } Gun N <sup>o</sup> : 6
Starb <sup>d</sup> : watch	Knowles—James	Gun N 29
Larb <sup>d</sup> : watch	Kimball—Edward	Gun N 5
Larb <sup>d</sup> : watch	Killmarnock—Alex <sup>r</sup> :	M. Topsail Braces
Starb <sup>d</sup> : watch	Keef—John	

## L

Larb <sup>d</sup> : watch	Low—John	at the Wheel
Larb <sup>d</sup> : watch	Lowell—Ezra	at the Spare Tiller
Larb <sup>d</sup> : watch	Leadan—John	Gun N 4
Larb <sup>d</sup> : watch	Lovering—Tho <sup>s</sup> :	
Larb <sup>d</sup> : watch	Lunt—Timothy	Gun N <sup>o</sup> : 6
Larb <sup>d</sup> : watch	Leblanch—Lewis	Main Top
Larb <sup>d</sup> : watch	Lloyd—Arthur	Gun N 10
Larb <sup>d</sup> : watch	Lee—Cæsar	F. Braces & Crossjack do
Starb <sup>d</sup> : watch	Leadbetter—Increase	
Larb <sup>d</sup> : watch	Liscomb—William	Gun N 27
	Lamb—William	Quart <sup>r</sup> : Deck
	Lewis—Joseph	Forecastle
Larb <sup>d</sup> : watch	Lubey—Richard	Fore Tops <sup>d</sup> : Braces
	L. Linn—John	in the Cockpitt

## M

	M <sup>c</sup> Neill—Hector Esq <sup>r</sup> :	Qu <sup>r</sup> : Deck
Larb <sup>d</sup> : watch	M <sup>c</sup> Neill—Rob <sup>t</sup> : <sup>9</sup>	
Starb <sup>d</sup> : watch	Mitchell—John	Fore Topsail Braces
Starb <sup>d</sup> : watch	Milne—John	Gun N 5
Larb <sup>d</sup> : watch	M <sup>c</sup> Neill—Hect <sup>r</sup> : Jun <sup>r</sup> :	Gun N <sup>o</sup> 11
Larb <sup>d</sup> : watch	Mitchell—George	Gun N 7
Starb <sup>d</sup> : watch	Murphy—Michael	in Ward Room
Larb <sup>d</sup> : watch	Morgan—John	Gun N 8
Larb <sup>d</sup> : watch	Munro—William	Gun N 5
Starb <sup>d</sup> : watch	M <sup>c</sup> Kinnon—Charles	Gun N <sup>o</sup> : 3
Larb <sup>d</sup> : watch	M <sup>c</sup> Dowell—Edward	Gun N 11
Starb <sup>d</sup> : watch	Meservey—Phillip	Gun N 25
Starb <sup>d</sup> : watch	Masterman—James	M. T.S Braces
Starb <sup>d</sup> : watch	Morgan—Thomas	Main Top
Starb <sup>d</sup> : watch	M <sup>c</sup> Intyer—W <sup>m</sup> :	Gun N 29
Larb <sup>d</sup> : watch	Mitchell—Joshua	in the Hold
Larb <sup>d</sup> : watch	Mitchell—Joseph	Gun N <sup>o</sup> : 1
Larb <sup>d</sup> : watch	Moulton—Barth <sup>w</sup> :	
Larb <sup>d</sup> : watch	Mehaney—Jeremiah	St <sup>d</sup> : M. Sh <sup>rds</sup> :
Larb <sup>d</sup> : watch	Mulleahey—Michael	Gun N 7



Larb <sup>d</sup> : watch	Murray—John	Gun N 9
Starb <sup>d</sup> : watch	M <sup>c</sup> Laughlin—Law <sup>ce</sup> :	Gun N <sup>o</sup> . 10
Starb <sup>d</sup> : watch	Mascoll—Joseph	Larb <sup>d</sup> : M <sup>n</sup> : Shrouds
Starb <sup>d</sup> : watch	M <sup>c</sup> Neill—Charles	to attend lights between decks
Larb <sup>d</sup> : watch	Moody—Samuel	Main Top
Larb <sup>d</sup> : watch	Mugford—W <sup>m</sup> :	Gun N 6
Starb <sup>d</sup> : watch	Mulling—W <sup>m</sup> :	Gun N 25
	Meschinet—Jn <sup>o</sup> :	in the Cockpitt
Starb <sup>d</sup> : watch	M <sup>c</sup> Elroy—David	M. & Miz <sup>n</sup> : T.S. Braces

## N

Larb <sup>d</sup> : watch	Nobel—Mark	Gun N <sup>o</sup> : 7
Starb <sup>d</sup> : watch	Nowell—Sam <sup>l</sup> :	Gun N 3
Starb <sup>d</sup> : watch	Nock—James	
Starb <sup>d</sup> : watch	Newman—W <sup>m</sup> :	
Larb <sup>d</sup> : watch	Nichols—Rob <sup>t</sup> :	Gun N <sup>o</sup> : 1
Larb <sup>d</sup> : watch	Nowlan—Rich <sup>d</sup> :	

## O

Starb <sup>d</sup> : watch	O Brien—Will <sup>m</sup> :	Gun N 4
Larb <sup>d</sup> : watch	O Brien—Joseph	Gun N 2
Larb <sup>d</sup> : watch	Osgood—Nehemiah	Gun N 29

## P

Starb <sup>d</sup> : watch	Parrott—John	M & Miz <sup>n</sup> : T.S. Braces
Starb <sup>d</sup> : watch	Pettit—Joseph	F. Braces & Crossjack do
Larb <sup>d</sup> : watch	Parsons—Zaccheus	Gun N 12
Larb <sup>d</sup> : watch	Parker—Caleb	Gun N 9
Larb <sup>d</sup> : watch	Perkins—Thomas	
Larb <sup>d</sup> : watch	Pettingale—Ephraim	Gun N 4
Starb <sup>d</sup> : watch	Parker—Thomas	Fore Top
Larb <sup>d</sup> : watch	Plunket—Abraham	
Larb <sup>d</sup> : watch	Phelps—Aholiab	
Larb <sup>d</sup> : watch	Pederson—Hants	Gun N 5
Starb <sup>d</sup> : watch	Peirce—Benj <sup>a</sup> :	Gun N 7
Starb <sup>d</sup> : watch	Potter—John	
Larb <sup>d</sup> : watch	Perry—Jacob	
Starb <sup>d</sup> : watch	Philbrook—Joel	
Larb <sup>d</sup> : watch	Pitts—Boston	Fore Braces &c
Starb <sup>d</sup> : watch	Petters—Pomp	Gun N 8
Starb <sup>d</sup> : watch	Paine—Richard	Gun N 3
Larb <sup>d</sup> : watch	Parsons—W <sup>m</sup> :	Gun N 12
Larb <sup>d</sup> : watch	Parker—Joseph	Fore Top
	Palmes—Richard <sup>10</sup>	

## R

Larb <sup>d</sup> : watch	Rogers—Chace	Gun N <sup>o</sup> : 6
Starb <sup>d</sup> : watch	Ropes—William	Gun N 2
Larb <sup>d</sup> : watch	Ryan—Michael	Gun N <sup>o</sup> : 5
Starb <sup>d</sup> : watch	Ricker—John	to attend the lights between decks

## S

Starb <sup>d</sup> : watch	Stockbridge—Sam <sup>l</sup> :	
do	Smith—John	at the Wheel
Larb <sup>d</sup> : watch	Smith—Andrew	Gun N 2
Larb <sup>d</sup> : watch	Shaw—Thomas	Forecastle
Starb <sup>d</sup> : watch	Stiles—Richard	Miz <sup>n</sup> : Mast
Starb <sup>d</sup> : watch	Snooks—William	Main Top
Starb <sup>d</sup> : watch	Sleeper—John	in the Hold
Larb <sup>d</sup> : watch	Smith—Joseph	
Larb <sup>d</sup> : watch	Sherburne—Tho <sup>s</sup> :	
Larb <sup>d</sup> : watch	Sampson—Nath <sup>l</sup> :	
Starb <sup>d</sup> : watch	Sims—James	Fore Top
Starb <sup>d</sup> : watch	Storow—Jethro	Gun N 12
Starb <sup>d</sup> : watch	Sprague—Labon	
Starb <sup>d</sup> : watch	Sweetland—Rich <sup>d</sup> :	Gun N 5
	Sawyer—Moses	in the Cockpitt
Starb <sup>d</sup> : watch	Shoot—Adam	in Fore Top
Larb <sup>d</sup> : watch	Sullaway—John	

## T

Starb <sup>d</sup> : watch	Tapping—Benj <sup>a</sup> :	Gun N 10
Larb <sup>d</sup> : watch	Taylor—James	Gun N 3
Starb <sup>d</sup> : watch	Tobine—Patrick	Gun N 8
Larb <sup>d</sup> : watch	Terry—London	Gun N 5
Starb <sup>d</sup> : watch	Thornton—James	Main Top
Starb <sup>d</sup> : watch	Tifft—Mathew	Gun N 1
Larb <sup>d</sup> : watch	Tree—Francis	Gun N 2

## W

Larb <sup>d</sup> : watch	Webber—Dan <sup>l</sup> :	Main & Miz <sup>n</sup> : Top S <sup>l</sup> : Braces
Larb <sup>d</sup> : watch	Willson—John	Gun N <sup>o</sup> : 2
Larb <sup>d</sup> : watch	Whalon—And <sup>w</sup> :	Gun N 12
Larb <sup>d</sup> : watch	Wisdom—John	Gun N 12
Larb <sup>d</sup> : watch	Welch—Walter	Fore Top
Larb <sup>d</sup> : watch	Wise—W <sup>m</sup> :	to hand Powder after hatch way
Larb <sup>d</sup> : watch	Woodbery—Cornelius	
Larb <sup>d</sup> : watch	Webb—John	Gun N <sup>o</sup> : 8

Starb <sup>d</sup> : watch	Wood—John	
Larb <sup>d</sup> : watch	Willson—James	Main Top
Starb <sup>d</sup> : watch	Woodman—Benj <sup>a</sup> :	Gun N 6
Larb <sup>d</sup> : watch	Wood—Cato	Fore Topsail Braces
Larb <sup>d</sup> : watch	Winslow—Nicholas	to hand Powder after hatchway
Starb <sup>d</sup> : watch	Waters—William	
Starb <sup>d</sup> : watch	Wetherell—Abel	to hand Powder main hatchway
Starb <sup>d</sup> : watch	Williams—Benj <sup>a</sup> :	
	Woodwell—Gideon	in the Hold
Starb <sup>d</sup> : watch	Washburn—Gideon <sup>11</sup>	
Starb <sup>d</sup> : watch	Williams—Charles	
Starb <sup>d</sup> : watch	Wood—Cuff	F. Braces & Crossjack
Starb <sup>d</sup> : watch	Woodberry—Lemuel	Gun N 1
Larb <sup>d</sup> : watch	Wright—W <sup>m</sup> :	Gun N 7
Starb <sup>d</sup> : watch	Webber—Richard	Gun N 10
	Woodman—Daniel	Gun N 3
Starb <sup>d</sup> : watch	Woodwell—Gideon Jun <sup>r</sup> :	Gun N 1
Larb <sup>d</sup> : watch	Welch—Hezekiah <sup>12</sup>	in the Waist

D, MHi, Charles W. Gray Papers.

