

**Naval Documents
related to the
United States Wars
with the Barbary Powers**

**Volume II
Part 3 of 3**

**Naval Operations
including diplomatic background
from January 1802 through
August 1803**

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To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy
NAVY DEP^t April 1st 1803

I am honored with yours of the 30th ult^o

The terms upon which M^r Price has undertaken to build the schooner are highly acceptable to the Government — and you will be pleased to receive my thanks for the attention you have bestowed on the Subject —

The Substitution of red cedar, for oak, on the upper works of the Schooner I approve — The difference in price must of course be submitted to —

You will be pleased to purchase the Copper and Copper fastenings You will use the canvas and any thing else that you may have in store for the schooner — It is our wish to Build her on the most economical terms therefore we must not purchase any article that we may have on hand of a suitable kind —

[NDA. GLB, Vol. 6, 1802-1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *Chesapeake*, Captain Richard V. Morris, U. S. Navy, commanding, 2 April 1803

On the 22^d Feb^r it being the day after we left Algiers: Mrs. Low (wife to James Low Captain of the Forecastle) bore a Son, in the Boatswain's Store Room: on the 31st inst. [March]. — the babe was baptiz'd in the Midshipmen's apartment: The Contriver of this business, was Melancthon Taylor Woolsey a Mid: who stood Godfather on the occasion & provided a handsome collation of Wine & Fruit: M^{rs} Low being unwell M^{rs} Hays the Gunner's Lady officiated: Divine Service by Rev. Alex M^oFarlan. The Childs name Melancthon Woolsey Low: — All was conducted with due decorum & decency no doubt to the great satisfaction of the parents, as M^r Woolsey's attention to them must in some measure have ameliorated the unhappy situation of the Lady who was so unfortunate as to concieve & bare, on the Salt Sea. NB. The other Ladies of the Bay* — * The Forward Most part of the Birth Deck — viz. M^{rs} Watson: the Boatswain's Wife, Mrs Myres the Carpenter's Lady — with M^{rs} Crosby the corporal's Lady: got drunk in their own Quarters out of pure spite — not being invited to celebrate the Christening of Melancthon Woolsey Low.

[H. W. L. Dana Col.]

To Captain Richard V. Morris, U. S. Navy, from Secretary of the Navy

NAVY DEPT — April 6, 1803 —

We have now on the stocks and building with all possible expedition, three Brigs of 16 Guns each and 1 schooner of 12 guns, all of which will be ordered to join You immediately on their being ready for Sea, and it is confidently expected that they will all sail in the month of August, if not before. —

You will consider yourself as hereby invested with a discretionary authority to retain in the Mediterranean, if in your judgment it shall be necessary, either the *Chesapeake* or *Adams*, until these Vessels now preparing, shall join You, and it is hoped that You will find no difficulty in re-inlisting the Crew of the Vessel you may retain, and if You can re-inlist them for one or two Years, You will do so. — If,

however, it should not be necessary in Your judgment to retain either of these Vessels, You will act agreeably to the instructions contained in my Letter of the 23^d October 1802. —

[NDA. LB, May 1799–July 1807.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 6 April 1803

[Gibraltar] This afternoon the *Chesapeake* set sail for America. Yesterday the Com^d hoisted his pendant on board the *New York* & I remov'd myself & baggage. Several officers of the *New York* return to America — and several of the *Chesapeake's* were removed to the *New York*.

[H. W. L. Dana Col.]

To Captain Thomas Tingey, Superintendent of Navy Yard, Washington, D. C.,
from Secretary of the Navy

NAV. DEP^t 7th april 1803

Your resignation as Superintendant of the navy Yard at this place is accepted [*]

You will be pleased to deliver by inventory all the public Property in your possession to Captain John Cassin taking his receipt as your Voucher in the Settlement of your account with this Department —

[*Although his resignation was accepted, he continued performing the duties of Superintendent. He was nominated Captain in the U. S. Navy 23 November 1804, but documents available here do not indicate beyond question, if or when he was discharged as Captain in the U. S. Navy, under the Peace Establishment Act.]

[NDA. GLB, Vol. 6, 1802–1803.]

To Lieutenant John Cassin, U. S. Navy, Washington, D. C., from Secretary of the
Navy

NAVY DEP^t April 7, 1803. —

The public property at this place belonging to the Navy Department, requires the superintendence of a vigilant, active, and intelligent Navy Officer. You have, therefore, been selected for this station, and You will consider yourself hereby invested with the charge of all the Vessels that now are or may hereafter be in ordinary at this place — also of all the stores and other public property now at the Navy Yard, or that may hereafter be deposited there, excepting the small Arms which are to be in the charge of Col^o Burrows. The stores now here, You will receive by inventory from Captain Tingey, upon which, you will be charged with them on the books of the Accountant, and held accountable for their Expenditure. — You will give Receipts for all public property deposited at the Navy Yard here, and take Receipts for all the issues you make. —

It is expected that You will immediately take measures for cleansing each Ship, and for putting her as far as your means will admit, in a state of preservation, and ready for service as far as their dismantled state will admit, and that You will adopt such a discipline as will effectually keep them all in that state. — It is also expected that you will as far as may be practicable, arrange all the different stores, having the stores of each Vessel placed separately and distinctly — that you will have all the cordage, Sails, Water-casks, Boats &^t com-

pletely overhauled and put in a State fit for service, and it is further expected that you will from time to time communicate to me such improvements in the arrangements at the Yard, as your Experience may suggest. —

To enable You to execute the duties of this appointment, You will have a Clerk under You, and You are hereby invested with the command of all the Officers and Men now at the Yard or on board the Ships, or that may hereafter be attached to either.

You are allowed the frigate *United States* and her furniture for your accommodation, and you will receive for your services, the pay and rations allowed by Law to a Master Commandant. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Edward Preble, U. S. Navy, Portsmouth, N. H., from Secretary of the Navy

NAVY DEP^t *Ap. 8, 1803.* —

It has been found by experience that the filling in a Ship with pine timber, is injurious to the frame. The frigate *Essex* is an instance of this. That we may not run into former errors, I must beg leave to call your attention particularly to this subject, and I request, that with respect to the Brig now building at Portsmouth, You will adopt such measures as in your judgment may be advisable, to prevent the injury heretofore experienced from the use of materials improper for filling in a Ship. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Israel Whelen, U. S. Purveyor, Philadelphia, Pa., from Secretary of the Navy

NAVY DEP^t *April 10, 1803* —

I referred your letter in answer to mine on the subject of stores for the Dey of Algiers, to the secretary of State, from whom I have received the four enclosed lists, marked, a, b, c, d, comprehending the articles which it is expedient should now be forwarded to Algiers. —

You will immediately procure all these articles, if practicable, in Phil^a — if You should not be able to procure the whole in Phil^a You will procure as many of them as may be in your power, and transmit to me a list of such as cannot be obtained in Phil^a —

The Secretary of State remarks "If, as is probable, the Purveyor should have made a different disposition of the Timber contained in list c, it must be again procured with the variation of the width (except as to the four plank last mentioned in it) which ought to be uniformly 14 inches: the length of the Timber in that list should with the same exception, be not less than 30 feet". —

This you will be pleased to attend to. —

[The lists mentioned comprize many pages of manuscript and are too voluminous to include herein.]

[NDA. Barbary Powers LB, 1803-1808.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 12 April 1803. This day's entry includes references to 7 and 11 April 1803

[Off Malaga] On the 7th inst the *Adams* sail'd from Gibraltar East with a convoy: On the 11th the *New York*, *John Adams* and *Enterprize* Capt Hull left Gibraltar — we may now date the com-

mencement of our cruise off Tripoly — where we expect to pass the ensuing summer. —

[H. W. L. Dana Col.]

To Daniel Bedinger, Navy Agent, Norfolk, Va., from Secretary of the Navy

NAV. DEP^t *april 13th 1803*

I am honored with your communication of the 5th instant — The Proposals which have been made to you on the subject of building a Brig are altogether inadmissible — At Philadelphia we have contracted for building a brig of the same size with the one directed to be built under your agency for 26½\$ p^r ton including all after bills and the Vessel to be completed in august next — in Baltimore we have contracted for the building of a Schooner @ 23\$ p^r ton and she will probably be completed in July if not before —

I have therefore abandoned the idea of Building at norfolk and have this day ordered a Brig to be Built at Boston —

[NDA. GLB, Vol. 6, 1802-1803.]

To Samuel Brown, Navy Agent, Boston, Mass., from Secretary of the Navy

NAVY DEPARTMENT *april 13th 1803*

The four Vessels lately authorized by act of Congress. I had determined to build at norfolk, Baltimore, Philadelphia & Portsmouth but the proposals for a contract offered at Norfolk not answering the Views of Government, particularly as respects the period of time by which the Vessel was to be completed. I have entirely abandoned the idea of building one of the Vessels there, & have determined to build at Boston under your agency a brig to be calculated for carrying 16.24 pound Carronades — 1 long 18 pounder in the Bow and 1 long 18 pounder in the Stern —

You will therefore be pleased to advertise immediately for contracts, & if upon receiving the different proposals, you should find that the Vessel can be built for the sum appropriated namely 24,000 dollars, exclusive of military Stores, you will enter into contracts with the different artists immediately — & set the whole at work at once, so as to have the object completed in the shortest possible period —

It is intended to use in the construction of this Vessel the timber & other articles that you may have in your possession and which may not be intended for the 74^r provided such timber and other articles be of a suitable kind and all the contracts must be made with a View to this arrangement which it is hoped will both reduce the expence and aid in dispatching the work —

I have directed Cap^t Preble at Portsmouth to furnish you with Estimates of every thing necessary and as soon as he can conveniently leave Portsmouth to repair to Boston to give you every necessary assistance in making the contracts. & also to furnish you with a draft of the model by which the Vessel must be built — Her dimensions will not materially differ from the following Viz —

Flush Deck 94 feet
 Straight Rabbit 76 feet
 Beam-----26 feet
 depth of Hold..12½

at Philadelphia we have made a contract for a Vessel of the above dimensions @ 26½\$ p^r Ton including all after Bills. at Baltimore we have contracted for a Schooner @ 23\$ p^r ton —

When Captain Preble arrives at Boston he will confer with you and select one of the undermentioned Lieutenants to continue with you and execute such duties relative to the Brig as may be enjoined on him

Mess^{rs} Cox, Jenckes, Wyer Blake and Tarball all of whom are now either in Boston or its vicinity

Captain Preble will advise you of the kind of Timber to be used, & of every other essential point, You will keep an account of the expence of postage attending your correspondence with him paying as well for all letters sent to him as for letters received from him & charge the amount thereof in your account

If necessary you may engage to advance on the different contracts 6 or 8,000\$ Dollars taking care however to make no advance without obtaining previous responsible security —

P. S. I have not heard from you in answer to my letter of the 1st of march, on the subject of M^r Morse's Cambooses —

[NDA. GLB, Vol. 6, 1802-1803.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPARTMENT 14th April 1803

As we have abandoned the idea of building a Vessel at Norfolk you will be pleased not to make the Shipment of Cannon ordered for that place —

I have this day directed some 24 pound Carronades to be sent to you from this place — for the brig building under your agency — Should we have sixteen we shall send them all — but if we should not have so many we shall send all that we have & you must procure the number that may be wanted by purchase —

Captⁿ Bainbridge has suggested that the Bulkward of the frigate *Philadelphia* should be taken away — This I approve of Be pleased therefore to have it done —

I yesterday ordered you a Shipment of Canvas Every thing else that you may want for the Brig you must procure on the best terms in your power —

[NDA. GLB, Vol. 6, 1802-1803.]

To Captain Edward Preble, U. S. Navy, from Secretary of the Navy

NAVY DEPT^t — April 15, 1803 —

Cap^t ED^d PREBLE Boston

Duplicate to Portland, Maine. —

I am honored with your's of the 6th instant. —

I cannot determine until I hear from M^r Langdon, whether I shall build the Brig at Portsmouth or not. At all events, I have directed a Brig to be built at Boston, and have written to you on the subject directed to Portsmouth. If I cannot build at Portsmouth, I shall probably build at New York. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Secretary of the Navy

NAVY DEPARTMENT 15 ap^l 1803 —

I have given directions for one of the Vessels of War lately authorized by Congress to be built at Portsmouth N. H — but from information which I have just received from Capⁿ Preble, I find that

there is no seasoned Timber to be had at that place — & I believe we shall have to relinquish the idea of building there — I have not yet however heard from M^r Langdon the agent & I only wait to hear from him to determine whether I shall build at Portsmouth or not. If I should determine not to build at Portsmouth it will be agreeable to me to build one of the Brigs at New York under your agency — I therefore request that you will make enquiry as to the terms upon which a Vessel of the following dimensions can be built — Viz^t

Flush Deck.....	94	feet
Straight Rabbit.....	76	"
Beam.....	26	"
Depth of Hold.....	12½	"

To be built of seasoned white oak — Be pleased to let me hear from you immediately on this subject

P. S. at Phil^a we have engaged to have Built a Brig of the Size herein mentioned @ 26½\$ p^t ton including all after charges — at Boston we shall engage @ 25\$ or less — at Balt^o we have engaged for a Schooner @ 23\$

[NDA. GLB, Vol. 6, 1802-1803.]

To Samuel Brown, Navy Agent, Boston, Mass., from Secretary of the Navy

NAV. DEP^t ap^l 15th 1803 —

You will be pleased to charter a Vessel on the best terms in your power to carry —

300 Barrels of.....	Beef
250 d ^o	Pork
120,000 lb.....	Bread
60 Barrels.....	Flour
17500 lb.....	Rice &
400 Bushels of Pease —	

It is intended that she shall proceed to Gibraltar and there deposit her cargo with John Gavino Esq^r agent for this Department at that place — the freight to be paid at Gibraltar on delivery of the cargo —

The Pork you have on hand but it may be necessary to have it repacked and repickled — the Beef will be sent to you from New London — the rest of the articles you must procure on the best terms in your power — The Bread you will be very particular in — give the Baker notice immediately that he may have time to prepare it. it should be Baked twice

M^r Allyne will send you from New London 220 Barrels Beef — M^r House will send you 500 Barrels — Be pleased to send out all that M^r Allyne will send and 50 Barrels of what M^r House will send M^r Allynes has been put up for some considerable time and therefore should be used first —

Let me know how much money you will require for these purposes and a remittance shall be made to you accordingly

The cargoe of the Vessel you charter must be insured and you will be pleased to inform me when she will be ready to Sail that I may forward the necessary Instructions to her commander in time —

You will be pleased to pay the freight of the Beef from Connecticut, on its being delivered to you in good condition —

[NDA. GLB, Vol. 6, 1802-1803.]

To Captain Edward Preble, U. S. Navy, from Secretary of the Navy

NAVY DEP^t April 18, 1803.