1. In another hand, "1<sup>st</sup> Lieut."
2. In another hand, "Chaplain."
3. In another hand, "Mid."
4. In another hand, "Mid."
5. In another hand, "Quartermaster."
6. In another hand, "Third Lieutenant."
7. In another hand, "Midshipman."
8. In another hand, "Lt. Marines."
9. In another hand, "1<sup>st</sup>. Lt. Marines."
10. In another hand, "Captain Marines."
11. In another hand, "Killed in Action of July 8–1777."
12. In another hand, "Lieut."



## APPENDIX D

### AUTOBIOGRAPHY OF SIR ANDREW S. HAMOND

[Extract]

... Lord Howe & his Fleet soon after arrived in the Delaware, but not before I had taken the Fort of Billingsport,<sup>1</sup> with the assistance of the 42<sup>d</sup> Reg<sup>t</sup> which upon my application S<sup>c</sup> W<sup>m</sup> Howe sent to act under my orders.

The Reducing Mud Island & its dependencies, however, became a more serious business, & took the Admiral & General<sup>2</sup> upwards of a month before it was effected—on the first attempt to move the Ships towards it, the *Augusta* (L<sup>d</sup> Ducie) having grounded the heavy fire from the Batterys & Galleys were open upon her & the *Roe-Buck* (the latter being in the act of assisting in getting her afloat) when She took fire, and in ten Minutes the Flames reachd the Mast Head. All firing then ceased on my part Our whole attention being taken up to save the *Augusta*'s People by our Boats, which except such of the sick as could not help themselves I was fortunate enough to effect altho' under the heavy fire of 15 Galleys the whole time. The Cap<sup>t</sup> Reynolds, afterwards L<sup>d</sup> Ducie was in the act of sinking when my Barge saved him, as more than half the Ships Company were taken out of the water so rapid were the Flames.

In the week following a general Attack both by the Fleet & Army was made on Mud Island. which from the nature & manner of its being fortified, became an extremely difficult operation; on the Land side the low Marshes were such, as did not allow of Batterys to be erected within a proper distance, and obstructions, called Cheveux de Frize, were laid in the River, 5 or 600 Yards from the Island Batterys, to prevent Ships being placed within that distance. This was the Invention of the famous D<sup>r</sup> Franklin, and from the nature of their construction, being (built with very strong frames of Timber, shod with pointed Iron) and not visible even at Low water, became very formidable. The three Ships appointed to make the attack, were the *Somerset* Cap<sup>t</sup> Oury of 70 Guns, the *Isis* of 50 Cap<sup>t</sup> Cornwallis & the *RoeBuck* of 44—my own Ship. Cap<sup>t</sup> Cornwallis & myself employed ourselves in Sounding, and endeavoring to find out openings in the cheavaux de Frise where we might place our Ships to advantage, (This was done frequently under Fire from the Forts<sup>3</sup> & Galleys) and not observing that Cap<sup>t</sup> Oury, nor any Person from his Ship did the same, we placed a Buoy where we thought the *Somerset* with her 32 Pounders could best annoy the Fort.—

The Admiral who lay with the rest of his Fleet off Chester, about 20 Miles further down the River fitted out a large North Country built Transport called the *Vigilant* with 18 Twenty four pounder Guns, keeping her to as light a draft of water as possible, This Ship he put into Commission & gave the Comm<sup>d</sup> to Cap<sup>t</sup> Henry—on the South side of Mud Island there was a channel which though nearly dry at low water, Galleys at high Tide had been sent down to annoy our Ships; In this channel it was intended to place the *Vigilant* to flank the Batteries, but it was only during the Hour at High water that she could be moved; when having got her with g<sup>t</sup> difficulty

more than half way up the Channel. The day for the general attack was accordingly fixed upon and notice sent up to the Senior Officer, Cap<sup>t</sup> Oury, that it would take place the next day at 10 in the Morning.

This being made known to us, I thought it right to go on Board the *Somerset*, to inform myself how the attack by Sea was to be conducted, not having recieved any directions as to the placing my own Ship, altho' both Cornwallis & myself had placed Buoys where we should drop our stern anchors, in case no general orders should be given.

My Surprize was certainly great when Cap<sup>t</sup> Ourry informed me, that he could give me no directions. That on the Receipt of the Admirals letter, he had returned an answer, saying that "his Ship was perfectly ready for Action, and should make the attack at the hour he had mentiond, but desired he might be furnished with a Pilot to move & heave his Ship."

Guessing what would be Lord Howe's situation when he should recieve this answer, I determined to go down to him; when, as I expected, I found him in a great Rage, and in the act of superceeding an Officer, who could have lain near a week within 2 Miles of the Fort he was going to attack, and not having informed himself & the Captains of the other Ships, of the anchorage each should take up. What is to be done, said the Admiral, in this delemma? The Army will be in the Boats at 6 in the morning ready to Storm, after the Ships & the *Vigilant* floating Battery, have in a degree silenced the Enemys fire, and it is now too late. to make any alteration. To which I replied I will go back to Cap<sup>t</sup> ourry and let him know that you have no Pilot to send him, not having expected he would require any; but that he might take the Cap<sup>t</sup> of the *Roebuck* or his Master to place his Ship, which of course releaved the Admirals mind, who directed me accordingly to do so.

I omit stating the particulars of the Action the next day; suffice it to say, that Captain Ourry chose the Master of the *Roebuck* to place his Ship against the Fort, rather than the Captain; and that in about 4 Hours incessant firing, from the Ships & the floating Battery (which enfiladed a part of the Enemys works) Mud Island, & its appendages surrendered to the Ships, before any of the Troops attempted to land.

This was a most fortunate Circumstance for the Army, as from a Strong Chain having been fixed, not visable above water, no Boat could have reached the Shore within it, and which was about 50 Yards distance from it & in 7 or 8 feet water. So that if the attempt to Storm the works had been made, every Man in the Boats would have been destroyed.

Sir George Osborn B<sup>t</sup> Commanded the Storming Party.—Captain Ourry was much censured by the Admiral for his Conduct; but Such was the Phlegmatic Manner in which the Naval Service was conducted at that Period That Rear Admiral Drake & several old Officers at that time gave their decided opinion, that a Captain had nothing to do in the movement of his Ship in Pilot water. Thank God that doctrine has been long Exploded.!!!!!!!—

The Capture of Mud Island, occasiond the abandonment of all the other defences of the River, and, (in consequence of order) I sailed up to The City of Philadelphia in the *Roebuck* with the Frigates & Transports

Soon after, the Admiral, with all the Ships of the Line Sailed to winter at Rhode Island, and left me to co-operate with the General, against the Enemy, until the return of the Fleet in the Spring of next Year.

I had now a new Scene open'd to me. Having not less than 25 *Pend<sup>ts</sup>* (Frigates & Sloops), & upwards of 250 Sail of Transports under my Command all of which were expected to be put in order for service in the Spring; and to be in the meantime in constant readiness to afford assistance to the Army, which was a degree of Responsibility seldom I believe entrusted to so young a Captain.

and here it may be necessary to observe that altho the General *S<sup>r</sup> W<sup>m</sup>. Howe K.B* might be considered in some degree to be in Winter Quarters, with his army of 25 thous<sup>d</sup> Men (British & Germans) yet as the Rebel General Washington, his Opponent, lay with his Army of Americans within 14 or 15 Miles of the City, and had detachments in various situations, one on the North side of the Delaware, all the *Departm<sup>ts</sup>* of the Army, were kept on the Alert; as was also the Navy, as far as moving or Victualing the Troops might occasion—But as in all great Garrisons a considerable degree of Dissipation frequently prevails, such was the case here to a great Extent, throughout the whole Winter Every Officer of Rank being provided with a furnishd House, and giving frequent Entertainments. My Situation therefore as *Comm<sup>d</sup>*g the Navy, became the more arduous, and altho I may take Credit to myself for keeping out of it as much as possible, yet in order to preserve a good Understanding between the Army & Navy, and keep up the Consequence of the latter, I was under the necessity of keeping a Table, and enter<sup>g</sup> into an agreem<sup>t</sup> with the General to give me one day in the week to meet the *Sen<sup>ior</sup>* Officers with such of his own as he chose to bring, to dine & pass the Evening at my House. This he readily consented to do; and altho it was of Course attended with a considerable expence yet I am persuaded nothing contributed more to preserve the good Harmony which Subsisted the whole of the time between the two services, until the return of the Commander in chief which was about 4 Months. . . .

D, ViU, Andrew S. Hamond Papers, Autobiography of Sir Andrew S. Hamond, 2: 11–18.

1. Billingsport was abandoned by the Americans and occupied by the British on 2 Oct.
2. Vice Adm. Viscount Howe and Gen. Sir William Howe.
3. Forts Mifflin and Mercer.





## APPENDIX E

### DOCUMENTS RELATING TO THE CONSTRUCTION OF A CONTINENTAL NAVY FRIGATE IN PORTSMOUTH, VIRGINIA

#### SOLOMON B. TALBOT TO MR. NEVERSON

I will be answerable, to Mr. Neverson, that he be allowed Ten per C<sup>t</sup> on all mon-  
eys which he may recover, to my Fathers Estate, from Mess<sup>rs</sup> Loyall and Maxwell for  
a Continantal Frigates Frame <sup>1</sup> deliver'd Them, for which They, honestly and Justly  
owe us the Sum of One Thousand pounds with Interest from the first day of De-  
cember 1777 being the time when the Frame was fully compleated and deliver'd ac-  
cording to Agreement.—

S. B. Talbot.

DS, Private Collection of Caroline Talbot, Williamsburg, Va., 1994. Docketed: "1777/Talbot, S. B./Letter."

1. This frigate was authorized by the Continental Congress on 20 Nov. 1776. *NDAR* 7: 223. It was de-  
stroyed on 10 May 1779, along with two French merchantmen, and five other vessels in various stages of  
construction, by an expedition under Commo. Sir George Collier. John E. Selby, *The Revolution in Virginia,  
1775–1783* (Williamsburg, Va.: The Colonial Williamsburg Foundation, 1988), pp. 204–5.