Cap^t ED^d PREBLE. — Boston
Duplicate to Portsmouth, N. H.

I am honored with your's of the 3^d instant. —

I have, in consequence of the information received from you and M^r Langdon, entirely abandoned the Idea of building a Vessel at Portsmouth. —

You will perceive by my letter of the 13th instant, that you are to give your assistance in superintending a Brig to be built at Boston under the agency of M^r Brown. As to the dimensions, I commit the subject entirely to your discretion, with this exception, that the amount of money to be expended, shall not exceed the sum appropriated, namely twenty four thousand dollars.—

[NDA. OSW, Vol. 6, 1802-1805.]

To William Kirkpatrick, U. S. Consul, Malaga, Spain, from Richard O'Brien, U. S. Consul General, Algiers

ALGIERS the 19 of April 1803 —

D^r SIR I wrote you by the Conveyance of Commodore Morris & which called off here the 20 of March — M^r Eaton was ordered from Tunis the 4. & Sailed in the *Enterprize* the 10th George Davis Esq^r is charged with our affairs at Tunis — The Commodore in a manner was arrested at Tunis & obliged to pay 22 Thousand \$ whether this was a public or private Debt I cannot say — The Dey sayes he will wait the arrival of the Stores I hope they will arrive Soon — but if the affairs of the Mississippi is not arranged the Mediterranean will be little attended to —

Since the french frigates left here the 2 of March we have had no Accounts from france, it is agreed that france will Send the Usual presents for the Potent & aids — a shamefull business —

On the 7 Inst Sailed 9 Sail of Algerine Corsairs, I believe for the Coast of Genoa & Naples —

Letters from Tunis of the 30 Ult^{mo} mentions that 15 S^t of Corsairs were ready, Supposed to make a dash at the Swedes — now that they have arranged with Tripoly & Stupidly withdrawn their frigates from this Sea — further Tunis is anxious for a truce & Peace with Portugal, her views is to have the Ocean free to her Corsairs — the Same, time Tunis continues from [firm] in her demand of a frigate from the U States —

The States of Barbary is Exceeding per their System & no doubt but the great Consul will see the necessity of putting on a stopper — Shortly —

[NA. SDA. CL, Malaga, Vol. 1, June 1793-May 1814.]

To Daniel Ludlow, Navy Agent, New York, N. Y., from Secretary of the Navy

NAV. DEP^t ap^t 25th 1803

I have received your letter of the 21st instant —

The terms which have been offered at New York for Building a Brig of War are inadmissible — I have therefore abandoned the idea of building there —

You have three Cambooses in Store — Be pleased to inform me immediately of what size they are — that is for what number of men they are calculated and also if they are in Order —

[NDA. GLB, Vol. 6, 1802-1803.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAV. DEP^t ap^t 28th 1803

I have been favored with the receipt of your letter of the 26. ins^t —

I should wish to purchase the *Nautilus* — if she could be bought on reasonable terms, and should in the opinion of experienced practical Gentlemen be suitable for the service — but I am afraid she will not answer — many objections have been made to her — Captain Bainbridge states that she is so sharp that she would not be able to stow more than 5 weeks provisions — that her water and provisions being stowed — there would not be sufficient room left for the accommodation of the Crew — that the Bulkwork which would be necessary to put on her for the Guns, could not be properly fitted without considerable expence — & from the construction of her bottom this necessary Top-hammer would materially effect her sailing — Her great rake weakens her at the extremes too much to admit of a heavy Gun intended and proper to be carried for Stern and Bow Chasers —

Be pleased to mention these objections to practical Gentlemen — & if after duly considering them they should be of the opinion that the *Nautilus* is a suitable Vessel for the Service — You will then be pleased to ascertain from them how long it would take to fit her for Sea & also ascertain Captain Tenants lowest Terms —

If I should determine not to purchase the *Nautilus*, it is more than probable that I shall build a Schooner in Baltimore.

[NDA. GLB, Vol. 6, 1802-1803.]

[28 April 1803]

Charter of the American schooner *Federal Eagle*

This Charter Party of Affreightment indented, made and fully concluded upon this twenty eighth day of April in the year of our Lord one thousand eight hundred and three between Ezra Weston of Duxbury, in the County of Plymouth & Commonwealth of Massachusetts, Merchant, Owner of the good schooner *Federal Eagle* of the burthen of one hundred and forty one 86/95ths Tons or thereabouts now lying in the harbour of Boston, whereof Luke Hall is at present Master, on the one part, and Samuel Brown Naval Agent residing at Boston in the County of Suffolk and Commonwealth of Massachusetts, acting for and in behalf of the Navy depm^t of the United States pursuant to his instructions from the Secretary of the Navy, under date Washington April the 15th instant on the other part, witnesseth, that the said Ezra Weston, for the consideration hereafter mentioned hath letten to freight the aforesaid Schooner *Federal Eagle* with the appurtenances to her belonging for a voyage to be made by the said Samuel Brown Naval Agent for the Navy Department of the United States in the said Schooner *Federal Eagle* from the Port of Boston to the Port of Gibraltar in Europe where she is to be discharged (the danger of the Seas excepted); and the said Ezra Weston doth by these presents covenant and agree with the said Samuel Brown acting in his

capacity as aforesaid in behalf of the Navy depm^t in manner following, that is to say, That the said schooner *Federal Eagle* in and during the voyage aforesaid, shall be tight, staunch and strong and sufficiently tackled and apparelled with all things necessary for such a vessel and voyage; and that it shall and may be lawful for the said Sam^l Brown in his capacity as aforesaid in behalf of the Navy department of the United States their agents or factors at Boston aforesaid to load and put on board the said schooner *Federal Eagle* a full loading of such goods and Merchandize as they shall think proper, contraband goods excepted. And it is agreed & understood by the respective parties, that there shall be allowed for the loading of the said schooner *Federal Eagle*, fifteen days from Tuesday the third day of May next ensuing, and on the arrival of said vessel at Gibraltar, fifteen days from and after the time said schooner shall have made entry at the custom house be ready to discharge her cargo; And it is further agreed that if the Agent of the Government at Gibraltar should not receive the said cargo within fifteen days from the time as aforesaid, then and in that case the said Samuel Brown in his capacity as aforesaid will pay or cause to be paid to the said Ezra Weston owner of the said schooner *Federal Eagle* or to his Assigns at and after the rate of fifteen dollars per day for each and every day said schooner may be detained by the government. —

In consideration whereof, the said Samuel Brown in his capacity as aforesaid, doth by these presents agree with the said Ezra Weston well and truly to pay or cause to be paid unto him in full for the freight or hire of said Schooner *Federal Eagle* and Appurtenances by the Agent of the United States at Gibraltar, sixteen hundred Spanish milled dollars or the value thereof in Gold &/or Silver. And the said Ezra Weston doth agree to pay the charge of victualling and manning said schooner *Federal Eagle* and to pay all port-charges and pilotage during said voyage. And it is agreed by the parties that the said Ezra Weston may lade on board said schooner *Federal Eagle* four Hogsheads of Merchandize or in lieu thereof two Tons admeasurement goods in full for the privilege of the Master, Mate & Crew and necessary provisions during her voyage aforesaid. — And to the true and faithful performance of all and singular the covenants, payments and agreements aforementioned, each of the parties aforesaid binds and obliges himself, his Executors, and Administrators in the penal sum of one thousand dollars. IN WITNESS whereof the parties aforesaid have hereunto interchangeably set their Hands and Seals the day and year afore written —

EZRA WESTON (LS)
SAMUEL BROWN
Acting Agent (LS)

Signed, sealed and
delivered in presence of us
W. COCHRAN
SAM^l A. WELLS

[Note: Other Charters, drawn up along similar lines to the above charter, were as follows: —

1 June 1803 — *Betsy Walk*, George McIntosh, owner; of Norfolk; 325 tons; voyage from Norfolk to Algiers.

8 November 1803 — *William and Mary*, James and William Bennett, owners; voyage from Norfolk to Gibraltar, or Malta.

10 January 1804 — *Woodrop Simms*, George McIntosh, owner; voyage from Norfolk to Gibraltar, or Malta.

17 October 1803 — *Citizen*, Allen and Francis Dodge of "George Town in the Territory of Columbia," merchants and owners; voyage from Washington, D. C. to L'Orient, France, thence to Gibraltar, Tangier and from that port, to return to the United States.

These are only a few of the chartered ships which formed the line of supply to the U. S. Squadron in the Mediterranean, so important in the absence of U. S. naval bases, at that time.]

[NDA. Contract LB, Vol. 1.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy
NAV. DEPAR^t 30. april 1803

I am honored with yours of the 27. ins^t and shall in the course of one or two days take order for sending you the spars agreeably to your requisition —

We will name the Vessel Building under your agency *Syren* and you will be pleased to have an appropriate figure made at her head

[NDA. GLB, Vol. 6, 1802-1803.]

To Luke Hall, Master of the *Federal Eagle*, Boston, Mass., from Secretary of the Navy
NAV. DEP^t May 4th 1803

As soon as you are ready for sea you will weigh anchor, and proceed to Gibraltar and there deposit agreeably to Bill of lading the public property committed to your care with John Gavino Esq the American Consul to whom you will also deliver the accompanying letter — Should you meet on your passage either of the public ships in want of provisions or any thing else you may have on Board — you will supply them therewith taking the Captains duplicate receipt therefor, one of which you will transmit to this Department the other you will present to M^t Gavino who thereupon will duly consider such supply in the Bill of lading and no interruption with respect to the settlement of freight will be experienced —

[NDA. GLB, Vol. 6, 1802-1803.]

To Captain Richard V. Morris, U. S. Navy, from Secretary of the Navy

NAVY DEP^t May 4 1803 —

I have not heard from You since the 30th Nov^r 1802, but I will not permit myself to suppose that You have not written since that period, yet it is a subject of serious concern that we have not heard from You. I presume it would be superfluous to remind You of the absolute necessity of your writing frequently and keeping us informed of all your movements. —

[NDA. LB, May 1799-July 1807.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Wednesday, 4 to Thursday, 5 May 1803

Departure from Malta on 4 May 1803 with the American frigate *John Adams* on a cruise to Tripoli. At 6 P M set sail from the said port . . . At sunset we were abeam of Malta [?]. Anchored. Distance ½ mile. Stood to the north . . . The current swept us in shore . . . At 8 A M took the bearings of the point of Gozo E/4 N W, the point S W of Malta S E/4 S . . . stood on to sight Lampi-

dosa [Lampedusa] . . . At noon . . . proceeding in the same direction.

Latitude observed 35°36' N

[LC. EPP, Journal 1803.]

To Captain William Bainbridge, U. S. Navy, Baltimore, Md., from Secretary of the Navy

NAVY DEP^t May 5, 1803 —

I have received your letter of the 2nd instant. —

The schooner Partisans have insisted on it that the *Nautilus* is well qualified for the public service. I have accordingly purchased her, after having ineffectually endeavoured to have a Vessel built at Norfolk, Portsmouth & New York. —

Be pleased to communicate to Col^o Stricker your opinion as to the alterations necessary to be made on her. —

[NDA. OSW, Vol. 6, 1802-1805.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAV. DEP^t 5. May 1803

I am honored with yours of the 2^d instant —

You will be pleased to close the purchase of the *Nautilus* — I concur with you in opinion that the purchase under present circumstances, is a good one — I have this day directed you a remittance of Doll^rs 7,500 out of the appropriation "for the purchase of Vessels &c"

It is intended that the *Nautilus* shall be fitted out with all possible dispatch — with a view to accelerate this Business I have this day ordered the following officers to repair to Baltimore to join her —

L^t Somers

Robinson

Reed

S^t master Richardson

Surg^t Mate Tisdale

Jacques

Midsn Marcellin

O. A. Page

S. Cassin

Jas. Wilmer & Spottswood —

Purser Ja^s Tootell — & on Captⁿ Bainbridge's arrival in Baltimore he will consult with you and select & name to me suitable characters for

Boatswain

Gunner

Sailmaker &

Carpenter

I shall also order one hundred and fifty Barrels of Beef and one hundred and fifty Barrels of Pork from this — this Quantity will be more than sufficient for the *Nautilus* and the Vessel now Building — and as we have medicine chests and instruments here I shall order them with medicines to be sent also —

Every thing else that may be required — you will be pleased to

procure & I confidently rely on your best exertions being used to hasten the preparation of the *Nautilus* for Sea —

Be pleased to let me hear from you from time to time — and keep me advised of your progress and of the officers Joining the Vessel —

[NDA. GLB, Vol. 6, 1802-1803.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from Secretary of the Navy

NAV. DEP^t May 5. 1803 —

You will be pleased to order a detachment of marines for the United States Schooner *Nautilus* now Equipping for sea at Baltimore —

[NDA. GLB, Vol. 6, 1802-1803.]

To Secretary of State from James Leander Cathcart, appointed U. S. Consul,
Tunis

N^o 4

LAZZARETTO OF S^t ROCCO —

Leghorn May 5th 1803

SIR In my last of the 30th of March I had the honor to inform you that I intended to remain some time longer with Comodore Morris, as I presumed that I should be able to convince him of the propriety of proceeding off Tripoli immediately & of taking me with him in order to commence a negotiation with that Regency according to the tenor of my instructions, I fail'd in the attempt, and on the 6th of April was favor'd with the enclosed note from him of the 5th the *Chesapeake* sailing the same day prevented me from informing you of this event by that conveyance, but as Cap^{tn} James Barron was acquainted with the circumstances no doubt he has given you every necessary information —

In vain did I point out to Comodore Morris the difficulties he would have to encounter should he attempt a negotiation with Tripoli without a faithful co-adjutor unacquainted as he is with the language customs & manner of negotiating with Barbarians, I quoted the embarrassing situation he had just emerged from at Tunis on the first moment he had ever landed in any of the Barbary States, I inform'd him that the Bashaw would employ those who were entirely devoted to his interest who would endeavor to take advantage of his ignorance of their situation & placed in a striking point of view the probability of his being deceiv'd in a manner similar to the Swedish Comodore Tornquist in 1801 already detail'd to government, neither did I omit mentioning how extremely trifling it would appear to government when they would be inform'd that he had taken me all round the mediterranean without giving me an opportunity of putting into execution any part of my instructions, the Comodore answer'd that he had receiv'd instructions that superceded mine & as I had furnished him with a copy of the Treaty which I had drawn out he could do without me & again repeated that he would send for me should he want my assistance —

The clause in my instructions of the 22nd of August 1802 which provides for contingencys to myself is by no means applicable under the present circumstances, for I have literally nothing to do here, the Consular present for Algiers when finish'd will be paid for by my

Agent, the Dey of Algiers instigated by the intrigues of the Jews co-adjuted by M^r OBrien has refused to receive me & awaits the Presidents answer on the subject which will cause a delay of some months during which time it was my duty as it was my inclination to have proceeded before Tripoli & to have at least made an attempt to commence a negotiation with that Regency; I declare I cannot account for our Comodores conduct in any way but by supposing that he intends to spend the summer in inactivity & occasionally give convoy, or is jealous lest my presence at the negotiation might diminish his share of the *glory* atchieved by its success; if the former it no doubt will meet the attention of government as it merits, if the latter I most sincerely hope that his exertions may be crown'd with a success equal to his most sanguine expectations —

I saild from Gibraltar on board the *Adams* on the 7th of April with a convoy of seven sail, touch'd at Malaga Alicant & Barcelona, & arrived in the road of Leghorn on the 29th & in addition to the many mortifications which I receiv'd since my departure from this place (on the 3rd of last November) I was sentenced to a Quarantine of fourteen days, I cant help expressing myself extremely grateful to Cap^{tn} Campbell for the very polite & hospitable treatment I receiv'd while onboard the *Adams* happy should I be could I extend the same acknowledgment to Comodore Morris, but as every Officer onboard the *Chesapeake* knows I cannot with propriety, I must request that should he make any charge to government for my table, that he may be refer'd to me for payment, as it is well known, that I am neither in arrears to him in politeness or hospitality —

The money mentioned by Comodore Morris is six thousand dollars which I advanced him at Malta for the use of the Squadron a dollar being worth there 5^s 2^d sterling & at Leghorn only 4^s 6^d consequently by my taking his bills upon this place it has saved the United States 8^d on each dollar which amounts on the above sum to \$888 88/100

Enclosed with this is the copy of the Treaty which I left with Comodore Morris with a literal translation in Italian should he send for me I will immediately obey the summons if not I will remain stationary until I receive the Presidents further orders —

Permit me the honor to subscribe myself with the greatest respect & esteem —

[Note: Copy of the proposed Treaty, comprising 17 Articles, may be found in National Archives, State Department Records, Consular Letters, Tripoli, Volume 2, June 1801–September 1805.]