#### AN ACCOUNT OF SUNDRY TIMBERS

An Account of sundry timbers furnished by Thomas Talbot decd for the Frame  
of the Continental frigate, built at Portsmouth by Paul Loyal and David Stoddart  
esqrs Commissioners of the Continental Ship Yard

1777	For Keel and Keelson .....	324 feet
	Stem and linding .....	100
	Stern post quarter pieces } Logs & Knee } .....	120
	73 Floor timbers 18 f <sup>t</sup> long each	
	226 Lower Futtocks 15 ditto	
	113 Tair of Timbers of a side, middle & upper Futtocks &	
	Top timbers containing 53 feet in each Tare	
	67 Large Beams 34 f <sup>t</sup> each	
	208 Knees for D <sup>o</sup>	
	30 Beams for Quarter Deck 30 f <sup>t</sup> each	
	120 Knees for D <sup>o</sup>	
	13 Hooks 20 f <sup>t</sup> each	
	For Bends .....	1500
	Water Ways	
	Rudder and Counter Timbers	
	Head, Stock and Six knees	
	Pieces for Ribbons <sup>1</sup>	

Commissioners of Continental Ship yard D<sup>rs</sup>.  
To Estate of Thomas Talbot deceased—

To sundries found for the Frame of Continental Frigate at Portsmouth as P<sup>r</sup>  
above list of particulars) £1000<sup>2</sup>

NB. The above sum of One thousand Pounds was the price which the Commis-  
sioners agreed to allow—

These are to Certify that John Talbot Ship Carpenter in the County of Norfolk  
and State of Virginia, appeared this day before us Two of the Magistrates for said  
County and made oath on the Holy Evangelist of Almighty God, that in the begin-  
ing of the year One thousand seven hundred and seventy seven, he was employed by  
Solomon B Talbot Executor of the Estate of Thomas Tabot deceased to oversee a  
number of Hands cutting, hewing and giting a quantity of Ship Timber which Thomas  
Talbot decd, Father of the said Solomon B Talbot had contracted for with the Com-  
missioners of the Continental Ship Yard, and that all the Bill on Account of Ship Tim-  
ber and Framing on the other side were to his certain knowledge delivered at proper  
Landings according to agreement—The said Deponent further sayeth that during  
the time of his giting the Timber as aforesaid, he frequently received instructions  
from David Stoddart esqr. one of said Commissioners with regard to giting and cut-  
ting of said Timber—

sign<sup>d</sup>. John Talbott  
Sworn to before us this 19<sup>th</sup> August 1785  
George Kelly  
Dan Sanford

DS, Private Collection of Caroline Talbot, Williamsburg, Va., 1994. Docketed: “Talbots claim agst/the  
united States, the/original sent E Carrington esq<sup>c</sup> 23<sup>d</sup> Mar: 1787.”  
1. A copy of this document in the same collection adds: “14 Negro Men and Self—3 Carrilogs; Six  
yoak/oxen, Nine Months Employed in Cutting Frame/200 Oaks 15/. each—/120 Pines 15/. Do.—”  
*Carry-log*. Virginian provincialism for a set of very tall wheels for carrying timber.  
2. A notation in the margin reads: “1777/February 8<sup>th</sup>.”

“LIST OF CASH ADVANCED FOR CUTTING CONTINENTAL FRIGATE’S FRAME”

1777		
June.	Mr Butt for 16 White Oaks	4..10..
July	Atty Etheredge for 15. D <sup>o</sup> .	4..16..
Oct <sup>r</sup>	Paid Jn <sup>o</sup> . Talbot for Overlooking Workmen}	45.. ..
Nov <sup>r</sup>	Ja <sup>s</sup> . Thi[lable] for 15 Pine’s	11..1[5]
	H <sup>y</sup> Butt for Timber	2..11
	Cap <sup>t</sup> . Nicols for Oats	3..12..10
	Mr <sup>s</sup> .—Butt for Fodder	2..10..
	Ja <sup>s</sup> . Breathwate for making & mending Axes &c.	8..17..
	Hen <sup>y</sup> Butt for Timber	6.. 5..
	Jon <sup>a</sup> . Hopkins for D <sup>o</sup> .	4..13.. 6
	Mathew Portlock	1.. ..
		<hr/> 95..10.. 4

1786

Nov <sup>r</sup>	Cash p <sup>d</sup> . Tho <sup>s</sup> . Hunter for Hire of three Negro	}	40 .. ..
	Men (in Specie)		£135 .. 10 .. 4

14 Negro Men Provision's Tools &c. found 9 M<sup>o</sup>. Employed—  
 6 yoa<sup>k</sup> of oxen Provender &c: D<sup>o</sup>. D<sup>o</sup>.

Cash advanced as above & Timber found for all the Frame—for which we have  
 not Rec<sup>d</sup>. the value of 1/.—

D, Private Collection of Caroline Talbot, Williamsburg, Va., 1994. Docketed: "1786/A List of Timber,  
 &c/for Frigate—."



## APPENDIX F

### AN ACT FOR THE RELIEF OF PENNSYLVANIA SOLDIERS AND SEAMEN

*An ACT making Provision for the Relief of Officers, Soldiers, Marines and Seamen, who in the Course of the present War, being in the Service of the United States of America, have been, or shall be maimed, or otherwise disabled from getting their Livelihood, and shall be resident in, or belong to the State of Pennsylvania.*

Whereas the delegates of the United States of America, in Congress, on the 26th day of August, one thousand seven hundred and seventy-six, on behalf of such commissioned and non-commissioned officers of the army and navy, as also private soldiers, marines and seamen, as in the course of the present war might lose a limb, or be otherwise so disabled, as to prevent their serving in the army or navy, or getting their livelihood, and might stand in need of relief, did enter into the following resolves, to wit:

“That every commissioned officer, non-commissioned officer, and private soldier, who shall lose a limb in any engagement, or be so disabled in the service of the United States of America, as to render him incapable afterwards of getting a livelihood, shall receive during his life, or the continuance of such disability, the one half of his monthly pay, from and after the time that his pay as an officer or soldier ceases; to be paid by the committee, as hereafter mentioned:

“That every commander of any ship of war, or armed vessel, commissioned officer, warrant officer, marine or seaman, belonging to the United States of America, who shall lose a limb in any engagement, in which no prize shall be taken, or be therein otherwise so disabled, as to be rendered incapable of getting a livelihood, shall receive during his life, or the continuance of such disability, the one half of his monthly pay, from and after the time that his pay as an officer, marine, or seaman ceases, to be paid as hereafter mentioned; but in case a prize shall be taken, at the time of such loss of limb, or other disability shall happen, then such sum as he may receive out of the neat profits of such prize, before a dividend is made of the same, agreeable to former orders of Congress, shall be considered as part of his half pay, and computed accordingly.

“That every commissioned officer, non-commissioned officer, and private soldier in the army; and every commander, commissioned officer, warrant officer, marine or seaman of any of the ships of war, or armed vessels, belonging to the United States of America, who shall be wounded in any engagement, so as to be rendered incapable of serving in the army or navy, tho’ not totally disabled from getting a livelihood, shall receive such monthly sum towards his subsistence, as shall be judged adequate by the Assembly, or other representative body of the state, where he belongs or resides, upon application to them for that purpose, provided the same doth not exceed his half-pay:

“That no commissioned officer, non-commissioned officer, and private soldier in the army, commander, commissioned officer, warrant officer, marine or seaman of any of the ships of war, or armed vessels, belonging to the United States of America, who shall be wounded or disabled, as aforesaid, shall be entitled to his half-pay, or other allowance, unless he produce to the committee, or officer appointed to receive the same, in the state where he resides or belongs, or to the assembly or legislative body of such state, a certificate from the commanding officer, who was in the same engagement, in which he was so wounded, or in case of his death, from some other officer in the same corps, and the surgeon that attended him, or a certificate from the commander of the ship of war, or armed vessel, engaged in the action, in which any officer, marine or seaman received his wound, and from the surgeon who attended him, of the name of the person so wounded, his office, rank, department, regiment, company, ship of war, or armed vessel to which he belonged, his office or rank therein, the nature of his wound, or in what action, or engagement he received it.”

And the said Delegates in Congress did at the same time recommend to the several Assemblies or Legislative Bodies of the United States of America, “to appoint some person or persons in their respective States, who shall receive and examine all such Certificates as may be presented to them, and register the same in a book, and also what support is adjudged by the Assembly or Legislative Body of their State, to those whose case requires but a partial support, and also of the payment from time to time of every half-pay and other allowance, and of the death of such disabled persons, or ceasing of such allowance, and shall make a fair and regular report of the same, quarterly, to the Secretary of Congress, or Board of War, where a separate record shall be kept of the same; and to cause payment to be made of all such half-pay or other allowance as shall be adjudged due to the persons aforesaid, on account of the United States.”

Therefore, as well in deference to the aforesaid recommendation of Congress, as in justice and gratitude to such brave men who already have, or hereafter may step forth in the service of their country, and in the same have been or may be so unfortunate as to come within the description of the said resolves, and in order to provide for their relief,

*Be it enacted, and it is hereby enacted, by the representatives of the Freemen of the Commonwealth of Pennsylvania in General Assembly met, and by the authority of the same, That upon the application of any officer of the army or navy, private soldier, marine or seaman, who in the course of the present war, shall have lost a limb or be otherwise so disabled as to prevent his serving in the army or navy, or getting his livelihood; made to any one of the justices of the peace in the several counties of this State for such relief as by the said resolve of Congress is provided for him, and shall produce to the said justice a certificate from the commanding officer in the same engagement, or of the ship of war or armed vessel in which he was so wounded, or in case of the death of the commander, from some other officer in the same corps or ship, or from the surgeon that attended him, setting forth the name of the person so wounded, his office, rank, department, regiment, company, ship of war or armed vessel, to which he belonged, the nature of his wound, and in what action or engagement he received it, the said justice shall, and he is hereby enjoined and required to call to his assistance two reputable freeholders of his neighbourhood, with whom he shall inspect and carefully examine the certificate presented, the state and*

condition of the person so applying, and the same certificate being found genuine and made out in the order as by the said resolves it is directed to be made, the said justice and freeholders shall adjust and settle the monthly pay which the bearer of such certificate shall receive agreeable to the resolves, not exceeding the half-pay and rations that such officer or private was intitled to at the time he received the wound, to commence from the time that his pay or subsistence in the army or navy ceased. And the said justice of the peace and freeholders shall indorse or affix to the said certificate an order under their hands and seals, directed to the Treasurer of the state tax, in the county in which the said justice resides, requiring him to pay to the person so disabled as aforesaid, the monthly pension allowed on his said certificate, and shall transmit the said original certificate and order to the recorder of the county to be registered in a book. And the said recorder shall make out a copy of the said certificate and order under the seal of his office, and shall deliver the said copy to the person in the said certificate and order named.

*Provided always,* That upon the application of any officer or private of the marines and seamen, the said justice and freeholders shall make enquiry whether at the time of the said officer or private's receiving his wound, any prize was taken, and what dividend the disabled person shall have received or is to receive, and shall administer to him an oath respecting such prize, so that a deduction of the amount thereof may be made out of his monthly pension agreeable to the said resolves of Congress.

*And be it further enacted by the authority aforesaid,* That the Treasurer of the state tax to whom such certificate under the seal aforesaid shall be produced and shewn, shall pay the bearer thereof such monthly pension as shall be allowed to him by the said justice and freeholders, from the time that shall be fixed in the said order, and so from month to month during his disability and residence in the county, or until other order shall be made by the Assembly with respect to such pensioner or pensioners. And the recorder shall at every quarter sessions of the respective counties, have in court all the original certificates and orders by them filed, and deliver the same to the Treasurer, who shall keep them as vouchers to his account with the committee of Assembly; and shall within sixty days after the court, transmit a fair and regular report to the Secretary of Congress, or Board of War.

*Provided,* That all such pensioned officers, soldiers, marines and seamen, as shall be found capable of doing duty in any department of the land or sea service, be liable to be employed therein, and upon refusal thereof shall forfeit and lose the pension allowed to him or them.