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Thursday, 5 to Friday, 6 May 1803

. . . At 2 P M sighted land to the W N W. Headed for the same. Recognized Lampidosa [Lampedusa] distance about 18 miles [?]
 . . . At 4 P M sighted a vessel ahead of us. Crowded sail. Having come alongside, we hoisted the British flag. She hoisted her British flag . . . going to Malta with a cargo of oil and soap. At 6 P M stood to the S S W. At sunset Lampidosa to the W S W distance 5 leagues, Linosa to the N E distance 4 leagues . . .

Latitude observed 34° 4' [?] N

[LC. EPP, Journal 1803.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEPT^t May 6, 1803 —

I am honored with your's of the 29th ultimo. —

I have no objection to your increasing the dimensions of the Brig to the size therein proposed. —

I have this day requested M^t Brown to procure a cambouse for the Brig, at Newbury port, agreeably to an intimation in your letter of the 27th ultimo. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Samuel Brown, Navy Agent, Boston, Mass., from Secretary of the Navy

NAV. DEP^t 6. May 1803

I am honored with yours of the 29th ult^o — The terms upon which you have made the contract for building the Brig are highly acceptable — She may be Built to Ton 274 Tons & I have mentioned it to Captain Preble —

P. S. Captⁿ Preble states that good Cambooses may be procured at Newbury Port — Be pleased to procure one for the Brig building under Your agency —

[NDA. GLB, Vol. 6, 1802-1803.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps,
from Secretary of the Navy

NAV. DEP^t 6. May 1803

I have this day received a letter from Daniel Bedinger Esquire of which the following is an extract

“With respect to the marines I am happy to say that a change for the better has taken place in their conduct.

“We no longer see them intoxicated as formerly — nor is the neighbourhood disturbed with their nocturnal riots and outrages — Not a single complaint has been made by any of the citizens since the arrival of Lieu^t Keene so that as long as the present system of discipline is maintained it will not be necessary to rent a House and remove them from the Yard —”

This communication affords me much satisfaction —

[NDA. GLB, Vol. 6, 1802-1803.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding

From Saturday, 7 to Sunday, 8 May 1803

. . . At sunset . . . heading to the S S E. At sunrise sighted land ahead of us. Recognized the mountains of Tagiura . . . Stood on to sight the city of Tripoli. At 8 A M sighted the city and headed for it. Noted that all the Consuls had their flags out. At noon we were 3 miles distant. The gunboats got under sail to advance on us . . . We prepared for action.

From Sunday, 8 to Monday, 9 May 1803

At 1 P M $\frac{1}{4}$ mile from the city of Tripoli. The French Castle [Citadel] began to fire on us. Discharged the port battery. Continued to fire several times. Bore off to the north. At 2 P M tacked and headed for the city. The gunboats fired several shots, as did the

batteries of the city. Fired starboard battery. Harassed by shore batteries. Tacked and bore off shore . . . At 8 A M about 12 miles east of Tripoli . . .

[LC. EPP, Journal 1803.]

To Lieutenant Charles Stewart, U. S. Navy, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPM^t May 9, 1803 —

I have received your letter announcing your readiness for actual service. — It is intended that you shall have the command of the *Siren* and I would now attach you to her, but Captain Bainbridge having been previously directed to superintend her, must continue to do so, until she is launched. —

[NDA. OSW, Vol. 6, 1802-1805.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAV. DEPAR^t 9 May 1803

I am honored with yours of the 7th instant —

I have this day directed Capⁿ Cassin to send you the 12 pound Carronades with Carriages and apparatus, for the *Nautilus*

He will also send you the Carriages and apparatus of all the Guns ordered from this place — I have also directed him to send you Two hundred rounds of assorted Shot, to be calculated for 22 — 6 pound Cannon 2.12 pound Carronades — & 4 — 24 pound Carronades — we will probably use for the Schooner *Vixen* which we will henceforth call the vessel building under your agency Captain Cassin will also send you Kentledge for the *Nautilus* & *Vixen* —

PS. I have ordered L^t Smith sailing master Trippe and midshipman Cox to the *Vixen*.

[NDA. GLB, Vol. 6, 1802-1803.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding

From Monday, 9 to Tuesday, 10 May 1803

At 2 P M sighted a lateen sail to the S W heading for shore. Prepared to make sail . . . At 3 P M headed for the city. Lost sight of the said sail . . . At 4 P M about 8 miles distant. The gunboats got under way from the roadstead. There were 7 vessels. At 4.30 P M they opened fire on us; each vessel made two discharges . . . At 5 P M off Tripoli. The gunboats headed for the city, having borne down on us a second time and fired again . . . At noon stood in shore . . .

From Tuesday, 10 to Wednesday, 11 May 1803

At 5 P M headed for the city . . . At 6 P M 4 miles from the city. The gunboats unmoored and bore down on us, using their oars . . . At 7 P M stood off to the north . . . At 4 A M heading S E . . .

From Wednesday, 11 to Thursday, 12 May 1803

Afternoon . . . about 12 miles south of Tripoli . . .
At 9 A M about 25 miles N E of Tripoli . . .
At noon . . . Tripoli about 18 miles to the S W . . .

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Lieutenant Richard Somers, U. S. Navy

BALTIMORE *May 12th 1803*

SIR Honour'd with yours of the 5th Ins^t to Repair to Baltimore, and assume the command of the United States Schooner *Nautilus* — at wich place I am arrived at; and shall Immediately proceed agreeable to Your Orders

[NDA. Misc. LB., 1802-3-4.]

To Lieutenant Richard Somers, U. S. Navy, commanding U. S. Schooner *Nautilus*,
from Secretary of the Navy

NAVY DEPM^t *May 12, 1803*

The following officers have been ordered to place themselves under your command.

Lieutenants	{	Robinson
		Reed
Surgeon's Mates	{	Tisdale
		Jacques
Purser -----		Tootell
	{	Richardson
Midshipmen		Spotswood
		Marcellin
		Page
		Cassin

You will give me information as these Officers join you, reporting such as do not. —

You will also inform me as soon as you are ready to open rendezvous for entering the crew. —

[NDA. OSW, Vol. 6, 1802-1805.]

Extract from Diary of Captain Edward Preble, U. S. Navy, on board U. S. Frigate
Constitution, Thursday, 12 May 1803

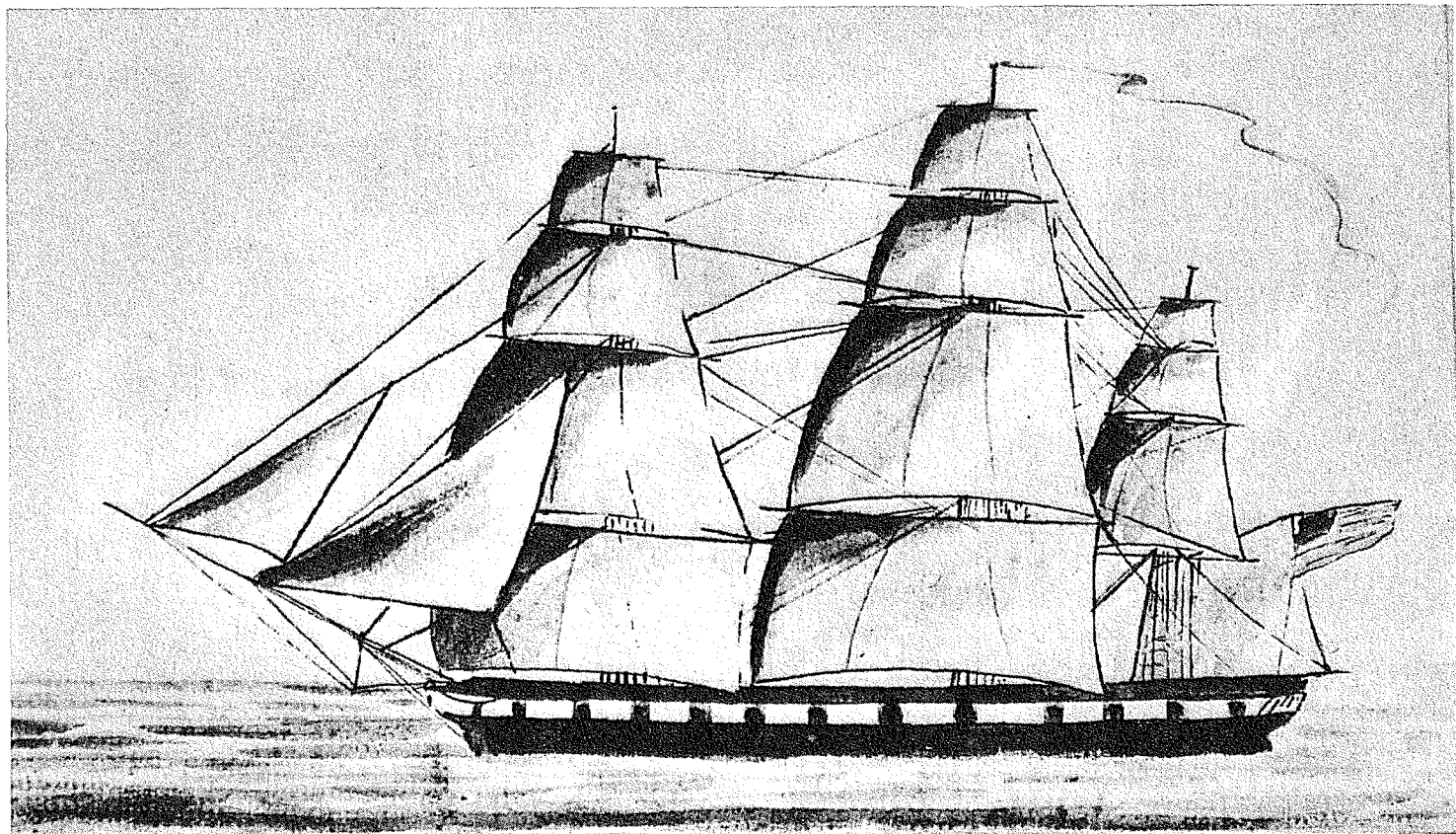
[Boston, Mass.] Laid the keel of the United States Brig *Argus* in Hart's yard

[LC. EPP, Diary, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Thursday, 12 to Friday, 13 May 1803

. . . At 3 P M sighted a sail to the east of us. Crowded sail and headed for it . . . 5 P M we were 3 miles away from the vessel. She hoisted the red flag and the signal flag at the foremast . . . At sunset we spoke. The vessel [*Meshouda*] was coming from Gibraltar and proceeding to Tripoli. Launched the boat. The Captain came on board. The sailors were guarded [?]. One Lieut. and ten sailors were sent to take possession of the vessel, which had on board 40 Barbary sailors and 15 passengers. At 8 P M sent the small boat to get the prisoners . . . All prisoners on board. At sunrise . . . about 30 miles east . . . At 9 A M towing the vessel . . .

[LC. EPP, Journal 1803.]



U. S. FRIGATE JOHN ADAMS.

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 12 May 1803. This day's entry includes references to 25 April and 1 May 1803

[Malta] Thirty-six days have elapsed — & I have not had time to continue my journal. however let me return and give an account of a dreadful accident which happen'd off the South end of Sardinia. I will give the extract from the Log Book.

"April 25th At 8 A. M. we were alarmed by an explosion of powder in the cockpit: Beat to Quarters and discover'd that the accident had happen'd in the Gunners Store Room situated in the Cockpit and not far from the Powder Magazine: The consternation among the people was great, but soon ranks were form'd & those in the Cockpit supplied with water, wet blankets, swabs &c — & the fire was extinguish'd in one hour & an half: The Boats were hoisted out on the first alarm, & the signal of distress made. Found very considerable damage done. The Gunners Stores almost entirely consum'd Pursers Slops, Marine Cloathing, & Hospital Stores reciev'd considerable damage, amount not yet ascertain'd. — But the greatest misfortune is the injury done to those in the cockpit at the moment of explosion: a number of whom are so shockingly burnt that their lives are despair'd of. Their names are as follows: M^r Richard Morrill, Gunner who was in the Store Room at the time, M^r Alexis midshipman & M^r Lewis do — both on the Ladder over the Cockpit on the birth deck, M^r Weems, Surgeon's Mate, M^r John Shults Com^r's Secretary, M^r James Jennison Capt's Clerk, Mr Kennedy Pursers Steward W^m M^rGee marine Centinel at the Magazine Passage David Hamilton Loblolly Boy — All in the Cockpit at the time. It appears from the Gunner's Account, that early in the morning as is usual he had directed John Staines gunner's mate to return the signal lanterns to the Store room & that he (the Gunner) going into the storeroom soon after to see every thing in its proper place, found that Staines had left a candle there which he extinguished & came on deck to reprimand his mate for such carelessness: not yet satisfied that all was safe he returned to the Store room to examine it & by removing some sheep skins he observed some sparks of fire which fell out of them into a Bucket that contain'd some damaged powder prepar'd for smoking the birth deck, from them it communicated to the Powder Horns hanging up in the Store room & by the explosion of them & the damaged powder the bulk head of the Marine store room burst & it communicated to about 37 dozen blank cartridges therein" Here finishes the Recital as pr the Log-Book, but I will furnish a few remarks such as do not come within compass of a Log-Book description: We were in the utmost danger of blowing up as the door opening to the Magazine passage was burst. In the Wardroom there is a scuttle for the purpose of passing up cartridges in time of action, this scuttle was lifted & another passage opened by the explosion, otherwise it is the opinion of all that we should have been lost, for the explosion would have burst the only remaining door into the filling room: here there are always an hundred or two of cartridges ready filled: This explosion would momentarily have been followed by the magazine & then adieu. —

M^r Morrill, M^r Shults, M^r Jennison & David Hamilton have all since died, but the others are in a fair way of recovery. —

On the 1st of May we arriv'd here. There are now at Valletta an

English Fleet consisting of 10 sail of the line 25 Frigates under the command of Sir J Bickerton, Rear Admiral.

[H. W. L. Dana Col.]

To his Brother from Lieutenant Richard Somers, U. S. Navy

BALTIMORE May 13th 1803

DEAR BROTHER I arrived here, after a long and tedious day & Nights Ride. — I was all day before I got over a few moments Mortification, at the State Office, for not starting fifteen Minuets sooner Night, comeing on and being taught Stowed between two fat fellows, I slep, roll'd to starboard port & pitchd away my thoughts of Disappointment

Now Dear Sir, I'll proceed to relate to you the Situation of the United States schooner *Nautilus* agreeable to your Request, — But, Stop, first, I must apologize for not writing immediately on my arriv[al] agreeable to my promise; I first waited on the Agent M^r Stricker, who I was inform'd by the Servant had left the City for Willmington Del — I then went to his partner M^r Beatty, who could not give me but little information, at that time, untill he went to the Store, only that she lay at the point, wich was too far to go, untill I had wrote to the Secretary of my arrival by the Mail. after Breakfast I waited on M^r Baety, who went with me to the Schooner, they wher Just at that time heaving her out, to look at the Copper wich was all good except a little on the Sternpost, owing to the Rudder being wooded, — her Bottom is just like a wedge, she will not stand without Ballast She is One hundred & Eighty five Tons, Between Eighty & Ninety feet on Deck 26 feet Beam Nine & a half hole, She is to Mount 12 six pounders two twelve pound Caronades, I have only two or three acceptions or I think I should be pleased with her Viz she has not got a full harpin enough to keep her above water, very little room on the forecastle, her quarters are very Slight timbers hardly Stout enough to support the Recoiling of the guns, only $\frac{1}{2}$ Inch Boards; She is so sharp there [ms mutilated] accommodation, she has a trunk over the Cabbin — [ms mutilated] lays low, wich must be altered to keep the people from being wash^d off [f] the Jib Boom, Much work to be done to her, She is in the Carpenters & Riggers hands, her Guns have not yet come from Washington — I might have staid in Phila these ten days for she cannot be Ready under twenty —, the Man that sold her says he will be Damn'd if any thing that ever floated, Can beat her Sailing, —

After seeing all I could said but little as it was my first visit — I then found I must go & look for a place to Board, as I had not much Money, & the expence of a publick house would be from two & a half to three Dollars a day — As You was good Enough to give me permission to Draw on you when I Arrived here, — I went to M^r Beatty one of the Agents to get him to Accept a Bill on you, he said there was no occasion of Drawing a Bill on you for he would give me what money I should want, only Return it when Convenient. I Receivd One hundred & fifty wich I shall want while here & thought it would save trouble of calling often, I told him I should write for it to day, wich be good enough to send me, by the next Mail after the arri[v]al of this — there was not a moment pass'd but I was uneasy having but little Money in my pocket and fearing some Accedent should happen

me on the Road & be placed in some perdecament that would be an injury to me —

Lieut^t Johnson of the Marine Corps a friend, a ship, and Old Messmate, of Mine, left here this Morning for Phila, I Beg you will Receive him as Such; I should have gave him a letter to you but had not time to write—he says he will be good enough to bring the Accts of mine with the United States, to me, by whom I can Intrust them, I wish you to call on M^r John B Wallice for a Certificate of the expences of Prosicuting the Secureties of Sund[r]y persons that had enter'd on board the U. S. *U States* to be named seperately, the Names of those that nothing could be Recov'd from — & that he proceed'd agreeable to the Laws' of the State of Pensylvania — I have just Recevd a note from the Agents whom wish to see me, one of the Midshipⁿ says there is a letter for me Acco I shall write by Next Mail

I Remain Your affection Brother

RICH^d SOMERS

[Earle Hepburn Col.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Friday, 13 to Saturday, 14 May 1803

Afternoon . . . towing the vessel . . . At sunset launched the boat to take the necessary provisions to the prize. At 9 P M . . . still towing the prize . . . standing on . . . At 6 A M sighted a vessel to the SE and headed for her. At 10 A M the French flag was hoisted. We showed the Swedish flag. We spoke. The Captain came on board the cutter[?] *Le Voyant*[?] *Bonaparte*, bound for Tripoli. Found her papers in order . . . sighted another vessel to the S E. Gave chase.

Latitude observed 33° 10' N

[LC. EPP, Journal 1803.]

To Lieutenant John Cassin, U. S. Navy, Navy Yard, Washington, D. C., from Secretary of the Navy

NAVY DEPM^t *May 14, 1803* —

We have reason to expect the arrival of the frigate *Chesapeake* at this place, daily. On Monday Morning, therefore, be pleased to proceed to mark out the channel of the Eastern Branch by such distinctive marks, that our Vessels may pass up to the wharf without grounding. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEPM^t *May 14, 1803*—

You will assume the Command of the frigate *Constitution* and have her put in a condition to sail at the shortest possible period, in all respects except provisioning and manning. You will exercise your discretion as to heaving her down — if, however, You should think it necessary that she should be heaved down, it had better be done in this Country, and immediately. —

Make your requisitions upon M^r Brown — He will give you every necessary assistance. —

You will also call upon one or two of the following Lieutenants to join the *Constitution* —

J[ohn]. S. H. Cox	—	Boston
W. C. Jenckes	----	Providence R. I. —
Ed ^d Wyer	-----	Boston
Jos ^t Blake	-----	“
Jos. Tarbell	-----	“

You may also order two of the following List of Midshipmen to join you. —

Weston	-----	Boston	—
Scallon	-----	Salem	—
Rowe	-----	Portland	—
Ben: Page	-----	Providence, R. I.	—
D ^t S. Dexter	-----	“	—
Thomas Hunt	-----	Boston	—
Ch ^t Morris j ^t	-----	Pomfret	— C ^t —

Reporting to me such as you may order to join you. —

With these officers to assist you, you will be able to direct the equipment of the *Constitution* and continue to superintend the brig. —

Be pleased to let me hear from you immediately, and give me your opinion of the present situation of the *Constitution*. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Daniel Bedinger, Navy Agent, Norfolk, Va., from Secretary of the Navy

NAV. DEP^t May 14. 1803

I have received your's of the 10th instant —

We must not suffer ourselves to be overcome by difficulties in procuring the Timber and plank for Algiers — the object is of the utmost national importance — and we must on the present emergency borrow from the stock of the 74^s — You will therefore do so — taking care however to keep an exact account — & to replace what may be taken from that Stock — You will also procure a Vessel to sail by the time the Timber and plank is prepared — we must not lose a moment in dispatching her. — Let me know immediately when she will probably Sail

[NDA. GLB, Vol. 6, 1802-1803.]

To Secretary of the Navy from Lieutenant Richard Somers, U. S. Navy

BALTIMORE May 14th 1803

SIR I Receiv'd yours, with One enclosed to M^t Richardson: w^{ich} I deliver'd agreeable to Yours —

And a list of the Officers to Join the *Nautilus* —

following is the Names of those Reported themselves to Me

Sur ^t Mate	M ^t Jacquese
Mids ^s	“ Marcellin

Those that have not

Lieu ^t	Roberson
“	Reed

Surg ^t Mate	Tisdale
------------------------	---------

Purser	Tootell
--------	---------

Mids ^s	{ Richardson
	{ Spottswood
	{ Page
	{ Cassin

[NDA. Misc. LB, 1802-3-4.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Saturday, 14 to Sunday, 15 May 1803

At 3 A M fired a shot and hoisted the Swedish flag. The brig showed the Ragusan flag. We spoke. She was bound from Alexandria to [illegible]. . . . heading S W . . . the vessel ahead of us . . . At sunset . . . about 30 miles east of Tripoli . . . At sunrise, standing to the W S W, having noted that we were 30 miles east . . . At 10 A M sighted the city of Tripoli. At noon, we were abeam. We saw the flags of all the Consuls . . .

[LC. EPP, Journal 1803.]

To Lieutenant Richard Somers, U. S. Navy, commanding U. S. Schooner *Nautilus*, Baltimore, Md., from Secretary of the Navy

NAVY DEPM^t — *May 16, 1803*—

You will appoint the Master's Mates of the *Nautilus* from the Midshipmen attached to her, and as I wish that such appointment shall be considered as a promotion, you will select the most meritorious paying due respect to date of warrant in cases where there may be an equality in merit. I have ordered Midshipmen Gibbons and Thompson to join you. —

It will be agreeable to me to hear from you oftener, reporting the progress you may be making in the equipment of the *Nautilus* &c —

[NDA. OSW, Vol. 6, 1802-1805.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding,

From Sunday, 15 to Monday, 16 May 1803

* * * At sunset the city of Tripoli to the SW/4 W distance 3 leagues At 8 PM sighted a ship and headed for her, but lost sight of her and resumed our course * * * At sunrise sighted two sails to the SW of us running NE * * * At 8 AM we spoke the two Imperial Brigs, bound from Tripoli to [illegible] * * * We learned some news of Tripoli.

At 10 AM standing NNE with the prize to take her to Malta.

Latitude observed 33° 27' N.

From Monday, 16 to Tuesday, 17 May 1803

. . . Under way with the prize [*Meshouda*]. heading for Malta

Latitude observed 35° 27' N.

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Lieutenant Richard Somers, U. S. Navy

BALTIMORE *May 18th 1803*

SIR I receiv'd yours of the 16th and shall pay due respect in appointing Midshipmen to Masters Mates, as promotion, agreeable to yours —

You write for my progress in the equipment of the *Nautilus*

Coll Stricker has not been in town since my arrival untill Yesterday, the Rigger & Sailmaker have been constantly employd, likewise the Joiner, in laying the platform, forward for birthing the people Since, the Necessary arrangement have been made, for the Magazine Wardroom and Storerooms — I shall make all possible despatch in

the equipment of the *Nautilus* and soon as ready to open rendezvous shall immediately inform you —

Lieutt Reed has Reported
 Lieutt Roberson
 M^r Tisdale Surg^t M^t
 “ Spottswood Mids^a
 “ Gibbons
 “ Thompson

have not Reported

In yours of the 12th there is no appointment of Warrant Officers, such as Boatswain Gunner Carpenter & Sail Maker — I believe such may be had here —

[NDA. Misc. LB, 1802-3-4.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Tuesday, 17 to Wednesday, 18 May 1803

4 P. M. sighted the island of Lignosa [Linosa] about 18 miles to the N. W. . . .

At sunrise sighted Malta about 18 miles to the east. at 8 AM sighted two sails to the North . . . towing the prize . . .

At noon 3 miles E $\frac{1}{4}$ SE distant from Gozo . . .

Lat. observed 36°3' N.

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

BOSTON 19th May 1803 —

SIR, I am honored with your letter of the 14 instant directing me to assume the command of the Frigate *Constitution* — As the mail is about closing, I have only time to observe that I shall go on board tomorrow morning to examine the state and condition of the ship, and report to you as soon as possible I consider myself highly honored by this additional mark of your confidence and hope to evince by exertions in her equipment, how desirous I am of giving satisfaction,

[LC. EPP, LB, 1803.]

To James Simpson, U. S. Consul, Tangier, Morocco, from Captain Richard V. Morris, U. S. Navy

MALTA 19th May — 1803 —

DEAR SIR I hasten to inform you that last Evening the U. S. Frigate *John Adams* arrived at this place from her station off the Port of Tripoli and brought in with her the ship *Messudar* [*Meshouda*] claimed by the Emperor of Morrocco as his Property, and which notwithstanding your declaring in your Passport that Blockaded Ports were to be respected was taken [13 May 1803] in attempting to go into Tripoli with a considerable number of Guns Cutlashes Hemp & other contraband articles that were not on Board when she left Gibraltar, and not expressed in her Passports — She shall not be condemned if proved that this was not the orders of the Emperor — It is however expected that the Captain will be severely punished if it is an act of his own — There are also twenty Tripoline subjects on Board — in short this whole business appears to be a detestable Fraud — We are

this moment getting underway for the Coast of Tripoli which prevents me from adding more than my sincere wish to avoid a War with the Emperor, and a continuation of good health to you & your amiable Family to whom M^r Morris begs to be particularly remember'd —

[LC. EPP, Vol. 5, 1802-1803.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Wednesday, 18 to Thursday, 19 May 1803

* * * At noon sighted a ship of the line aft on our course
 * * * At sunset sighted ten vessels to the east coming from Malta, 8 ships of the line and 2 frigates. The city of Malta to the S. S. E. about 8 miles distant. At 8.00 P. M. Captain John Rodgers ordered me to go on board the prize. Went on board. Heading for the City . . . at midnight . . . standing to the NE. At 4 AM bore to the south, heading for Malta. Near shore the wind shifted. We were 3 miles to windward of the port of Malta. Bore off shore . . . At 8 AM standing off shore . . . At 10 AM standing in shore . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 19 May 1803

[Malta] Yesterday sail'd the British Fleet consisting 9 sail of the line & 2 Frigates under the command of Rear Admiral Sir J Bickerton. Today Arriv'd the *John Adams* with a Prize [*Meshouda*]. Capt Ro[d]gers was order'd to sea about the 8th inst — on a cruise. The Tripoline Admiral's ship which has for two years past been blocked up at Gibraltar, at length sail'd, but as Moorish Property & had the Com^r's passport to sail unmolested to any port but a blockaded one The Moorish Consul at Gibraltar gave his honor, that she should not go into Tripoly. The *John Adams* caught her in the act: Whether she is Moorish property or not is uncertain, we have only the Emperors word of honor that she is: She is now in Malta Yard & top-masts down and safely moor'd. There were 60 men on board her, she mounts 28 guns 6 or 9 prs. She left Gibraltar the 8th April and went into Some port near Tunis where taking in a quantity of arms she sail'd for Tripoly.