*Provided also, and it is hereby further enacted by the authority aforesaid,* That no officer, soldier, marine or seaman who receives his pension in this State, shall sell or assign, or otherwise dispose of his certificate and order of monthly pay, or any part or number of monthly payments thereon to become due to him, to any person or persons whatsoever, for any consideration or price whatsoever, except it be for the maintaining such pensioner during life or as long as he shall receive that pension. And all contracts for maintaining during life or during the time the pension lasts, shall be made in the presence of one justice of peace and of the overseers of the poor of the city, township or district respectively, and security given to their satisfaction. And that the person or persons who shall presume to make such purchase or take such assignment as aforesaid from any pensioner, except as in the case before excepted, being legally convicted thereof in any court of general quarter sessions of the peace

of this State, or in the supreme court of the same, shall forfeit and pay a sum equal to the sum which he has paid or contracted to be paid for such assignment of such pension, to any person who will sue or prosecute for the same, and the pensioner who has contracted for the sale or assignment of his pension shall be admitted as an evidence to the indictment, even in case he should become the prosecutor.

*And be it further enacted by the authority aforesaid,* That the justice of the peace and the freeholders that shall examine the certificates and make the orders for the payment of the pensions, shall receive the sum of Seven Shillings and Six-pence for every order, and the Recorder for recording the same and making out a copy thereof under seal, the sum of Two Shilings and Six-pence for each copy which shall be settled and allowed at every court of quarter sessions and paid by the said Treasurer at the charge of the United States.

JOHN BAYARD. SPEAKER.

*Enacted into a law, on the 18th day of September, in the year of our Lord, one thousand seven hundred and seventy-seven.*

JOHN MORRIS, junior, Clerk of the General Assembly.

*Laws Enacted in a General Assembly of the Representatives of the Freemen of the Common-wealth of Pennsylvania, 12 May 1777–14 Oct. 1777 (Lancaster: Francis Bailey, 1777), pp. 53–56.*



## APPENDIX G

### A COMPILATION OF NOVA SCOTIA VESSELS SEIZED DURING THE AMERICAN REVOLUTION AND LIBELLED IN THE NEW ENGLAND PRIZE COURTS by John D. Faibisy

"Let them that wish well to their souls flee from privateers as they would from the jaws of hell," wrote a Nova Scotia missionary seized by an American vessel in 1781, "for methinks a privateer may be called a floating hell."<sup>1</sup>

Many Nova Scotia colonists agreed with Henry Alline's telling definition of the privateer, a visitor to their shores throughout the Revolutionary War. The sharp denunciations of the settlers, which took the form of petitions to both American authorities and His Majesty's Government at Halifax, correspondence to friends and relatives, and scribbled diary entries, tell of impudent raiders who crippled the provincial trade, fell upon small vessels that sought shelter in town harbors, rivers and inlets, and descended upon coastal communities to seize prominent citizens for ransom. The bewildered Nova Scotia residents, most of whom had emigrated to the peninsular province from New England, failed to appreciate the new and aggressive behavior of their seafaring neighbors, who usually fitted out in Yankee ports.

After the American Revolution the deeds of the brazen intruders were captured in written reminiscences as well as in an oral tradition in both the United States and British North America. By the time of the Canadian Confederation, local historians in Nova Scotia and New England were recording tales of plunder and adventure. At least one nineteenth-century researcher made extensive use of records in the Massachusetts Archives to document the outrageous conduct of the Yankee brigands.<sup>2</sup> The twentieth century brought sophisticated analyses of the role played by Revolutionary privateers, made by meticulous scholars well versed in Nova Scotia history.<sup>3</sup>

No researcher has, to my knowledge, endeavored to compile a list of Nova Scotia vessels<sup>4</sup> taken by American privateers, thereby helping to illustrate the substantial economic damage inflicted upon Nova Scotia and Western Nova Scotia (now New Brunswick) during the war years. Formidable barriers stand in the way of such a compilation. Throughout the Revolution many raiders traded the role of privateersman for that of pirate by refusing to libel prizes in the New England admiralty courts, which did not begin to function until early 1776 and which proved to be the most active of the American prize courts. The extant records of these courts are scattered and far from complete. Moreover, the notices of libel in New England newspapers during the Revolution, which provide accurate information in such areas as a prize's lading and approximate trial date, fail to record the ports of disembarkation and destination of seized vessels, a curious omission not neglected in earlier wars with Spain and France.

Nevertheless, a partial list of Nova Scotia vessels captured and libelled in Yankee prize courts during the Revolutionary War can be compiled by contrasting the notices of libel in the New England press with a number of valuable primary and secondary sources. The following sources were consulted for this compilation:

- I. Articles in New England newspapers, 1775–83.
- II. Articles in British and Loyalist newspapers (including *Nova Scotia-Gazette*), 1775–83.
- III. *Documentary History of the State of Maine (Collections of the Maine Historical Society, 2d Series)*, edited by James P. Baxter, 24 vols. (Portland: The Society, 1869–1916), especially vols. 14–22.
- IV. New Hampshire Prize Court Records, Rockingham County Office, Exeter, N.H.
- V. Massachusetts State Archives, Boston, Mass.
- VI. Records of the Supreme Judicial Court of Suffolk County, Government Center, Boston, Mass.
- VII. Connecticut Prize Court Records, Connecticut State Library, Hartford, Conn.
- VIII. Rhode Island Prize Court Records, State House, Providence, R.I.
- IX. *NDAR*, vols. 1–7.
- X. “Lists of British vessels captured by American privateers,” *The Remembrancer*.
- XI. Simeon Perkins, *The Diary of Simeon Perkins, 1760–1780*, ed. by Harold A. Innis, 3 vols. (Toronto: Champlain Society, 1948–61), and *The Diary of Simeon Perkins, 1780–1789*, ed. by D.C. Harvey (Toronto: Champlain Society, 1958).
- XII. An Instrument of Protest against the Seizure of the Sloop *Success*, 30 Nov. 1775, by American rebels on return from Nova Scotia, dated 27 Dec. 1775, Boston Public Library.
- XIII. Gardner W. Allen, *A Naval History of the American Revolution*, 2 vols. (Boston: Houghton Mifflin Co., 1913).
- XIV. Louis F. Middlebrook, *History of Maritime Connecticut during the American Revolution, 1775–1783*, 2 vols. (Salem, Mass.: Essex Institute, 1925).
- XV. Records of the Court of Appeals in Cases of Capture, 1776–1787, Records of the Supreme Court of the United States, RG 267, National Archives, Washington, D.C.
- XVI. *Report of the Board of Trustees of the Public Archives of Nova Scotia for the Year ended 30th November 1936*. Appendix C gives a list of vessels entering Halifax, July 4, 1778, to November 15, 1781.

An examination of these sources reveals Nova Scotia vessels libelled in maritime courts throughout the rebellious Yankee colonies. In this list, which is arranged by year and thereunder alphabetically by name of prize, I have used the following symbols to designate the admiralty courts:<sup>5</sup>

- |    |   |
|----|---|
| E  | Court for the Eastern District of Massachusetts (District of Maine), holding sessions in Pownalborough or Falmouth. |
| H  | Court for Hartford, Connecticut.  |
| M  | Court for the Middle District of Massachusetts, usually meeting in Boston.  |
| NH | Court for Portsmouth, New Hampshire.  |
| NL | Court for New London, Connecticut.  |
| RI | Court for Providence, Rhode Island.   |
| S  | Court for the Southern District of Massachusetts, usually convening in Plymouth.                                    |

The officials in these prize courts encountered a number of perplexing questions. Perhaps their most difficult determination involved the paper certificates found on a craft. In some cases, the court officers discovered more than one set of papers on board a captured vessel, whose owner or master attempted to avoid seizure by obtaining several certificates, each giving a different national allegiance, owner, or name for the craft or master. For such prizes, I have included in this list the alternate name of the vessel or master, which is placed in parentheses under the first given name.

The prize court records, articles in the Revolutionary newspapers of New England, and the other sources consulted constitute a treasure house of source material for students interested in maritime history, illustrating the disruption of Nova Scotia trade by American privateers and the subsequent dependence of the colony upon Great Britain for new markets. The sources further disclose the existence of clandestine trading activities between the Yankee colonies and their northern neighbors while verifying the severe economic losses Nova Scotia suffered as a result of the zeal shown by Revolutionary privateersmen and their allies.<sup>6</sup> Arguments concerning the disruption of internal commerce and communication in Nova Scotia also receive support from these sources.

Many more prizes were captured in Nova Scotia waters, and presumably libelled in the courts of New England, than I was able to determine, especially for the last years of the Revolution. By that late date, however, seizures off Nova Scotia had become so commonplace that the New England newspapers, upon which I relied heavily in the compilation of this list, failed even to note them.

1. Henry Aline, *The Life and Journal of the Rev. Mr. Henry Aline* (Boston: Gilbert and Dean, 1806), p. 143.

2. See Edmund Duval Poole, compiler, *Annals of Yarmouth and Barrington in the Revolutionary War* (Yarmouth, Nova Scotia: Lawson Brothers, 1899).

3. See, particularly, John Bartlet Brebner, *The Neutral Yankees of Nova Scotia* (New York: Columbia University Press, 1937); and George A. Rawlyk, *Nova Scotia's Massachusetts, A Study of Massachusetts-Nova Scotia Relations, 1630 to 1784* (Montreal: McGill-Queen's University Press, 1973), ch. 13.

4. This list contains only vessels seized while bound to or from Nova Scotia. Not included are craft owned by Nova Scotia settlers or craft which had previously sailed from or to that colony but which had non-Nova Scotia ports of disembarkation and destination at the time of capture. Thus a prize such as *Nova Scotia Packet* is omitted from this list since at the time of her capture in 1777 she was bound from Newport to Long Island.

5. Although Connecticut admiralty courts met in New Haven, Fairfield and Litchfield for a time during the Revolution, I could not find any record of prizes libelled there which, at the time of capture, were bound to or from Nova Scotia. In the Connecticut and Massachusetts courts, it was possible for a seizure to be libelled in one court with a change of venue to another court within the same state later occurring.

6. For prizes taken by the Indians and the French, see entries 117 and 190 in the list.

No.	Type and Name	Master	Tonnage	Out of	Bound for	Lading	Taken by	Approximate Trial Date	Court	Source(s)
1776										
1.	Ship <i>Belle</i>	Jones	300	Annapolis, N.S.	Jamaica	Fish, timber & spars	Job Pierce	9 Nov. 1776	RI	I, VIII
2.	Schooner <i>Betsey</i>	Foster	30	Liverpool, N.S.	Halifax	Cattle & roots	Agreen Crabtree	14 Nov. 1776	E	I, II, XI
3.	Sloop <i>Betsey</i>	Heath	115	Nova Scotia	Boston	Fish & spars	—	25 Apr. 1776	S	I, IX
4.	Brig <i>Betsey</i>	Wormstead	115	Boston	Halifax	Provisions	—	5 Sept. 1776	E	V, IX
5.	Sloop <i>Betsey</i>	—	60	Massachusetts	Halifax	Cordwood	Daniel Waters	15 Oct. 1776	M	I
6.	Schooner <i>Britannia</i>	Baker	40	Halifax	Yarmouth, N.S.	Provisions	Agreen Crabtree	14 Nov. 1776	E	I, VI
7.	Sloop <i>Britannia</i>	Hall	80	Nova Scotia	Boston	Hay & wood	Nicholas Martindale	25 Apr. 1776	S	I
8.	Ship <i>Cambden</i>	Richardson	300	Nova Scotia	Jamaica	Fish, boards & spars	Christopher Whipple	19 Nov. 1776	M	I
9.	Sloop <i>Charlotte</i>	Cox	—	Halifax	New York	Tools	Montgomery & Schuyler	1 Oct. 1776	RI	I
10.	Schooner <i>Charming Anne</i>	Jones	26	—	Nova Scotia	Provisions	Putnam	11 Dec. 1776	E	I, X
11.	Ship <i>Creighton</i>	Ross	200	Antigua	Halifax	439 puncheons of rum	Henry Johnson	30 July 1776	M	I, VI
12.	Schooner <i>Diligent</i>	Knight	100	Halifax	Machias	Provisions	Jeremiah O'Brien	9 Sept. 1776	E	I, III
13.	Schooner <i>Dispatch</i>	Goodridge	90	Halifax	New York	—	Tyrannicide	5 Sept. 1776	M	I, XIII
14.	Schooner <i>Dragon</i>	Knowlton	60	Liverpool, N.S.	fishing voyage	Fish	William Carleton	19 Nov. 1776	M	V
15.	Brig <i>Elizabeth</i>	Edwards	90	Halifax	Jamaica	Lumber	Daniel Waters	17 Dec. 1776	M	V
16.	Brig <i>Elizabeth</i>	Ramsey	140	Boston	Nova Scotia	Woolens, shoes & Tory goods	Lynch, Hancock & Lee	20 Aug. 1776	NH	I, IX
17.	Schooner <i>Endeavour</i>	Dyer	125	Bermuda	Halifax	Salt & rum	Montgomery	30 Nov. 1776	RI	I, VIII
18.	Schooner <i>Falmouth Packet</i>	Danks	—	Windsor, N.S.	Boston	Potatoes, oxen, turnips, & hay	—	3 Sept. 1776	E	I, IX
19.	Brig <i>Fanny</i>	Blythe	75	Barbados	Halifax	Rum & sugar	—	5 July 1776	S	I, X
20.	Ship <i>Henry and Esther</i>	Nellis	300	Nova Scotia	Boston	Meat, wood & bedding	Lee & Franklin	28 Mar. 1776	M	I, IX
21.	Sloop <i>Hero</i>	Perkins	70	Halifax	Antigua	Fish	Success	15 Oct. 1776	M	I
22.	Brig <i>Hiram</i>	Thrasher	50	Ireland	Halifax	Provisions	Retaliation	19 Nov. 1776	M	I
23.	Schooner <i>Industry</i>	Coffin	85	Nova Scotia	Boston	Provisions & livestock	William Coit	25 Apr. 1776	S	I, IX
24.	Sloop <i>Industry</i>	Farnam	50	Cornwallis, N.S.	fishing voyage	Fish	Fair Lady	18 Oct. 1776	M	V
25.	Brig <i>John</i>	Wallis	100	Liverpool, England	Halifax	—	—	12 Nov. 1776	S	X
26.	Ship <i>Julius Caesar</i>	Uzuid	300	London	Halifax	Woolens, linens & foodstuffs	Republic	17 Dec. 1776	M	I, V
27.	Schooner <i>Kitty and Nancy</i>	Pinnock	95	Nova Scotia	—	—	Putnam	22 Nov. 1776	M	X
28.	Brig <i>Loyal Briton</i>	—	100	St. John River	Boston	Livestock	Stephen Smith	6 Aug. 1776	E	I, II
29.	Schooner <i>Mary and Elizabeth</i>	Bruce	—	Barbados	Halifax	Rum & sugar	Spy	Nov. 1776	H	VII, XIV
30.	Brig <i>Nabby</i>	Mason	150	Nova Scotia	—	—	Independence	15 Oct. 1776	M	X
31.	Sloop <i>North Briton</i>	Richie	60	Boston	Annapolis, N.S.	Dry goods	—	19 Mar. 1776	M	I
32.	Sloop <i>Peggy</i>	Bradford	30	Port Medway	Liverpool, N.S.	Hay	Agreen Crabtree	14 Nov. 1776	E	I, XI
33.	Ship <i>Peggy</i>	Kennedy	240	Halifax	New York	Flour, mutton, beef & cloth	—	5 Sept. 1776	M	I, V, X
34.	Schooner <i>Polley</i>	Basset	90	Nova Scotia	fishing voyage	Fish	—	15 Nov. 1776	S	I, IX

35.	Sloop <i>Polly</i>	Smith	80	Nova Scotia	Boston	Turnips & Spanish dollars	<i>Lee</i>	20 Mar. 1776	M	I, IX
36.	Sloop <i>Polly</i>	White	75	Nova Scotia	Boston	Provisions & livestock	William Coit	25 Apr. 1776	S	I, IX
37.	Schooner <i>Polly</i>	—	70	St. John River	Halifax	Lumber	<i>Putnam</i>	13 Dec. 1776	E	V, VI
38.	Schooner <i>Property</i>	Freeman	90	Cape Nicholas Mole ✓	Liverpool, N.S.	Molasses, sugar, cotton & coffee	<i>Montgomery &amp; Eagle</i>	18 Nov. 1776	RI	I, VIII
39.	Ship <i>Queen of England</i>	Arnout	200	London	Halifax	Pork, oatmeal & butter	<i>Caleb Hopkins</i>	19 Aug. 1776	M	I, X
40.	Schooner <i>Rainbow</i>	McMonagle	30	Nova Scotia	Boston	Potatoes & turnips	<i>Warren</i>	6 Aug. 1776	NH	I
41.	Schooner <i>Ranger</i>	Lewis	40	Nova Scotia	fishing voyage	Provisions	<i>Putnam</i>	13 Dec. 1776	E	V, VI
42.	Schooner <i>Roebuck</i>	White	50	Nova Scotia	—	—	—	12 Nov. 1776	S	I, XI
43.	Brigantine <i>Royal George</i>	Doyle	100	Ireland	Halifax	Pork, beef, peas, butter & soap	<i>Dolphin &amp; Hannah and Molly</i>	15 Oct. 1776	E	I, X
44.	Schooner <i>Sally</i>	Noble	40	Halifax	New York	Fish & staves	<i>Lee</i>	19 Nov. 1776	M	I, X
45.	Schooner <i>Sally</i>	Vaulpey	30	Nova Scotia	fishing voyage	Fish	<i>Putnam</i>	14 Nov. 1776	E	V
46.	Sloop <i>Success</i>	Hitch	50	Halifax	Boston	Provisions	—	21 Mar. 1776	M	XII
47.	Brig <i>Success</i>	Kelleur	130	Nova Scotia	Isle of Jersey	—	Esek Hopkins	11 Nov. 1776	RI	I
48.	Cutter <i>Tutmagush</i>	—	—	Halifax	Machias	Provisions	B. Foster & J. O'Brien	9 Sept. 1776	E	I, III
49.	Ship <i>Three Brothers</i>	Smith	60	Dominica	Halifax	Rum & molasses	—	1 Oct. 1776	S	I, X
50.	Sloop <i>Two Friends</i>	Copeland	—	Tortola	Liverpool, N.S.	Molasses, sugar, rum & salt	<i>Andrew Doria</i>	17 June 1776	RI	IX
51.	Sloop <i>Two Friends</i>	Rose	95	Tortola	Halifax	West Indian produce	<i>Machias Liberty</i>	2 Aug. 1776	M	IX
52.	Schooner <i>White Oak</i>	Doane	30	Nova Scotia	—	—	<i>Putnam</i>	14 Nov. 1776	E	V
53.	Sloop —	—	—	Jamaica	Halifax	Dry goods & salt	—	19 Aug. 1776	E	I, V
1777										
54.	Brig <i>Active</i>	Fox	150	Liverpool, N.S.	Halifax	Provisions	John Paul Jones	14 Jan. 1777	S	I, X
55.	Sloop <i>Adventure</i>	Foot	60	Halifax	Bay of Fundy	Fish	<i>Blackbird</i>	23 Dec. 1777	M	V
56.	Schooner <i>Adventure</i>	Hinckley	17	Dominica	Halifax	Rum	Joseph Conkling	16 July 1777	S	I, XIV
57.	Brig <i>Athol</i>	Wadie	100	Halifax	Dominica	Fish & lumber	<i>American Revenue</i>	22 Apr. 1777	S	I, X
58.	Sloop <i>Betsey</i>	Grant	80	Halifax	Quebec	—	<i>Cutter &amp; Dolphin</i>	25 Nov. 1777	M	II, X
59.	Brig <i>Charming Sally</i>	M'Croesky	150	Halifax	Ireland	—	Jonathan Oaks	31 July 1777	M	X
60.	Brig <i>Cleveland</i>	Norman	130	Halifax	Chaleur Bay	—	<i>Fanny</i>	10 Oct. 1777	M	X
61.	Brig <i>Dianna</i>	Bound	100	Halifax	Newfoundland	—	<i>Dolphin</i>	7 Oct. 1777	M	X
62.	Schooner <i>Endeavour</i>	Potter (Porter)	25	—	Liverpool, N.S.	20 bushels of corn	Tristram Jordan	25 Aug. 1777	E	III
63.	Schooner <i>Fair Wind</i>	Webber	30	Annapolis, N.S.	Halifax	Fish	<i>Revenge</i>	25 Nov. 1777	M	V
64.	Ship <i>Ferryboat (Fowey)</i>	Channel	300	Ireland	Halifax	Provisions	<i>Mars</i>	25 Nov. 1777	M	V, X
65.	Schooner <i>Friends</i>	Pensy	30	—	Halifax	—	<i>Fanny</i>	19 Aug. 1777	M	V
66.	Brigantine <i>Friendship</i>	Appleton	120	—	Halifax	Provisions	<i>Hawke</i>	25 Nov. 1777	M	I
67.	Schooner <i>Halifax Packet</i>	Smith	70	Halifax	New York	Fish & staves	<i>Washington</i>	14 Jan. 1777	S	I, IX
68.	Schooner <i>Hawke</i>	Collins	70	Canso	Barbados	Fish & oil	<i>Lee</i>	29 May 1777	M	I
69.	Schooner <i>Hope</i>	Caldwell	50	England	Nova Scotia	Provisions	—	9 Jan. 1777	NH	I
70.	Schooner <i>Industry</i>	Valpey	40	Yarmouth, N.S.	St. John River	Molasses, rum, pork & rice	William Albee	25 Aug. 1777	E	V
71.	Brig <i>James</i>	Pierpont	100	Tobago	Halifax	Rum & sugar	<i>Cutter &amp; Terrible</i>	25 Nov. 1777	M	I, X
72.	Brigantine <i>Lusannah (Lusannar)</i>	Wood	70	London	Halifax	English goods valued at £12,000	<i>McClary</i>	8 Dec. 1777	NH	I, IV