[H. W. L. Dana Col.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEPM^t May 20, 1803 —

It is a point of so much importance that the frigate *Constitution* should be prepared for service with all possible dispatch, that I deem it proper in order to guard against accidents sometimes attending the carriage of letters, to enclose copy of my letter to you of the 14th instant, directing her to be got ready as expeditiously as may be practicable. —

Give me your opinion as to the period by which she will be ready to receive her Crew and Provisions. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, from
Captain Edward Preble, U. S. Navy

N^o 1

BOSTON 20th May 1803

SIR, I am directed by the Secretary of the Navy to assume the command of the Frigate *Constitution*, and have her put in a condition to sail in the shortest possible period —

You will therefore consider the Ship in Commission from this date, and receive your future instructions, from me or the Commanding Officer on board

I have to require of you a return of the Officers, able, and Ordinary Seamen & Marines, now attached to her together with a Copy of the latest instructions you have received from the Navy Dep^t

[LC. EPP, Order Book, 1803-1805.]

To Captain William Bainbridge, U. S. Navy, Philadelphia, Pa., from Secretary of
the Navy

NAVY DEPT^t May 20, 1803 —

Be pleased to inform me by what period of time the frigate *Philadelphia* could be prepared for sea. —

I have ordered Spars from Norfolk agreeably to M^r Harrison's requisition, but I cannot say when they will arrive in Phil^a as they are to be made masts. Cannot spars of a sufficient size be procured at Phil^a? If they can, calculate upon procuring them there, in estimating the period of the readiness of the frigate for sea. —

[NDA. OSW, Vol. 6, 1802-1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Thursday, 19 to Friday, 20 May 1803

* * * 2 P. M. entered port of Malta with the prize * * *

Came to anchor * * * We found the Commodore of the American Squadron and the schooner *Enterprize* ready to sail. We found four vessels at 6 fathoms [?] and three frigates at 4 fathoms [?] and several merchant ships, Ascension Day was being celebrated in the City of Valetta.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 20 May 1803

P. M. Sail'd from Malta with the *J. Adams* and *Enterprize* for Tripoly. —

[H. W. L. Dana Col.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAV. DEPART^t 21, May 1803

A Squadron is now preparing for the mediterranean which will consist of the following Vessels —

Frigate	<i>Constitution</i> —	Cap ^t Preble
	<i>Philadelphia</i> —	Bainbridge
Brig	<i>Syren</i> — — — —	at Phil ^a
"	Building at Boston	
Schooner	{ <i>Enterprize</i> in the Medit ^a	
	{ <i>Nautilus</i> &	
	{ <i>Vixen</i>	

and I have this day given directions to prepare these Vessels with all practicable dispatch —

Be pleased to employ as much force as can be employed in preparing the two Schooners — It is of great importance that they should sail as soon as possible I am confident you will use every Exertion in your power —

[NDA. GLB, Vol. 6, 1802-1803.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy
NAVY DEPM^t May 21, 1803 —

Having on the 14th instant directed you to assume the command of the Frigate *Constitution* and to prepare her with all possible dispatch for sea, and apprized you by letter of yesterday's date of the great importance of this object, it remains now for me only to disclose to you the views of Government in giving those orders, and to repeat the solicitude I feel for their prompt execution. —

As soon as it can possibly be got in a State of readiness, a squadron will sail for the Mediterranean consisting of the following Vessels —

The *Constitution*

Philadelphia

Siren — building at Phil^a —

Brig [*Merrimack*, renamed *Argus*] building at Boston. —

Enterprize — now in the Mediterranean. —

Schooners { *Nautilus*, which will be ready to sail in 3 weeks from
Baltimore.

— Vessel [*Vixen*] — now building at Baltimore. —

And reposing in your skill, judgment and bravery, the highest degree of confidence, the President has determined to commit the command of this squadron to your direction. —

To a Gentleman of your activity and Zeal for the Public service, to command your most strenuous exertions, I need only inform you that your Country requires them. —

Be pleased to let me hear from you frequently and communicate the progress you may be making in the execution of these instructions. —

I have not time to day to say any thing about your Officers. — I will write you on that subject on the 23rd —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy
NAVY DEPM^t May 21, 1803 —

I am honored with your letter of the 13th instant. — and am very happy to find that you are progressing with such rapidity in building the Brig [*Argus*], and it will afford me very great satisfaction if the Brig building under your superintendency, being the last ordered, shall be the first ready for sea. —

I concur in your proposition of putting only 16 Guns in the Brig, and as you do not approve the 18 pounders now in the Navy Yard at Charlesto[w]n, I have this day directed George Harrison Esq^t to ship to M^t Brown 2 long 18 pounders for the Brig. —

I shall be glad to hear from you frequently — reporting the progress you may be making in the Brig, and in the equipment of the frigate *Constitution*. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Secretary of the Navy from Lieutenant Richard Somers, U. S. Navy

BALTIMORE May 21st 1803 —

SIR I am sorry to inform you that an examination of the stores that came round from Washington, I find there's a great many wanting Repairs, Only two Gun Carriages that will answer to mount the Guns, all being too small only calculated for fours & Short Sixes — The Iron work — the Greatest part will answer for New, and some of the Trucks will answer again having been made of plank —

Shou'd it meet your approbation I should wish to have two Brass Nines on the Schooner as I think she will beare them, and great advantage be derived from them in firing a long shot in Chace —

[NDA. Misc. LB, 1802-3-4.]

To Captain William Bainbridge, U. S. Navy, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPT^t May 21, 1803 —

You will assume the command of the Frigate *Philadelphia* and have her put in a condition to sail at the shortest possible period in all respects except Provisioning and manning. —

Make your requisitions upon M^t Harrison; he will give you every necessary assistance. —

A squadron is now preparing for the Mediterranean to consist of

The Frigate *Constitution*
" *Philadelphia*. —

Brig----- *Siren*
" at Boston

Schooners — *Vixen*, *Enterprize* and *Nautilus*, the whole to be under the command of Captain Preble. —

Be pleased to let me hear from you immediately, and let me know from time to time the progress you may be making in the equipment of the frigate. —

Continue the superintendance of the Brig until further orders. —

Lieu^t Ben, Smith is ordered to join you. I enclose his orders; he will be in Phil^a soon, when you will deliver it. I shall write you about your other officers on Monday next. —

[NDA. OSW, Vol. 6, 1802-1805.]

To George Harrison, Navy Agent, Philadelphia, Pa., from Secretary of the Navy

NAV. DEPT^t 21 May 1803

I am honored with yours of the 18th instant with the accompanying draft of the *Siren* —

I have not counterordered the shipment of canvas from norfolk because it will be wanted hereafter at Philadelphia

The articles which will be delivered to you by M^t Whelan I wish to be shipped to norfolk if they can be sent from Philadelphia soon enough to arrive there by the 5th of June — otherwise you will not send them but as it is a point of very considerable importance that they should be sent out with the Vessel carrying Timber for the Dey of algiers — I hope you will endeavour to send them so as to come by the 5th of June —

Captain Bainbridge has this day been directed to take the command of the frigate *Philadelphia* and prepare her with all possible dispatch for the mediterranean, You will be pleased to give him every assistance in your power to hasten the accomplishment of this object —

Be pleased to ship by the first opp^y to S^t Brown Esq Boston 2 long 18 pounders for the brig building at Boston [*Argus*]

[NDA. GLB, Vol. 6, 1802-1803.]

To Secretary of State from Robert Montgomery, U. S. Consul, Alicante

ALICANTE 21st May 1803

SIR. I had the honor of addressing you on the 27th Ultimo, forwarding Copy of a Letter received from M^r OBrien at Algeirs. Since which the inclosed has been handed me for you, sincerely hoping he may be able to weather out the *squall* he so much dreads

No Tripolin Corsairs have appeared on this Coast since the Capture of the *Franklin* Capⁿ Morris and tho our Merchantmen continue to navigate here with some dread they have since that time been entirely unmollested, Our Convoys for want of small Vessels are insufficient to cover all the trade. With much respect I have the honor to be

[NA. SDA. CL, Alicante, Vol. 1, 1788-1834.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 21 May 1803

[Moored Navy Yard, Charlestown, Mass.] Moderate Breezes & Cloudy Weather. A[t] 10 A. M. Commodore Preble came on board the *Constitution* and took charge as Commodore; After the *Constitution* has been lying in Ordinary Ten Months & 14 days Commodore Preble examined every part of the *Constitution's* Inside & ordered a carpenters caulking stage along side in order to examine the copper on the ships bottom; He appointed Lieu^t Joshua Blake to the *Constitution* & M^r N Morris to [act] as Acting Purser — Towards Noon the Commodore left the ship & proceeded over to the Navy Yard in Charlestown & examined the *Constitutions* stores which are in the Navy Store —

A M The Commodore again came on board & gave the necessary Orders for employing a number of seamen in order to get the rigging from the Navy Yard on board the *Constitution* at Noon Wind east clear;

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Friday, 20 to Saturday, 21 May 1803

3 P. M. The Commander gave the signal to prepare to set sail. . .
6 P. M. Sailed from the port. The Commodore unmoored. The boats were hoisted in. 18 Moors of Tripoli on board. At sunset the City of Malta about 3 miles to the WNW. . . Heading for [illegible] . . . at 9 AM sighted a three master. . .

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

BOSTON 22nd May 1803 —

SIR, I have examined the bottom of the *Constitution* with rakes and hooks and find the Copper much broken, & it is my opinion that she ought to be hove down, and that it would be necessary to re-caulk,

and New-Copper her from light water mark, to the bottom of her keel — Tomorrow I shall remove her from her present moorings to a wharf, where I intend to heave her down, and shall have her in readiness for that Operation by the time M^r Brown can learn from you, what copper he is to supply me with: that made by M^r Revere, is good, and of proper thickness — if it was not necessary to heave down and copper I could have her ready for Sea in three weeks, but as she is situated at present (no preparation having been made for heaving down except the making of careening blocks) it will be an expensive business, and will detain her some time longer in port —

I think it probable I can have her got ready for sea in 7 or 8 weeks at farthest taking the chance of weather, probably I may have her ready sooner: her hull is in excellent Order, excepting the bottom, and a few days work for the Joiners, to complete the hanging Magazine forward, and finishing the boatswains, Gunners & Carpenters store rooms, and cleating for the hammocks, the masts & spars rigging and sails are in good order for sea service — a few spare spars will be wanted, and the necessary sea supplies in the Different Departments previous to sailing — her Guns are at Castle Island, I have Ordered them to be brought here directly as I shall want them in heaving down, the Gun Carriages are in tolerable good Order, hands will be employ'd tomorrow to take them from the Sheds to examine them particularly & paint them —

I believe from report, that the powder and other Military Stores require the immediate attention of a Gunner I have not had time to examine, but shall as soon as I conveniently can — Two or three new cables will be necessary — As soon as I have opportunity to make further examination I shall make report — A Carpenter is wanted for the Ship — and I believe Oconomical to attach a purser to her — I request you to permit me to engage a Captⁿ Clerk for the *Constitution* as I am much in want of one — Lieutⁿ Blake & Tarbell & Midshipmen D. S. Dexter and Charles Morris are Ordered to join the Ship L^t Blake is on board, the other Gent^l I expect in a few days — The Brig [*Merrimack* renamed *Argus*] progresses well. I shall give her all necessary attention

[LC. EPP, LB, 1803.]

To Lieutenant Joshua Blake, U. S. Navy, of U. S. Frigate *Constitution*, from Captain Edward Preble, U. S. Navy

N^o 6

Boston 22nd May 1803 —

SIR, Tomorrow morning you will make every Necessary preparation for moving the Ship from her present moorings to Col^o May's Wharf, send a Midⁿ to me at 7 o'Clock in the morning for the key of the Store at Charlesto[w]n and take from thence, all the lower standing rigging, careening blocks, and such rigging as may be necessary to remove her, taking an exact account thereof you may direct M^r Harraden to engage 20 Labourers, accustomed to work on Ship board, and to agree with them for such wages as is Customary they finding their own provisions & Rum. — The men had better be engaged this evening —

[LC. EPP, Order Book, 1803-1805.]

[22 May 1803]

To William Eaton, from First Lieutenant Thomas W. Hooper, U. S. Marine Corps

1. Commodore Morris arrived before Tripoli in the U S Frigate *New York* May 22nd 1803.

2nd Commodore Morris left the station June 10th 1803. having remained 19 days before Tripoli, 6 of which were employed in negotiation with the Bey.

3. At 5 P M, May 28th 1803 the *New York*, (Commodore M) being 2 or 3 miles ahead of the Squadron, and a very light breeze, 9 Gun boats of the enemy, and a large Zebec, were discovered, in shore of us. The Commodore made a signal for the *John Adams*, to make sail — she had every thing then set that could be of any advantage, but one lower steering sail, which was instantly set. The wind still decreasing & not coming up with the *New York*, the Commodore, *hove too*, with his *Main Top sail aback*, & made the signal for the *John Adams*, to lead the Van; she accordingly passed the *New York* & commenced the action on the Gun boats, Zebec & Forts. The Commodore took a position, about 3 or 4 Cables length, on the weather bow of the *John Adams*, & fired 2 or 3 broad sides, after which *no report* was heard from *his battery*. The *John Adams* continued firing untill darkness prevented objects from being distinguished. The Forts & Gun boats kept a constant fire. The *John Adams* remained, on the scene of action all night. In the morning the Commodore, with the remainder of his Squadron were about 11 or 12 miles distance to the Northward & Westward.

4 It was currently reported Commodore Morris disapproved of the capture of the *Masshouda*, and said that, to Cap't Rodgers should be attached the *blame*, and *expencc*. M^r Alline, Purser of the *John Adams* can probably authenticate this report.

5 Commodore M permitted an English Sloop to pass to Tripoli. but it [is] said, at the request of the Governor of Malta (on *public business* —

6 The Commodore left Gibraltar for America some time between the 20th Sept^r & 1 October 1803.

It is hoped M^r Eaton goodness will excuse the answers to his quiries being delayed so long, (having been absent from the City, has occasioned it.) — I beg leave to refer you for the truth of the facts contained in the answers to your questions, to the log book of the *John Adams* and a copy of Cap't Rodgers journal. Both these records are open to your inspection at the Navy Office, and will probably afford you many more *awful* testimonies, against the conduct of Commodore Morris — It would be more agreeable to me, that those records should be quoted as your authority, than my name. In the hands of a *soldier*, however, I am confident no communications I could make, would be used to my prejudice. When I assure you Sir, of my esteem, it is mixed with regret for the misfortunes you have so unjustly experienced — That your future happiness may repay you for the many anxious moments you have passed, is the sincere wish

of Your Friend & hb'l Serv't

THOMAS W. HOOPER

MARINE BARRACKS
February 1st 1804

[H. E. Huntington L&AG, EA 319.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Sunday 22 May 1803

[Moored off Navy Yard, Charlestown, Mass.] Moderate Breezes from the Westward, on Saturday A. M. which is the beginning of Sundays Log, The Commodore came on board & surveyed the *Constitutions* bottom in order to find the state of the Copper This Survey was done with brushes with Iron teeth & Boathooks. The Copper was found to be ragged & full of small Holes with a quantity of Grass & sea Moss; the Holes must be occasioned by the Copper being entirely worn out. Commodore Preble Lieu^t Blake & Myself are of opinion, that the *Constitution* is not in a state fit for sea untill her bottom is examined. Commodore Preble gave orders to send an Officer and a boats crew for M^r Tho^s Knox the Pilot, which was sent & returned at 9 P. M. — A. M. Light breezes from the Eastward.