No.	Type and Name	Master	Tonnage	Out of	Bound for	Lading	Taken by	Approximate Trial Date	Court	Source(s)
73.	Sloop <i>Molly</i>	Young	60	Pictou, N.S.	Scotland	Lumber	Obadiah Ayers	28 Jan. 1777	M	V
74.	Sloop <i>Peggy</i>	Rowe	70	New York	Halifax	Provisions	<i>Sturdy Beggar</i>	16 Sept. 1777	M	V
75.	Brig <i>Perseverance</i>	Landers	50	Halifax	West Indies	Fish & lumber	<i>Hawk</i>	25 Feb. 1777	M	I, X
76.	Brig <i>Phoenix</i>	Neill	45	England	Nova Scotia	Fish & lumber	<i>Speedwell</i>	25 Nov. 1777	M	I
77.	Schooner <i>Polly</i>	Clough	60	England	Halifax	Beef, flour & cloth	<i>Cutter</i>	25 Nov. 1777	M	V, VI, XI
78.	Schooner <i>Polly</i>	Collins	35	West Indies	Nova Scotia	Rum & sugar	<i>Dolphin</i>	19 Aug. 1777	E	VI
79.	Sloop <i>Polly</i>	Hall	30	cut out of Liverpool, N.S.	Halifax	—	Agreen Crabtree	1 Apr. 1777	E	VI
80.	Sloop <i>Polly</i>	Herkett	20	Halifax	New York	Dry goods, duck, & cordage	<i>Fanny</i>	19 Aug. 1777	M	I
81.	Brigantine <i>Rising Sun</i>	Salter	100	Liverpool, N.S.	Halifax	Provisions	<i>Dolphin</i>	19 Aug. 1777	M	V, XI
82.	Ship <i>Royal George</i>	Young	220	England	Halifax	English goods	<i>Satisfaction</i>	29 Apr. 1777	M	I
83.	Schooner <i>Sally</i>	Allen	45	Halifax	Quebec	—	<i>Black Snake</i>	23 Dec. 1777	M	X, XI
84.	Sloop <i>Sally</i>	Arrowbury (Arenburg)	50	Spanish River	Halifax	Coal & oil	<i>Lizard</i>	23 Dec. 1777	M	I, V
85.	Schooner <i>Sally</i>	Eliot	70	Halifax	West Indies	Fish & provisions	<i>Independence</i>	14 Jan. 1777	S	I, XIV
86.	Schooner <i>Sally</i>	Stone	50	Halifax	West Indies	Fish & provisions	<i>Independence</i>	14 Jan. 1777	S	I, XIV
87.	Sloop <i>Sally</i>	—	70	—	Annapolis, N.S.	Lumber	Thomas Stimson	16 Jan. 1777	E	VI
88.	Schooner <i>Two Friends</i>	Birch	65	Halifax	Louisburg	—	<i>Spy</i>	16 Sept. 1777	M	X
89.	Sloop <i>Unity</i>	Johnson	95	West Indies	Cornwallis, N.S.	Rum & sugar	Samuel Nichols	27 June 1777	M	I
1778										
90.	Schooner <i>Ainslie</i>	Peper	60	Halifax	Quebec	Provisions	<i>Lizard</i>	13 Jan. 1778	M	I, X
91.	Schooner <i>Aurora</i>	Doucett	60	Nova Scotia	fishing voyage	Fish	<i>Pompey</i>	3 Sept. 1778	S	V
92.	Schooner <i>Betsey</i>	Hunter	—	Martinique	Halifax	Molasses, rum & sugar	Kingsman Peverly	29 June 1778	NH	I
93.	Schooner <i>Betsey</i>	Saywood	50	Nova Scotia	fishing voyage	Fish	<i>Conte-Pea</i>	9 June 1778	M	V
94.	Sloop <i>Bird</i>	Farnam	40	Nova Scotia	fishing voyage	Fish	William Dennis & John Brown	11 Nov. 1778	M	V
95.	Schooner <i>Buck</i>	Bell	30	New Providence	Halifax	Pineapples & yams	Samuel Ingersol	5 July 1778	M	VI
96.	Brig <i>Carolina</i>	Misnard	250	British Isles	Nova Scotia	Provisions	<i>Putnam</i>	11 Nov. 1778	M	I
97.	Sloop <i>Desire</i>	Atkins	60	Halifax	Port Medway	—	Thomas Shucker	26 Oct. 1778	NH	XVI
98.	Schooner <i>Dove</i>	McGray	45	Halifax	Yarmouth, N.S.	Provisions	<i>Terrible</i>	5 May 1778	M	V, XI
99.	Schooner <i>Edward</i>	Taylor	65	Nova Scotia	—	Fish	<i>Lively</i>	5 May 1778	M	I
100.	Sloop <i>Elizabeth</i>	Littlefield	—	Passamaquoddy	West Indies	Lumber	<i>Congress</i>	28 Mar. 1778	M	V
101.	Schooner <i>Elizabeth</i>	Young	100	Nova Scotia	—	Provisions	<i>Washington</i>	13 Jan. 1778	M	I
102.	Brig <i>Exeter Galley</i>	Black	250	—	Nova Scotia	Provisions	<i>Fair Play</i>	5 July 1778	M	I
103.	Sloop <i>Fancy</i>	Johnson	45	Antigua	Halifax	Sugar & rum	G. Hoxsie & C. Jeneckes	12 Aug. 1778	RI	VIII, XV
104.	Schooner <i>Hope</i>	Hillier	60	Jamaica	Halifax	Rum & limes	J. Griffiths & D. Brooks	14 July 1778	H	VII
105.	Sloop <i>Liverpool</i>	Cobb	—	Halifax	New York	Coal	<i>Retaliation</i>	28 Apr. 1778	H	VII, XI

106.	Brig <i>Margaret and Mary</i>	Izitt	180	Halifax	London	Lumber & fish	<i>Mars</i>	17 Mar. 1778	M	I, X
107.	Ship <i>Maria</i>	Farriah	300	Halifax	Jamaica	Fish & staves	<i>General Starks</i>	11 Nov. 1778	M	V, XVI
108.	Schooner <i>Mayflower</i>	Graves	15	Annapolis, N.S.	St. John River	Corn, beans & peas	<i>Hannah and Molly</i>	23 June 1778	E	V
109.	Schooner <i>Molly</i>	—	60	Ireland	Nova Scotia	Provisions	<i>Terrible Creature</i>	8 July 1778	M	I, XI
110.	Schooner <i>Neptune</i>	Wallace	50	Nova Scotia	—	Provisions	<i>Cutter &amp; Dolphin</i>	19 May 1778	M	I
111.	Schooner <i>Peace and Plenty</i>	Bluefield (Sheffield)	40	Cornwallis, N.S.	—	—	<i>Harlequin</i>	5 July 1778	M	XI
112.	Brig <i>Penelope</i>	Thomson	200	Scotland	Halifax	Wine, porter & cheese	<i>Mars</i>	7 Oct. 1778	M	I
113.	Schooner <i>Polly</i>	Amere	15	Yarmouth, N.S.	Cornwallis, N.S.	Salt, rum & cloth	<i>Resolution</i>	12 Aug. 1778	M	V
114.	Schooner <i>Polly</i>	Marston	80	Halifax	Canso	—	<i>General Gates</i>	7 Oct. 1778	M	XVI
115.	Schooner <i>Prosperity</i>	Verge	18	Halifax	Liverpool, N.S.	—	<i>Rambler</i>	21 Sept. 1778	NH	XVI
116.	Schooner <i>Resolution</i>	Long	15	Passamaquoddy	Annapolis, N.S.	Lumber	<i>Hannah and Molly</i>	25 Feb. 1778	E	V
117.	Schooner <i>Sally</i>	Haliburton	40	Passamaquoddy	Nova Scotia	Lumber	Indians (St. John Tribe)	24 Nov. 1778	E	I, V
118.	Sloop <i>Sally</i>	Williams	65	Bermuda	Nova Scotia	Rum & molasses	<i>Washington &amp; Lizard</i>	5 July 1778	M	V, XI
119.	Schooner <i>Seaflower</i>	Wheeler	15	Annapolis, N.S.	Lunenburg, N.S.	Fish	<i>Congress</i>	6 May 1778	E	I
120.	Schooner <i>Studholm</i>	Lovel	20	St. John River	Nova Scotia	Provisions	Patrick Buchanan	24 Nov. 1778	E	I
121.	Schooner <i>Susanna</i>	Turner	30	cut out of Barrington	—	Provisions	William Preston & John Blackler	12 Aug. 1778	M	V, XI
122.	Brig <i>Two Brothers</i>	Glassen	100	Halifax	Newfoundland	—	<i>Cumberland</i>	12 Aug. 1778	M	XVI
123.	Schooner <i>Two Friends</i>	Atwood	40	Nova Scotia	—	Fish	<i>Viper</i>	12 Aug. 1778	M	I
124.	Schooner <i>Thomas</i>	Morrison	70	Jamaica	Halifax	Rum, sugar & molasses	<i>Warren</i>	11 Nov. 1778	M	I
1779										
125.	Sloop <i>Adventure</i>	Glas	50	Nova Scotia	—	Lumber	<i>Beaver</i>	24 Aug. 1779	M	I
126.	Sloop <i>Alexander</i>	Monkhouse	70	Grenada	Halifax	Provisions	<i>Active</i>	5 Aug. 1779	M	II, III
127.	Sloop <i>Argyle</i>	Maxwell	40	Halifax	Annapolis, N.S.	—	<i>Sweat</i>	22 Mar. 1779	M	XVI
128.	Schooner <i>Betsy</i>	Corning	30	Yarmouth, N.S.	Boston	Salt	—	2 Sept. 1779	RI	VIII
129.	Schooner <i>Chatham</i>	Doan	20	Halifax	Barrington, N.S.	—	John Marsh	6 July 1779	M	XVI
130.	Sloop <i>Elizabeth</i>	Andrews	50	Halifax	Lunenburg, N.S.	—	<i>Blackbird</i>	20 Oct. 1779	E	XVI
131.	Sloop <i>Elizabeth</i>	Tufts	80	Nova Scotia	—	Fish	William Nickles	22 Nov. 1779	E	I
132.	Brig <i>Experiment</i>	Black	80	Antigua	Halifax	Rum & molasses	William O'Brien	8 Dec. 1779	M	VI
133.	Sloop <i>Friendship</i>	Valpey	70	Nova Scotia	—	Fish	<i>Fame</i>	6 Oct. 1779	M	I
134.	Brig <i>Jenny</i>	Atwood	90	Halifax	whaling voyage	—	<i>Fame</i>	24 Aug. 1779	M	XVI
135.	Schooner <i>John</i>	Foot	70	Halifax	St. Eustatius	Lumber	<i>Terrible</i>	6 July 1779	M	I, XVI
136.	Sloop <i>Lively</i>	Cleveland	40	St. Augustine	Liverpool, N.S.	Provisions	Gordon Barnham	15 June 1779	H	VII
137.	Sloop <i>Macaroni</i>	White	—	Nova Scotia	New England	Fish	<i>Snake</i>	13 Apr. 1779	H	I, VII
138.	Brig <i>Peggy</i>	Curtis	100	—	Nova Scotia	Fish	<i>Sweat</i>	22 Mar. 1779	M	I
139.	Sloop <i>Peggy</i>	Kenney	—	Halifax	New York	Lumber	<i>Young Cromwell</i>	5 Oct. 1779	NL	VII, XIV
140.	Schooner <i>Polly (Old Shad)</i>	Atwood	30	Liverpool, N.S.	Halifax	Provisions	<i>Greyhound &amp; Sweat</i>	6 July 1779	M	I, XI, XVI
141.	Schooner <i>Polly</i>	Bradford	60	Liverpool, N.S.	Halifax	—	<i>Springbird</i>	19 May 1779	M	XI
142.	Sloop <i>Rambler (Ranger)</i>	Atkins	80	New York	Halifax	Provisions	<i>Sweat</i>	6 July 1779	M	I, V
143.	Ship <i>Revenge</i>	Shepherd	300	New York	Halifax	Molasses, rum & sugar	<i>Charming Sally &amp; Minerva</i>	7 July 1779	M	I
144.	Schooner <i>Sea Flower</i>	Cobb	12	cut out of Port Medway	—	—	<i>Cato</i>	7 Dec. 1779	M	XI

No.	Type and Name	Master	Tonnage	Out of	Bound for	Lading	Taken by	Approximate Trial Date	Court	Source(s)
145.	Schooner <i>Squirrel</i>	Sharpe	40	Lunenburg, N.S.	Halifax	Provisions	<i>Greyhound</i>	19 May 1779	M	V, XVI
146.	Shallop <i>Susannah</i>	Verge	12	—	Liverpool, N.S.	—	<i>Cato</i>	7 Dec. 1779	M	XI
147.	Schooner <i>True Blue</i>	Buchanan	70	Halifax	privateering cruise	Provisions	<i>Franklin</i>	6 July 1779	M	I
148.	Schooner <i>William</i>	Baker	70	Halifax	Quebec	Provisions	<i>Tiger</i>	8 Dec. 1779	M	I, XVI
149.	Schooner <i>William</i>	McKay	50	Halifax	Quebec	—	<i>Revenge</i>	24 Aug. 1779	M	XVI
150.	Sloop <i>William</i>	Valpey	60	Halifax	New York	Dry goods	<i>Sweat</i>	22 Mar. 1779	M	I
151.	Snow <i>York</i>	Webb	130	Halifax	Surinam	Fish	<i>True American</i>	19 May 1779	M	I, XVI
152.	Schooner —	Long	15	—	Nova Scotia	Provisions	John Andrews	20 Oct. 1779	E	I
153.	Schooner —	Young	15	—	Nova Scotia	Provisions	Philip Ulmer	20 Oct. 1779	E	I, III
154.	Brig —	—	130	Halifax	Newfoundland	Provisions	<i>Fame</i>	7 Dec. 1779	M	I
1780										
155.	Brig <i>Adventure</i>	Carpenter	150	London	Halifax	Dry goods & cordage	<i>Deane</i>	23 Aug. 1780	M	II
156.	Sloop <i>Annapolis</i>	Young	80	Halifax	—	Iron & flour	<i>Sweat</i>	19 Apr. 1780	M	I, XI
157.	Sloop <i>Betsey</i>	Collicut	80	Halifax	Chester, N.S.	Provisions	<i>Centipede</i>	25 July 1780	M	I, XVI
158.	Sloop <i>Cumberland Packet</i>	Sharp	80	cut out below Cumberland	—	Furniture & clothing	<i>Cato</i>	25 July 1780	M	I, V
159.	Schooner <i>Favorite Hannah</i>	Fuller	30	Halifax	West Indies	—	<i>Rambler</i>	21 Nov. 1780	M	XVI
160.	Schooner <i>Good Intent</i>	Levy	70	Halifax	Chester, N.S.	—	<i>Trial</i>	3 Oct. 1780	M	XVI
161.	Schooner <i>Good Intent</i>	McGregor	15	Nova Scotia	—	Provisions	Cornelius Thompson	25 July 1780	M	I
162.	Schooner <i>Halifax Rover</i>	Ranger	25	Nova Scotia	—	Provisions	<i>Morningstar</i>	21 Nov. 1780	M	I
163.	Schooner <i>Hannah</i>	Webber	20	Nova Scotia	—	Fish	<i>Cato</i>	25 July 1780	M	I, V
164.	Sloop <i>Jane</i>	Avery	70	West Indies	Nova Scotia	Rum, sugar & molasses	<i>Neptune</i>	23 Aug. 1780	M	I, XVI
165.	Brig <i>John and Rachel</i>	Henderkin	100	West Indies	Nova Scotia	Rum, sugar & molasses	<i>Deane</i>	21 Nov. 1780	M	I, XVI
166.	Schooner <i>Peggy (Flying Fish)</i>	Greenwood	9	cut out of Halifax	—	Fishing gear & stores	Thomas Hooper	25 May 1780	E	II, V
167.	Schooner <i>Ranger</i>	McGray	35	Nova Scotia	—	Provisions	John Ravell	21 Nov. 1780	M	V
168.	Brig <i>Resolution</i>	Ross	200	Halifax	privateering cruise	Provisions	<i>Viper</i>	23 Aug. 1780	M	I, XI
169.	Schooner <i>Rosanna</i>	Lewis	28	—	Nova Scotia	Rum, molasses & rice	<i>Irish Gimblet</i>	10 Sept. 1780	NH	I, V
170.	Schooner <i>Sally (Sophia)</i>	Munick	30	Halifax	Lunenburg, N.S.	Potatoes, oats, flour & hay	<i>Resolution</i>	25 July 1780	M	I, XVI
171.	Brig <i>Snake</i>	—	80	Halifax	privateering cruise	Provisions	<i>Terrible</i>	19 Apr. 1780	M	I, XI
172.	Schooner —	—	18	cut out of Prospect, N.S.	—	—	<i>Adventure</i>	19 Apr. 1780	M	I
1781										
173.	Sloop <i>Andrew and Elizabeth</i>	Ritchie	90	Halifax	Quebec	Rum & molasses	John Fowler & Anthony Knepp	17 July 1781	M	VI, XVI
174.	Schooner <i>Beaver</i>	Barnes	150	Halifax, N.S.	Boston	Fish & lumber	Jonathan Nutting	22 May 1781	M	I, XI
175.	Brig <i>Betsey</i>	Goatier	170	Halifax	Leeward Islands	—	Jonathan Marsten	2 Oct. 1781	M	II, XVI



176.	Schooner <i>Betsey</i>	Robinson	—	Halifax	New York	Fish	<i>Young Cromwell</i>	6 Nov. 1781	NL	I, XIV
177.	Brig <i>Crow Lane</i>	Dean	260	Liverpool, N.S.	Halifax	Sugar	John O'Brien	22 May 1781	M	VI, XI
178.	Schooner <i>Good Intent</i>	Blyder	60	Halifax	—	Dry goods	<i>Resolution</i>	17 July 1781	M	I
179.	Schooner <i>Halifax Adventure</i>	Hill	80	Penobscot	Halifax	—	<i>Hawke</i>	2 Oct. 1781	M	XI
180.	Schooner <i>Halifax Bob</i>	Henderkin	40	Halifax	St. John River	—	<i>William</i>	29 June 1781	E	XVI
181.	Schooner <i>Hannah</i>	Flint	20	Yarmouth, N.S.	Yarmouth, N.S.	Fish	John Dolandson	22 May 1781	M	V, XVI
182.	Sloop <i>Lark (Charming Patty)</i>	Knowlton	70	Penobscot	Passamaquoddy	Boards & spars	John Preble & David Allen	27 Mar. 1781	M	VI, XV
183.	Schooner <i>Lydia</i>	Lewis	14	—	Nova Scotia	Fish	<i>Wadsworth</i>	22 Feb. 1781	E	I
184.	Sloop <i>Maria</i>	Armstrong	50	St. Eustatius	Halifax	Rum & sugar	<i>Thorn</i>	21 Aug. 1781	M	I
185.	Brig <i>Nova Scotia</i>	—	140	Liverpool, N.S.	Halifax	Lumber	<i>Rambler</i>	22 May 1781	M	XI
186.	Sloop <i>Phoenix</i>	Gorham	50	Nova Scotia	—	Dry goods	—	25 July 1781	S	I
187.	Shallop <i>Polly</i>	Corning	9	Nova Scotia	—	Fish	<i>Freemason</i>	20 Nov. 1781	M	I
188.	Ship <i>Providence</i>	Shepherd	150	Nova Scotia	—	Provisions	<i>General Starks</i>	21 Aug. 1781	M	I, V
189.	Sloop <i>Rodney</i>	Ingraham	50	St. Christopher	Halifax	Dry goods & wine	<i>Rhodes</i>	2 Jan. 1781	M	VI
190.	Ship <i>Saucy Jack</i>	—	—	Halifax	Spanish River	Provisions	<i>Hermionnie &amp; L'Astra</i>	2 Oct. 1781	M	II
191.	Schooner <i>Success</i>	McNeal	—	St. Christopher	Halifax	Sugar & molasses	<i>Firebrand</i>	6 Nov. 1781	H	VII
192.	Schooner <i>Three Friends</i>	Farnam	45	Nova Scotia	—	Fish	<i>Defence</i>	10 Nov. 1781	M	V
193.	Sloop —	—	70	Passamaquoddy	—	Lumber	John Preble	2 Jan. 1781	M	V
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194.	Schooner <i>Adventure</i>	Knowlton	50	Nova Scotia	—	Provisions	<i>Lively</i>	12 Feb. 1782	M	I, V
195.	Sloop <i>Albion</i>	—	90	West Indies	Halifax	Rum	<i>Porus</i>	25 July 1782	M	I
196.	Sloop <i>Bessey</i>	Haliburton	—	Nova Scotia	—	Lumber	<i>Spitfire</i>	3 Dec. 1782	M	I
197.	Schooner <i>Betsey</i>	Lowden	35	Nova Scotia	—	Provisions	<i>Dispatch</i>	25 July 1782	M	V
198.	Shallop <i>Dolphin</i>	Eldridge	12	Nova Scotia	—	Flour & rum	<i>Swallow</i>	14 Oct. 1782	NH	I
199.	Schooner <i>Dolphin</i>	Haliburton	40	Nova Scotia	—	Boards	<i>Race-Horse</i>	12 June 1782	M	I, V
200.	Schooner <i>Dolphin</i>	Hopkins	40	Liverpool, N.S.	Bermuda	Fish & staves	<i>General Greene</i>	20 Aug. 1782	M	I, XI
201.	Sloop <i>Exchange</i>	Young	112	Bermuda	Halifax	Dried fish	<i>Galley Lion</i>	16 Dec. 1782	RI	I
202.	Schooner <i>Fox</i>	—	70	—	Nova Scotia	Provisions	<i>Scammel</i>	20 Aug. 1782	M	I, XI
203.	Schooner <i>Industry</i>	Bell	40	Antigua	Nova Scotia	Rum & molasses	<i>Grand-Turk</i>	12 June 1782	M	VI
204.	Brig <i>Isabella</i>	Lawrence	100	Martinique	Halifax	Coffee, cocoa & molasses	<i>Dispatch</i>	25 July 1782	M	I, XI
205.	Brig <i>Lady Hammond</i>	Ellis	70	Halifax	West Indies	—	<i>Chase</i>	8 Jan. 1782	M	XI, XVI
206.	Sloop <i>Loyalty</i>	Talone	40	Penobscot	Halifax	—	<i>Scammel</i>	25 June 1782	M	XI
207.	Schooner <i>Mary</i>	Corning	18	Massachusetts	Nova Scotia	Fish	<i>Hero</i>	20 Aug. 1782	M	V
208.	Schooner <i>Nancy</i>	Hicks	—	Nova Scotia	New York	Lumber	<i>John</i>	8 June 1782	NL	I, XIV
209.	Brig <i>Neptune</i>	Cohen	70	Halifax	Antigua	Lumber	<i>Pilgrim</i>	20 Aug. 1782	M	I
210.	Schooner <i>Penobscot</i>	—	40	Penobscot	Nova Scotia	Fish	<i>Sally</i>	20 Aug. 1782	M	I
211.	Schooner <i>Polly</i>	Tufts	45	Bermuda	Halifax	Fish, beef, rum & pork	<i>Alliance</i>	16 Sept. 1782	RI	VIII
212.	Snow <i>Poly and Sally</i>	Sim	70	Barbados	Halifax	Rum & sugar	<i>Scammel</i>	3 Dec. 1782	M	I
213.	Brig <i>Prince Edward</i>	Simonds	150	Halifax	privateering cruise	Provisions	<i>Hope</i>	3 Dec. 1782	M	I
214.	Shallop <i>Prosperity</i>	Porter	10	Nova Scotia	—	Fish	<i>Volunteer</i>	24 Sept. 1782	M	I
215.	Schooner <i>Ranger</i>	Hopkins	—	Bermuda	Liverpool, N.S.	Molasses, lemons, sugar & salt	<i>Resolution</i>	30 Apr. 1782	M	XI