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Saturday, 21 to Sunday, 22 May 1803

After noon . . . headed for Tripoli . . . 6 A. M. sighted Tripoli to the east about 15 miles distant. 10 A. M. Tripoli in sight about 6 miles away; saw the flags of the Consuls. 11 A. M. Sighted a vessel west of Tripoli, signalled to the Comd^r who in turn signalled to the schooner [*Enterprise*] to give chase to the west — we noticed that all the gunboats had left port. At noon the Castle [Citadel] opened fire on the schooner; then the gunboats fired on the vessel. The schooner headed west and another battery opened fire . . . the schooner signalled . . .

[LC. EPP, Journal 1803.]

Extracts from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding

22 May 1803

About 9 oclock we made Tripoly, & as soon as we came within long gun Shot, or rather before we came within reach, the Batteries open'd upon us. We hove to: not noticing them. The *John Adams* made signal "discovering a strange sail West". We made sig for the *Enterprise* to give chase: she did, & going rather nearer the Town than we were the principal fire was directed at her, however none hit her: The *Enterprise* was now running nearly parallel with the coast when a two gun Battery newly erected & not observ'd by Capt Hull commenced firing. he pour'd a broadside into the Battery, distant about half gunshot, & quickly passing, approached still nearer the land — in chase. The Chase a Felucca of about 25 or 30 Tons now ran on shore & the people taking to their Boat's landed: leaving the Red Flag hoisted: The *Enterprise* now waited for us to come up The Com^r waver'd whether to take her off with the Boats or not but at last determin'd in the negative. A Body of Cavalry came full speed from Tripoly to man the Two gun Battery, the First set having decamped bag & baggage, but their battery was too far off to annoy us: We were all very much disappointed at not being permitted to tow her off: especially when we saw a detachment march from the two gun battery

apparently to prevent us. The *Enterprize* ran close in a fir'd a Broad-side to hull her, but fail'd & the Red Flag was left flying. The Com^d said had she been arm'd, or an object worth taking, that he would have brought her off: however had she been but an oyster boat t'would have been amusement for us to skirmish a little: I'm vex'd & tho' very fond indeed of the Com^d altho' I esteem him very much, (yet I thus privately note it in my journal I wish Capt. Morris had command on today.) [The phrase in parentheses has been crossed out by the writer and crosswritten "mutiny".]

Thus ends the narrative of the first day. Twelve months pass'd after I enter'd the Straits before I saw Tripoly. The *Chesapeake* return'd to America without seeing her enemies' Port.

23 May 1803

8 o'clock P. M. Stood off & on during last night & was beating to the eastward all day in the evening we stood within three miles of the Town: the Gun-Boats stood out about one mile nearly, & commenced Firing. They were six in number & the shot flew all round us: We gave them a broadside in tacking & stood off: The *John Adams* came up in our wake and followed our example: The shot flew among them no damage done them. They return'd to their moorings. — *Enterprize* in company.

[H. W. L. Dana Col.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Sunday, 22 to Monday, 23 May 1803

After noon . . . the battery 3 miles west of Tripoli fired on us . . . the schooner [*Enterprize*] fired several shots . . . at 10 A. M. were at a distance of three miles . . . at noon standing out to sea . . .

[LC. EPP, Journal 1803.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAVY DEP^t May 24th 1803

I am honored with yours of the 21st instant —

I regret the Circumstance of the Gun Carriages not being of the proper size — but I hope the *Nautilus* will experience no detention on this account — Have as many as are wanted made immediately of the proper Size —

L^t Somers has requested to have 2 brass nine pounders in the Schooner if you can procure them conveniently be pleased to do so on the best terms in your power —

I am glad to hear the *Vixen* is progressing so rapidly — agreeably to your request I have directed L^t Sterett to apportion the accommodations — he will also give you every other necessary assistance in Superintending the *Vixen* —

As soon as L^t Somers informs me of its being necessary I shall send on recruiting instructions for the *Nautilus*

P. S. Could Carronades of a suitable size be purchased in Baltimore for the *Vixen*

[NDA: GLB, Vol. 6, 1802-1803.]

To Lieutenant Andrew Sterett, U. S. Navy, Baltimore, Md., from Secretary of the Navy

NAVY DEPM^t May 24th 1803 —

I am honored with your's of the 21st ins^t and am glad to hear of your safe arrival at Balt^o. The *Chesapeake* will probably be here in a day or two. When you hear of her arrival, we shall be happy to see you here, if you can conveniently spare so much time. —

Col^o Stricker has requested your aid in apportioning the accommodations of the *Vixen*. I do not mean to order you to this duty, or any other so soon after your arrival from so long a cruise; but if not disagreeable or inconvenient to You, I should be glad if you would undertake the superintendency of the *Vixen*, and give Col^o Stricker the benefit of your experience & information. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEPM^t May 24th 1803 —

SIR: I have made the following arrangement of officers for the frigate *Constitution*.

Lieutenants —	[William C.] Jenckes,	who is to change places with Lieu ^t Dent now on board the <i>Adams</i> in the Mediterranean.—
	[Thomas Jr.] Robinson [Charles] Gordon,	now on board the <i>New York</i> in the Mediterranean.—
S. Master Surgeon "Mate Purser	[Joseph] Tarbell, [Samuel] Elbert, [Nathaniel] Harriden	
	[James] Wells [Nathaniel] Tisdale	
	[James S.] Deblois	
	[Ralph] Izard [William] Burrows	
	[John] Rowe [Daniel S.] Dexter	
Midshipman —	[Thomas] Hunt [Charles] Morris j ^r [John] Davis [John M.] Haswell [William] Newman —	

I wish you to appoint your Master's Mates from the Corps of Midshipmen. They must be informed that I consider this as a promotion, and you will be pleased to select the most meritorious Midshipmen for this station, having regard however to seniority of appointment in cases where there may exist equality in merit. —

Lieu^t Blake will be ordered for the Brig building under your Superintendency, which I have called the *Merrimack* [afterwards changed to *Argus*]. — Lieu^t Cox will be ordered for the *Philadelphia*, and on his arrival in the Mediterranean, will change places with Lieu^t Porter. —

Lieu^t Dent will be your first Officer. — His reputation as a Navy Officer is high, and I have reason to believe that you will be pleased with him. — I understand that Lieu^t Wyer has gone to Europe. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain William Bainbridge, U. S. Navy, Philadelphia, Pa.,
from Secretary of the Navy

NAVY DEPT^t — May 24th 1803 —

As you have been directed to assume the command of the frigate *Philadelphia* and prepare her for sea with all possible dispatch, it has become necessary to appoint some other Gentleman to superintend the building and equipment of the *Siren*, and as Lieu^t Stewart is intended to command her, I have this day given him directions to take upon himself your place in superintending her. This arrangement will leave you entirely unembarrassed, and your whole attention being undivided, you may prosecute to advantage, the preparation and equipment of the *Philadelphia*. Lieu^t Stewart will pursue the plans you have devised in building the *Siren*, and I trust you will freely and frequently communicate with each other on the subject. —

I have ordered the following Officers to join the *Philadelphia*. —

- | | | |
|-----------------------|--|--|
| Lieut ^s — | { J. S. H. Cox, who is to take the place of Lieu ^t Porter on board the <i>New York</i> , & Lieu ^t Porter is to join you. — | |
| | | |
| Surgeon | { [Jacob] Jones | |
| " | { [Benjamin] Smith | |
| " | { [Theodore] Hunt | |
| " Mate | { [Edward] Cutbush | |
| S ^r Master | { [Jonathan] Cowdery | |
| Purser | { [William] Knight | |
| Midshipmen | { [Timothy] Winn | |
| | { [James] Gibbon | |
| | { [Christopher Jr.] Gadsden, | now in the <i>New York</i> in Med ^s , who will join you in the med ^s — |
| | { [Charles] Wilson | |
| Mids ^s — | { [Thomas] M ^o Donough | |
| | { Ja ^s Biddle | |
| | { [Daniel T.] Patterson — | |
| | { [Bernard] Henry | |
| | { [William] Cutbush | |
| | { [William] Miller | |
| | { [Wallace] Wormeley | |
| | { [Robert] Gamble— | |

You have a Boatswain and Gunner on board, [Joseph] Douglass, Sailmaker is ordered to join you. You must appoint a Carpenter. —

Let me hear from you frequently and advise me of the progress you may be making. I have ordered Spars from Norfolk. They are large enough singly for the purposes required. — We have none of the dimensions required to make the Masts of the *Philadelphia* made masts, & the urgency of the occasion will not permit our waiting till they could be prepared. —

P. S. — You will appoint your Master's Mates from the Midshipmen — having regard to merit as it must be considered a promotion, and respect seniority of appointment in cases of equality in merit. —

To Daniel Bedinger, Navy Agent, Norfolk, Va., from Secretary of the Navy

NAV. DEPART^t 24. May 1803

I am honored with yours of the 16. instant —

The frigate *Philadelphia* is in commission and will Sail for the mediterranean as soon as she is prepared for Sea — I much fear that she will be detained for want of the spars directed in my letter of the 10 Ins^t Lose no time therefore but send the large pieces you mention as being already in the Yard They must be made to answer for the present send them by the first opportunity informing George Harrison Esq when they will leave norfolk and by what Vessel

[NDA. GLB, Vol. 6, 1802-1803.]

To Lieutenant Charles Stewart, U. S. Navy, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPM^t May 24th 1803 —

Captain Bainbridge having been directed to assume the command of the Frigate *Philadelphia* and prepare her for sea with all possible dispatch, will necessarily be too much occupied in the execution of these instructions to continue the superintendency of the Brig *Siren* to advantage. It has, therefore, been deemed proper to relieve him from that business, and to direct you to supply his place. —

You will accordingly undertake to superintend the building of the *Siren*, of which vessel you are to have the command as you have heretofore advised. —

As a deviation from the plans which have been devised by Cap^t Bainbridge in building this vessel, might retard her preparation, occasion considerable additional expence, and possibly might produce no essential advantage, you will communicate freely with Captain Bainbridge in every stage of your progress where it may be necessary, and pursue the arrangements he has made; and in short, you will take up the business where he may leave it, and make no alteration; at least without obtaining my previous sanction to it. —

Your letter of the 20th with the accompanying model of a carriage for a Carronade, I have received. It will ever afford me a high degree of happiness to perceive such manifestations of zeal in an officer to introduce improvements into the Navy of the United States. The use of Carronades, and especially in small vessels I have much approved, and my only objection to them has been their imperfect Slides or Carriages. Being pleased with the plan which you have proposed, I am willing that you make the experiment & that the Carriages for the Carronades of the *Siren*, be made according to the model you have sent to me, with such further improvements as may suggest themselves to you. But every variation from the model you have sent, you will, without delay, communicate to me. —

The following officers have been ordered to join the *Siren*. —

Lieut ^s	[James R.] Caldwell
	[Michael B.] Carroll —
S ^t Master —	Maxwell
Purser —	Nathan Baker —
Mids ^s	W ^m P. Smith
	[Thomas O.] Anderson
	[Robert T.] Spence
	[John] Dorsey
	[Thomas] Brown. —

You will provide a Boatswain — a Gunner — a Sailmaker, and a Carpenter. — Be careful in the selection of these Officers, and let me know their names as soon as you have selected them. —

Let me hear from you frequently, and advise me of the progress you may be making. —

P. S — You will appoint your Master's Mates from the Midshipmen, having regard to merit, as it must be considered a promotion. Respect seniority of Appointment in cases of equality in merit. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Lieutenant Richard Somers, U. S. Navy, commanding U. S. Schooner *Nautilus*, Baltimore, Md., from Secretary of the Navy

NAVY DEPM: May 24th 1803 —

It has been found expedient to make a different arrangement of some of your Officers. —

M^r Trippe is ordered to join the *Vixen* as Acting Lieutenant and M^r Cox will join you as Sailing Master. M^r Gibbons has been ordered to the frigate *Philadelphia*, and M^r Spotswood has been dismissed the service. — The officers now attached to the *Nautilus* are,

[James] Decatur	} Lieut ^s
[George W.] Reed	
[John S. H.] Cox —	Sailing Master —
[Gershom R.] Jacques	Surgeon —
[James] Tootell	Purser —
[George A.] Marcellin	} Midsn. —
[Octavius A.] Page	
[Stephen] Cassin	
[Charles C. B.] Thompson	

[NDA. OSW, Vol. 6, 1802-1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 24 May 1803

[Moored off Navy Yard, Charlestown, Mass.] Moderate Breezes & Cloudy Weather. At 2 P.M. the lower rigging came along side us. This afternoon we employed 21 seamen part of whom were employed getting the rigging on board & the rest sent to the Navy Yard to put the Blocks & other articles into the store which were taken out in order to get at the lower rigging — The seamen which are employ'd at days work on board the *Constitution* are mustered at $\frac{1}{4}$ Past 5 O'clock A.M, go to Breakfast at 7 & are Mustered at 8, go to dinner at 1 P.M. & are mustered at 2. At 11 A.M. & at 4 P.M. They are allowed 15 minuted to Grog. They leave work at 7 in the Even^g

A.M. we employed 29 Seamen in getting the lower rigg^t over head, Weighing the stream anchor & making the necessary arrangements for transporting the *Constitution* to the Wharf.

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Monday, 23 to Tuesday, 24 May 1803

3 P.M. were about two leagues from the city . . . The schooner [*Enterprize*] to the west about 3 miles away. 6 P.M. the gun-boats . . . came out of the harbor and opened fire with their guns on the

Commodore (Comd^e) . . . we tacked to the north and fired our starboard battery. The gun-boats fired several shots at us. Three shots fell to the north of us. At 10 AM . . . the schooner headed for the city . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 24 May 1803

Narrative of the second day May 24th eveg

The Squadron lay with their Main Topsails to the mast all day — distant about 12 miles from Tripoly. Pleasant weather fair Breezes & not yet too warm. No fun.

[H.W.L. Dana Col.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Tuesday, 24 to Wednesday, 25 May 1803

. . . The schooner [*Enterprize*] maneuvered to come alongside the Commodore (Comd^e) . . . headed for the city 3 leagues distant . . .

At sunset Tripoli about 10 miles distant . . . at sunrise sighted Tripoli about 15 miles to the S.E. . . .

[LC. EPP, Journal 1803.]

To Lieutenant Colonel Commandant William W. Burrows, U. S. Marine Corps, from Secretary of the Navy

NAVY DEPARTMENT May 26. 1803

Detachments of marines are required for the following Vessels —

The Frigate <i>Constitution</i>	} at Boston
The Brig <i>Merrimack</i> [renamed <i>Argus</i>]	
The Frigate <i>Philadelphia</i> -----	} at Phil ^a
The Brig <i>Syren</i> -----	

The Schooner *Vixen* ----- at Baltimore

For these Vessels you will supply Detachments as follows —

For the *Constitution* — one Captain and one Lieu^t Serjeants — Corporals — music & 40 privates —

For the *Phil^a* — one Lieu^t — Serjeant Corporals — Music & 35 privates —

For the Brigs *Siren* & *Merrimack* 1 Lieutenant — noncommissioned officers — & 20 privates each —

For the *Vixen* 2 Sergeants — Corporal and 15 privates —

As these Vessels will sail for the mediterranean as soon as they are prepared — you will lose no time in supplying these Detachments

[NDA. GLB, Vol. 6, 1802-1803.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Wednesday, 25 to Thursday, 26 May 1803

. . . 4 A. M. headed for land to the west. . . .

6 A. M. sighted land. . . .

8 A. M. Tripoli 20 miles N. E. and S. W.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 26 May 1803

Narrative of the third day May 26 Eve^f

Yesterday appearances indicating a gale of wind from the Northward we beat off the Land: To day we ran down again & are now just in sight of Tripoly from the Mast head. The *Adams* Frigate has just Joined us, last from Malta.

[H. W. L. Dana Col.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

BOSTON 27th May 1803 —

SIR, I am honored with your letters of the 20th & 21st ins^t — I am truly sensible of the honor the President has conferred on me by committing to my direction the command of the Squadron destined for the Mediteranean service. I am fully aware of the great trust, and high responsibility connected with this appointment, and altho I may err in judgment from a want of talents and experience, for so important Station, yet he may rest assured that I never shall from a want of Zeal for the Public service. The honor of the American Flag is very dear to me, and I hope it will never be tarnished under my command — I beg you to accept my thanks for the gratefull manner in which you have communicated the appointment to me, and to be assured it will ever be my pride to endeavor to deserve the good Opinion you profess to entertain of me —

I am making progress in preparing the *Constitution* for heaving down — her stores and equipage are preparing and putting in Order, she is now sufficiently rigged for careening, but we shall be obliged to wait until some time next week for Capsterns and Hulks to be prepared.

I presume that the ship will be ready to receive her men in three Weeks from this, and as they are scarce it will be well to open a rendezvous for recruiting by that time —

I have not yet seen her powder, but as it has not been turned, or moved for nearly two years, and was in bad Order when landed, it is probably all spoiled, and fresh powder will be Necessary

Lieu^t Tarbell is not yet here, he was in the district of Main when I ordered him to join the Ship. I expect him in a day or two, Neither of the Midshipmen I ordered have yet appeared, they are momently expected.

I experience the want of Officers to attend to the Different Departments — If I am to take 9 Pounders for the Brig [*Argus*] in lieu of Carronades, the Carriages will want repairing — It will be well for the Officer who is to command the Brig to be here as soon as is convenient, he will find full employ in attending to the Mechanicks employ'd about her — my time is very much engaged in attending to the *Constitution* at present, and will be some time hence — She will want two or three boats: The Brig will be afloat by the time contemplated, a Purser and Gunner are much wanted for the Ship —

[LC. EPP, LB, 1803.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEPT^t May 27th 1803 —

Captain [James] Barron has suggested and I am under the impression that it will be expedient to send in the 2 brigs, one or more Sea-mortars for each. They may generally lay in the Hold as Ballast and be brought up and used as occasion may require. —

Let me hear from you on this subject as soon as convenient. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Lieutenant Stephen Decatur, Jr., U. S. Navy, from Secretary of the Navy

NAVY DEPT^t May 27, 1803 —

You will proceed to Boston and assume the superintendency of the Brig *Merrimack* [renamed *Argus*] now building there. This Vessel you are to command until you fall in with Lieu^t Hull now commanding the schooner *Enterprize* in the Mediterranean, when Lieu^t Hull will take the command of the *Merrimack*, and you will take the command of the *Enterprize*.

As you have been almost constantly in service since you first entered it, you may probably wish to spend some time with your friends in Phil^a. This I cannot object to, and if you choose, you may remain there for two weeks, then proceed to Boston. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Lieutenant Charles Stewart, U. S. Navy, commanding U. S. Brig *Stren*, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPT^t May 27th 1803 —

Cap^t James Barron has suggested that it would be expedient to send in the 2 brigs, one or more sea-mortars for each, and I am persuaded that it is an advisable measure. They might generally lay in the Hold as Ballast, & be brought up and used as occasion might require. —

Be pleased to communicate with Cap^t Bainbridge on the subject and let me hear from you as soon as convenient. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain David Nickerson, of the Ship *Monsoon*, Boston, Mass., from Secretary of the Navy

NAVY DEPARTMENT May 27th 1803

As soon as you are ready for Sea you will weigh anchor and proceed to Gibraltar and there Deposit agreeably to Bill of lading, the public property committed to your care with John Gavino Esq the American Consul to whom you will also deliver the accompanying Letter — Should you meet on your passage any of our Public Ships in want of provisions or any thing else you may have on Board you will supply them therewith taking the Captains Duplicate receipt therefor one of which you will Transmit to this Department the other you will present to M^r Gavino, who thereupon will duly consider such supply in the Bill of lading and no interruption with respect to the settlement of Freight will be experienced

[NDA. GLB, Vol. 6, 1802-1803.]

To John Gavino, U. S. Consul, Gibraltar, from Secretary of the Navy

NAVY DEPARTMENT May 27th 1803 —

Samuel Brown Esq naval agent at Boston will transmit you an invoice and bills of lading of the Cargo of the provision Ship *Monsoon* David Nickerson master, which cargo you will be pleased to receive for the use of the public ships in the mediterranean —

On receiving the cargo in good condition you will be pleased to draw on Mess^{rs} M^rKenzie & Glennie, London, for the amount of Freight and premage and pay as you may be advised by Samuel Brown Esq —

The enclosed Letter to Mess^{rs} M^rKenzie and Glennie will authorize your drawing upon them —

Captain Nickerson has been directed in the event of his falling in with any of our public ships on his outward passage in Want of provisions to supply them taking the Commanders receipt therefor. Upon such receipt being produced to you — you will consider the Supply a Bona fide delivery, that the proprietors of the Vessel may experience no delay in receiving the freight —

[NDA. GLB, Vol. 6, 1802-1803.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, Thursday, 26 to Friday, 27 May 1803

. . . 2 P. M. headed for the city. . . .

4 P. M. the Commodore (Comd^{re}) signalled that a vessel had been sighted and the entire squadron gave chase.

6 P. M. the vessel signalled that she was the frigate *Adams* headed for us.

8 P. M. the frigate was hailed and it was learned that she came from Malta. . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 27 May 1803

4th 5th days. — May 27 Eve^s

About 5 P. M we discover'd nine gun boats & a small ship close in with the land, standing down for Tripoly. They were about 5 miles West of the town & close to the small Battery before mention'd: We made sail & all ready for action, deemed it certain that we should at once rob the Bey of all his Gun Boats & one of his cruisers. but alas the wind died away, & when within long gun shot the setting sun seemed to destroy at once our shining prospects: a gentle Breeze wafted us along: Signal made for the *John Adams* to lead in as she had a pilot: we sail'd in a line abreast: the wind blowing directly on shore: when within little more than point blank shot, the *John Adams* laid her broadside to the shore & open'd her battery. both ships and the schooner did the same. it was now just dusk & we could no longer discern our enemies but by the flash of their guns: had their been anyone on board who like Joshua of Old could have commanded the sun to stand still, Thy Gun Boats would have been ours Tripoly, & thy people our Slaves.

It was a most elegant sight. the frequent flash & heavy report of the gun boats: the still more frequent broad Sides of our squadron form'd the most sublime scene you can imagine. The shot from the

Gun boats whistle'd over us & struck all around — but none hit us. however we engage'd to a great disadvantage. the Enemy close in under the land which threw a dark shade over them — were not to be seen, whereas we being in their western horizon made an excellent mark for them: We haul'd close to the wind & ceas'd firing, standing off the land: it was almost calm, the ship going about 1 mile per hour: Now had their Gun boats been manned by Americans, they would have rowed out & completely wrecked our three ships, for had they come within half a mile we could only have seen them when their guns flash'd: the moon shining against our sails & the light from our gun deck afforded them a sure mark at the distance of one mile. at eight they ceas'd firing: at nine we beat the retreat from quarters, & secur'd the guns. At 11 or 12 a gentle breeze from the S. W. enabled us to get off shore. The Ship was a corsair either just attempting to go out on a cruize or just coming in from a cruize.

[H. W. L. Dana Col.]

To Samuel Brown, Navy Agent, Boston, Mass., from Secretary of the Navy

NAVY DEPARTMENT *May 28th 1803*

Captain Preble will make his requisitions upon you for every thing necessary towards the equipment of the *Constitution*

as she is to be hove down and coppered from light water line to the bottom of the keel — he will require copper &^c for the purpose. If you have enough in store of the proper kind furnish Captain Preble with it and engage with M^r Revere to replace what you may so furnish —

It is of the utmost consequence that the *Constitution* shall sail as soon as she can possibly be prepared — Pray use your exertions to effect this object

[NDA. GLB, Vol. 6, 1802-1803.]

To Lieutenant Richard Somers, U. S. Navy, commanding U. S. Schooner *Nautilus*, Baltimore, Md., from Secretary of the Navy

NAVY DEPT^t *May 28, 1803* —

You will proceed immediately to engage a crew for the schooner *Nautilus* under your command, to consist of, besides officers and a detachment of Marines which will be supplied by Col^o Burrows, — 20 able Seamen, and 24 ordinary Seamen and Boys. To able Seamen, you will allow, not exceeding \$10 Per month, and to ordinary Seamen and Boys, from 5 to 8 dollars, according to merit. Two months' advance may be made on their giving the customary security, and you will engage them to serve two years from the time the schooner weighs anchor for a cruise. The allowance for recruiting is two dollars per man, including all expences. —

I enclose the necessary blank shipping papers. —

Col^o Stricker will supply the necessary monies for recruiting &^c upon your requisitions. —

To an Officer of your activity it is unnecessary to add any thing to the wishes already expressed for the speedy sailing of the *Nautilus*. The public service demands that she should be at sea as soon as possible, and it is expected with confidence that you will use every exertion to hasten her preparation. —

When you are about sailing, you will be particular in sending to this office, a Muster-roll of the Officers and Crew of the *Nautilus*. —

[NDA. OSW, Vol. 6, 1802-1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 28 May 1803

(Lying at May's Wharf)

* * * * *

At $\frac{1}{2}$ past 9 [A. M.] We hove up the Moorings & hung them to the scow which was brot from the Navy Yard yesterday for that purpose. At 10 it was a dead calm, We slipped the bridles & Veered away, Boats attended on each bow with small kedges & Castors. The Commodore attended the transporting of the *Constitution*. In proceeding from the ships Moorings to the Wharf, which the *Constitution* is to lye at, You pass through a very narrow Channell which has a reef of rocks on each side, & It is very hazardous in attempting this channell except at slack waters. Towards Noon we entered the Narrows & ran out a kedge on each bow. We then ran out the stream Anchor with 300 fath^s of a Hawser

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Friday, 27 to Saturday, 28 May 1803

. . . Noon . . heading west . . Tripoli hardly visible about 23 miles away . . .

At 2 P. M. approached city . . .

4 P. M. sighted several ships west of Tripoli . . .

5 P. M. sighted a privateer and the gun-boats left Tripoli to protect her — we headed for land.

. . . At sunset we were about 2 miles distant . . . opened fire on the aforesaid vessels . . . we fired 108 shots.

At 8 P. M. we ended the combat . . .

At dawn we approached the city noticing that the gun-boats and the privateer were at Tripoli we headed West . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 28 May 1803

[eve^s] We have been all day sailing off & on just in sight of Tripoly. About noon we discovered two boats running along shore towards Tripoly, being 10 or 12 miles to the westward of the town. Signal made for the squadron to chase: these fellows too escap'd us and got in to port: whether they were gun boats or not we could not ascertain for we never came near enough to see their hulls.

I had the morning watch this morning & as the day dawned I anxiously looked toward the spot where last night's action took place. Nothing was there: but just at the mouth of the harbor we saw some of the gun boats: the ship they have probally towed in. —

[H. W. L. Dana Col.]

To the Commander of the U. S. Schooner off Tripoli from Nicholas C. Nissen, Danish Consul, Tripoli

TRIPOLI IN BARBARY 29th May 1803. —

SIR, Having observed that the United States Schooner off this Port, made the signal that Commodore Dale on his arrival here in

1801 established for demanding a Boat from shore, I requested his Excellency the Bashaw to send one off, but his Excellency answered that he had nothing to correspond about, ordering a Boat to be ready for my disposition, and charging me at the same time to assure the Commanders of the U. S. Ships of War, that in case they wished for any fresh Provisions from the shore I should have permission to send them off. —

I now make use of the Bashaws permission to send off a Boat, confident that the Boat and its crew for which I am responsible will be treated according to the Laws of Nations and permitted to return. —

My answer to a Letter from Captain Rodgers of the United States Frigate *John Adams*, is given to the same small French Vessel who brought the Letter, and now on the point of departing, not being able to sell the Cargo. —

N. NISSEN

His Danish Majestys Consul

[NDA. Isaac Hull LB.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 29 May 1803

Moderate breezes and cloudy Weather: Employed Transport^r the *Constitution*. At 7 P.M. We hauled into Mays Wharf & secured the *Constitution*. We transported the *Constitution* with 44 hired Men, 12 Men belonging to the ship & 14 Marines from the Navy Yard. We left at the Moorings 3 bower Anchors, two of them belong to the *Constitution* and one to the Navy Yard — A. M. Light Winds from the West^d No Men employed.

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Saturday, 28 to Sunday, 29 May 1803

After noon sighted two ships coming from the west heading for Tripoli. We gave chase but could not overtake them. . .

At sunset we were 3 leagues from the city. . .

. . . At sunrise we headed for the city, the Commodore (Comd^r) being about 4 miles to the north.

8 A.M. sighted a small vessel near the city, gave chase, signalled to the Commodore (Comd^r) who ordered the schooner to head for the city and to display the red flags . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipmen Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 29 May 1803

Narrative of the 7th day.