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216.	Schooner <i>Sally and Polly</i>	Hall	120	Nova Scotia	—	Stores	Nathaniel Perkins	12 Sept. 1782	E	I
217.	Schooner <i>Sea Flower</i>	Rider	20	Nova Scotia	—	Fish	<i>Freemason</i>	8 Jan. 1782	M	V
1783										
218.	Schooner <i>Delight</i>	—	20	Nova Scotia	—	—	<i>Rover</i>	7 Jan. 1783	M	I
219.	Schooner <i>Dolphin</i>	Bernard	70	New York	Halifax	Flour, bread & tobacco	<i>Snakefish</i>	31 Mar. 1783	RI	I
220.	Schooner <i>Fanny</i>	Bernard	70	New York	Halifax	Provisions	Josiah Sampson	30 Jan. 1783	S	I, XV
221.	Schooner <i>Hamilton</i>	Bradford	75	—	Liverpool, N.S.	—	<i>Three Friends</i>	15 Apr. 1783	M	XI
222.	Shallop <i>Hopewell</i>	Homer	20	Nova Scotia	—	Fish & boards	Zebulon Rowe	7 Jan. 1783	M	V
223.	Brig <i>Juno</i>	Robinson	60	—	Nova Scotia	—	<i>Revenge</i>	15 Apr. 1783	M	I
224.	Sloop <i>Peacock</i>	Porter	20	Nova Scotia	—	Flour & fish	<i>Resolution</i>	13 May 1783	M	I, II
225.	Sloop <i>Two Friends</i>	Thrasher	—	Passamaquoddy	Barbados	Lumber & fish	John Kendrick	18 Feb. 1783	M	VI

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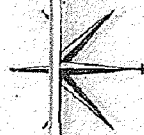
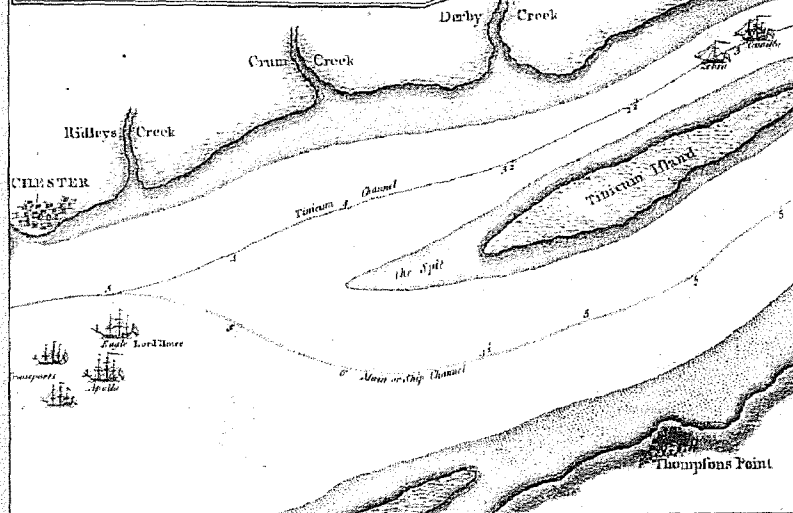
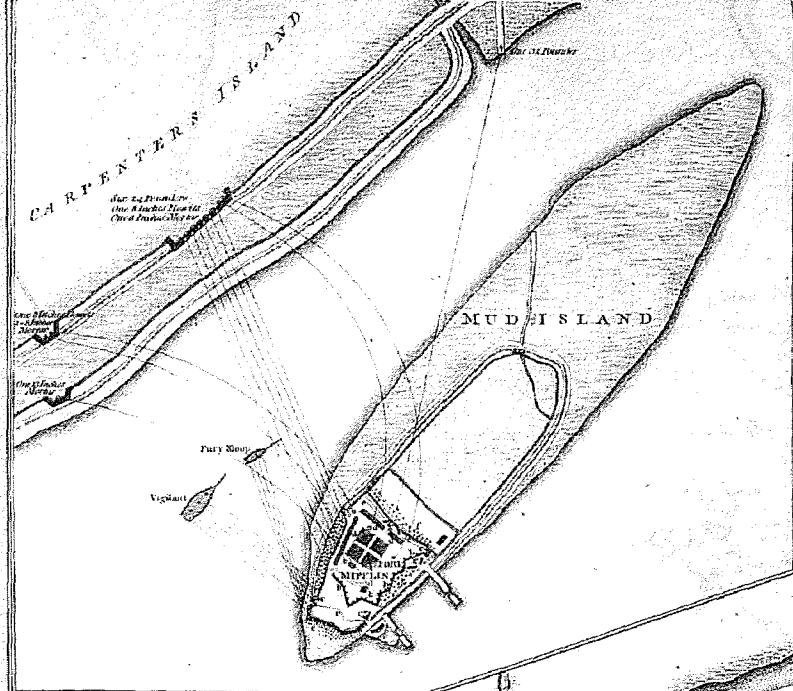
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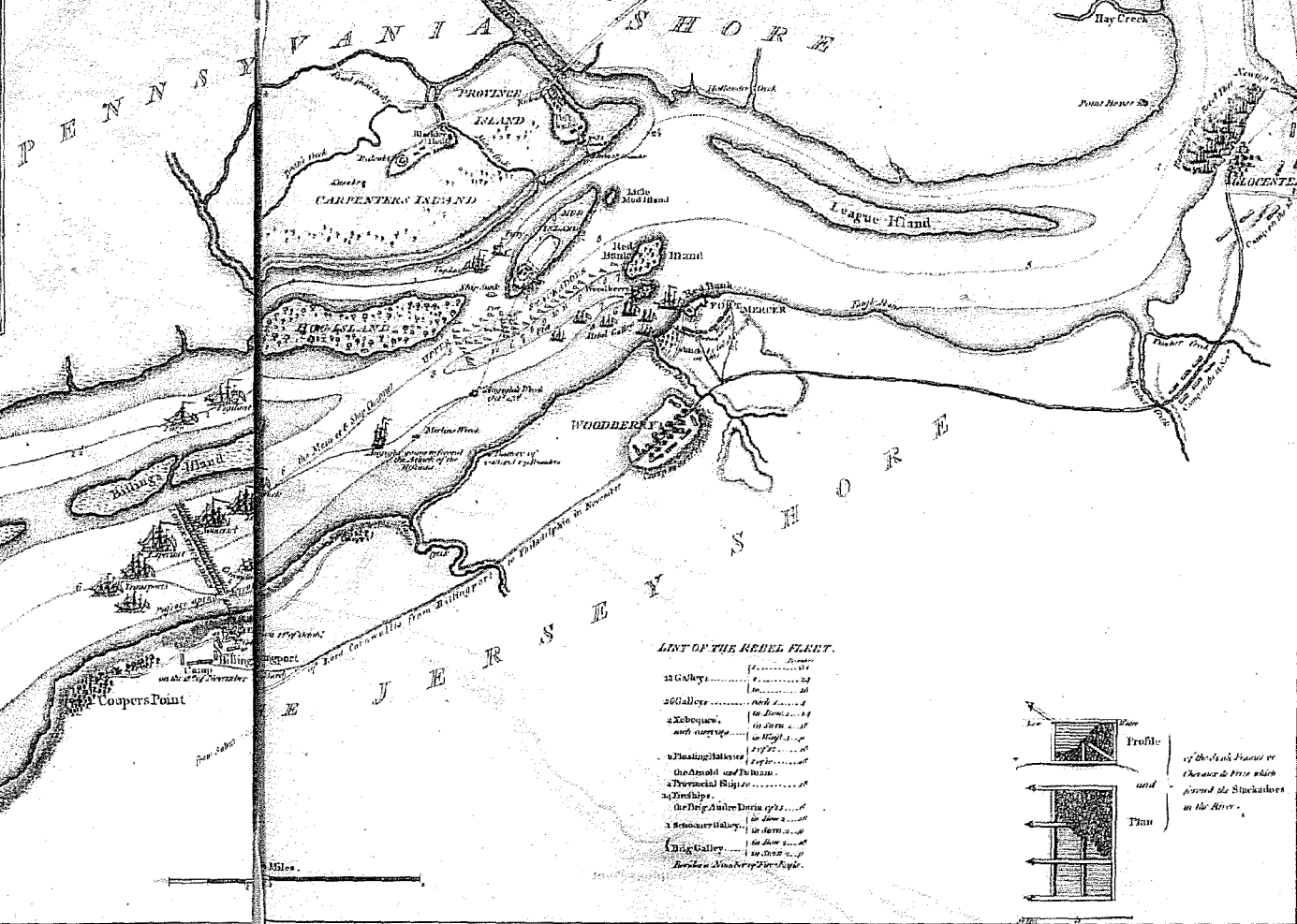
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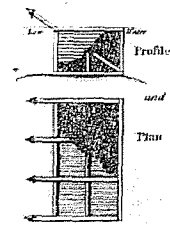
from PHILADELPHIA to CHESTER  
with the SEVERAL PORTS and STATIONS  
visited by THE REBELS,  
and THE ATTACKS made  
By HIS MAJESTY'S  
and SEA FORCES.

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*LIST OF THE REBEL FLEET.*

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of the bank houses or  
the water to rise which  
formed the Stockadoes  
in the River.