A Boat was seen coming out of the harbor by the *John Adams*, but on her making the signal to us the Boat return'd. The *Enterprize* was order'd to stand close in and make the signal for the Danish Consul to come off: When the *J. Adams* was off here before Capt Ro[d]gers sent a letter to the Danish Consul on public business. A Boat Came off to the *Enterprize* & she ran under our stern. Two Tripoline Gentry — officers of the Bey came off in the Boat: they

were the only persons excepting six Turks, composing the Boat Crew. We were inform'd that the consul had made communications to the Bey, who answer'd that as he had not reciev'd direct communications himself from the American Com^r he had nothing to say — observing haughtily that were the Rock of Gibraltar abreast of him he knew how to difend himself. He very obligingly told the Consul that he was at Liberty to send us fresh provisions — the Com^r declin'd recieving any. The Com^r wrote a letter to the Bey, & the Boat return'd to Tripoly. Capt Hull politely offer'd to tow the Boat in near to the City which the Tripoline gentry did not accept: We were inform'd by them that one of their cruizers got into port this morning. —

[H. W. L. Dana Col.]

To Secretary of the Navy from Lieutenant Charles Stewart, U. S. Navy

PHILAD^a May 30th 1803 —

SIR An absence from Philad^a at some distance in the Country, has prevented my haveing the honor to receive your Orders of the 24 ins^t untill yesterday.

I this morning waited on Cap^t Bainbridge & showed him them, he has communicated every information & I have assumed the superintendance of the Brig *Syren*, & shall procede as you have directed. —

It gives me much pleasure to find you are pleased with the model of the Carronade Carriage, & shall accordingly have one made for experiment, & will make such improvements thereon, as have been omitted, or occur'd to me since, which you shall be fully informed of & a complete model sent you & I trust with an account of its success. —

[NDA. Officers LB, 1802–1805.]

To Secretary of the Navy from Lieutenant Charles Stewart, U. S. Navy

PHILAD^a May 30th 1803 —

SIR As you have desired my opinion on the action "*upwards*" of the Carronade when discharged permit me to observe from all the observation I have made I am fully persuaded that she is as secure (if not more so) than any plan that has as yet sugested itself to me, for this reason: the ridge on the bed haveing a good hold of both sides of the Carriage & from end to end must consequently render it more firmly attached to the bed than the partial hold which the center bolt has of its carriage in the usual plan: But! should your apprehensions on experiment prove correct the center bolt can easily then be added.

I was honored with the receipt of your communication of the 27th inst. its contents shall be made known to Cap^t Bainbridge & you shall hear from me as soon as possible.

[NDA. Officers LB, 1802–1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Monday, 30 May 1803

(Lying at May's Wharf)

* * * A. M. At ½ Past 5 we Mustered the Men which were 50 in number. We employed them in laying out the two Bower Anchors, The one ahead & the other astern in order to secure the ship for heaving down. A[t] ½ past 11 We sent an officer & a party of Men to

Weigh the two bowers which we left hanging to the Scow, When we transported the ship to May's Wharf — On Monday we employed 44 Men.

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Sunday, 29 to Monday, 30 May 1803

At noon we sighted the boat of the Pasha coming close. We hailed the Commodore (Comd^e).

2 P. M. We headed for the schooner for news and then for the Commodore (Comd^e) . . .

4 P. M. Received letters from the Danish Consul, Mr. Nissen.

6 P. M. The boat left with the Commodore's reply.

11 P. M. The frigate *Adams* signalled that a vessel was sighted . . .

At noon the squadron was 28 miles from Tripoli . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 30 May 1803

[Narrative of] 8th day [eve^e]

About 10 o'clock the *John Adams* made signal discovering strange sail West: signal hove out to chase, & at 2 P. M. the *Enterprize* (who in light Breezes & smooth water beats us all) brought her too, with a shot, & order'd her under the Commodore's stern: she prov'd to be a French Sloop of about 30 tons: from Tripoly bound to Messina. This vessel the Com^r, when at Malta gave permission to go to Tripoly. Information reciev'd by her: That in the action of the 27th evening there were three Tripolines killed and five wounded & that the Bey's Brother in Law lost his right arm: (he commanded the small Battery). there were three Corsairs out — & daily expected in. The Com^r order'd the *Adams* to the Westward the *John Adams* to the Eastward & the *Newyork* & *Enterprize* will remain to the North of Tripoly: Thus we surround the harbor & keep a close lookout & I feel something like a presentiment that we shall soon capture some of our enemies. —

[H. W. L. Dana Col.]

To Samuel Brown, Navy Agent, Boston, Mass., from Secretary of the Navy
Navy DEPAR^t 31. May 1803

When I determined to use long Guns for the Brig it was under the impression that Carronades could not be procured in time If however Carronades can be procured I should prefer them — & you will be pleased to purchase them on the best terms in your power — & of such calibre as Captain Preble may approve I should suppose she would carry 32 pounders of this, however, Capt. Preble will be the better Judge —

If Capⁿ Preble should require 6. or 8 Carronades for the *Constitution*, you may purchase them — Eight 42 pound Carronades on the Quarter Deck would be a powerful battery

As you have been already advised — beef, Pork — medicines and instruments will be sent to you for the frigate *Constitution* & the Brig

[*Merrimack* renamed *Argus*. See letter of 4 June 1803.] — Engage every thing else immediately

The Bread in particular should be engaged without any delay — as it requires time to have it properly prepared — By purchasing all the articles for both Vessels at once you will I presume be able to get them on better terms than if purchased Singly —

[NDA. GLB, Vol. 6 1802-1803.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAV. DEPAR^t *May 31. 1803*

As the *Vixen* will sail for the mediterranean as soon as she can be prepared for sea — it is proper that all the provisions wanting should be procured immediately — As you have been already advised — Beef Pork medicines and instruments will be sent you — Procure every thing else without delay — the Bread in particular should be immediately contracted for as it requires time to prepare it properly

I have this day ordered from norfolk 12 — 18 pound Carronades which are intended for the *Vixen* — I hope their Carriages and apparatus will be in good order, but if not they will arrive in Baltimore in time to be put in that state before the *Vixen* will be otherwise prepared — I yesterday ordered you 100 rounds of assorted shot for 12 — 18 p^d Carronades — say ½ round — ½ Grape & ½ Cannister —

I have this day sent you 2,500\$ on account of pay &^c of the Navy
[NDA. GLB, Vol. 6, 1802-1803.]

To Richard O'Brien, U. S. Consul General, Algiers, from Secretary of State

DEPARTMENT OF STATE *May 31st 1803.*

SIR. Cap^t Morris lately arrived and delivered in person the dispatches you had confided to him. The Vessel, with the remainder of the Ship-Timber and other Naval Stores, demanded by the Dey of Algiers upon the annuity, will convey this letter to you. The powder is not sent for the reasons explained in my last of the 30th March. The other articles intended as presents are added to the cargo. It is hoped that every exertion will be made on your part to convert it to the best advantage of the public and that thereby it will leave a considerable balance in favor of the United States to be applied to the extinguishment of future annuities.

Tobias Lear Esq^r formerly the Secretary of Gen^l Washington is the Gentleman whom the President has selected to fill the Consulate you now occupy, as intimated in my last. He will take his passage in the next public vessel for the Mediterranean, which will probably proceed in the course of a fortnight or three weeks, and, as I suppose, will be the bearer of the President's answer to the letter of the Dey, respecting the redemption of Cap^t Morris & his crew, as well as of answers to several minute subjects contained in some of your last dispatches.

[NA. SDA. Disp. to Con., Oct. 1800-Feb. 1817.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Monday, 30 to Tuesday, 31 May 1803

After noon . . . the entire squadron gave chase. . . .

At 4 P. M. we hailed the cutter [?] *Le Voyant* [?] *Bonaparte* coming from Tripoli. We learned that the other night we had killed 3 men

and wounded 5 going to Tunis. We headed for the city. . . . at sunset we were about 6 [?] miles distant.

. . . . At 8 A. M. the Commodore (Comd^e) was about 10 miles south . . . we were 3 leagues S. S. E. of the city. . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 31 May 1803

Narrative of the Ninth day [eve^s]

This morning the *John Adams* was in sight to the SE the *Adams* bore SW, Tripoly South distant about 15 Miles, the *Enterprize* under our lee. About 10 *Adams* hove out signal of a sail to the westward we suppose & she was too far distant to distinguish Colors, but she chased to the west. It was calm nearly: the *Enterprize* out sweeps and went ahead. at 5 we could just see the upper works of the *Adams*: she commenced firing — & was close in shore: we could not see what she was engaging, but could see plainly her shot strike the water in the direction of the shore. The *Enterprize* chased in a direction two points more to the Eastward of the *Adams*, heading for a different part of The [sic]: The *Adams* hoisted out two Boats & towed them astern: her fire ceas'd & commenced again at intervals. We now hove too in the *New York* to preserve I suppose our station. It is now 8 o'clock a few minutes ago, we were gratified with the elegant scenery of the flashes of a Brisk cannonading from the *Enterprize*. it has ceased: From the Mast head we could distinguish two Boats — Tomorrow we shall hear the News. — With respect to the truth of yesterday's report by the Frenchman we cannot yet ascertain: The Com^d said he knew him to be a liar in Malta but I see nothing to induce him to tell a falsehood of that Nature: for even liars seldom tell lies unless it benefits themselves.

Narrative of the tenth day Note. In the engagement (if it may be so called) of the 27th eve^s the *Adams* (when she fell off, for we were all laying too starboard tacks on board, the shore under our lee) fired a broadside the greater part of which passed thr'o the Mast & rigging of the *John Adams*, but did not damage excepting cutting away the Foretop gallant bowlines: —

[H. W. L. Dana Col.]

To Degen, Purviance & Co., Leghorn, Italy, from Secretary of the Navy

NAVY DEP^t June 1, 1803 —

Should W^m Kirkpatrick Esq^r draw on you for the amount of freight payable to the owner of the *Betsy Walk* Captain Mills Reddick — for the transportation of a cargo of naval Stores from Norfolk to Algiers, you will be pleased to honor his drafts and charge the amount thereof in your account with this depm^t. —

ROB^t SMITH. —

A similar letter to the above was written to Mess^{rs} D. P. & C^o inserting M^r Gavino's name, instead of M^r Kirkpatrick's. — Similar letters also to Mess^{rs} M^r Kenzie & Glennie, London. —

[NDA. Barbary Powers LB, 1803-1808.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Wednesday, 1 to Thursday, 2 June 1803

At 2 P M sighted a lateen sail to the east of Tripoli. Then sighted eight gunboats under oar, heading to the west of Tripoli . . . Quite close to the city. Fired a shot . . . At 6 P M they returned . . . at 8 A M about 18 miles east of Tripoli . . . At noon about 25 miles east of Tripoli . . .

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Lieutenant Richard Somers, U. S. Navy

BALTIMORE June 2nd 1803

SIR Since the Receipt of Yours, I have not been able to Make but little progress — in consequence of the badness of the Weather, & and Holydays, wick loss of time I have much regret'd as I expect'd on Receipt of yours immediately to have open'd Rendezvouse

Lieut^t Reed will proceed to Morrow to recruit With all possible dispatch, & I expect will be abl to furnish a Crew In a short time —

M^t Cox the Master has this day reported himself — Lieut Decatur has not yet arriv'd —, but expect him hourly, as by his letter to me, was to have left town yesterday. —

In your letter of the 20th of May, when I had procured, a Boatswain, Gunner, Carpenter, & Sailmaker — to send you their Names, wick are, Viz Charles Walker Boatswain James Pinkerton Gunner, Robert Fell Carpenter James Glaster Sailmaker The former has Sail'd on board the *Boston*, With me, as Boatswains Mate the three latter have all been well recommended from this place — The Gunner has been employ'd Several days, in repairing the Utensil belonging to that department; with great Satisfaction —

This day I receiv'd the Camboose on board, & am much pleased with the plan — but do not approve of the Coppers being Cast Iron — They are very ruff — and if not able to stand the fire, or by accident get split, can never be repair'd I have experienc'd the loss of one on board the *United States* Commodore Barry, for Six Months — It being of Cast Iron woul'd not beare the force of the fire. Commod had them made of wrought Iron — wick last^d untill laid up —

I am in want of the Signal Book to prepare the Signals & the distinguishing flag of the *Nautilus*, and wish the code of Laws sent on —

[NDA. Misc. LB, 1802-3-4.]

[2 June 1803]

To the Emperor of Morocco from the Agent of the Bashaw of Tripoli, in Tunis

Praise be given to God alone —

May God be propitious to Our Master Mohamet, his Family and followers. —

(many Titles given His Majesty)

The representation now to be made to the Noble hearing of Your Majesty is that the Ship [*Meshouda*] which was in Gibraltar and blocked up there by the Americans regarding which you received a Letter from Bashaw Jusef of Tripoly and for which you granted your Passport. — And now My Lord you having given your Passport the Ship arrived at Tunis with Captain and Mariners belonging to Your

Majesty — she anchored for purpose of taking provisions and necessaries and we sent a Courier by Land with Letters for Bashaw Jusef, acquainting him of the kindness you had done on this occasion that he might have Joy and happiness. —

After said Ship had sailed and gone for Tripoly an American Cruizer met with her, took her and carried her to Malta, where their Commander in Chief was. — We do not know if the said Commandant at sight of the Passport of your Majesty will proceed to Judge the Vessel or not, therefor we make this known to Your Majesty, whose knowledge is the highest. —

Peace and the Mercy of God be with you. —

12th Zafar 1218 — (2^d June 1803) from your Servant who kisses your hands. —

JAMIDO BEN ALI CASEM
Agent of the Bey of Tripoly. —

[NA. SDA. CL, Tangier, Vol. 2, 1803–1810.]

[2 June 1803]

To the Emperor of Morocco from Hadgi Abdel-Wahed Nasar

Translation of a Second paper accompanied the Ministers Letter. —

Praise be given to God alone. —

May God be propitious to Our Lord & Master Mohamed To Our Master & Son of our Noble Master — the great Emperour My Master Soliman, — to whom God grant a happy Reign.

Know my Master that the Ship [*Meshouda*] belonging to Tripoly which was in Gibraltar blocked up by the Americans and which my Master whom God preserve set at liberty, sending in her Your Majesty's Captain Omar a Native of Tetuan with his Seamen, as she was going in to Tripoly the American Cruizer which had blocked her up the first time took her and carried her to Malta. — This is what I have to acquaint Your Majesty.

This was written (at Tunis) by Your Majesty's Servant Hadgi Abdel-Wahed Nasar — may God be propitious to him Amen — 12th Zafar 1218 (2^d June 1803.) —

Translated from the Arabic by Dⁿ Manuel de Baccas & from Spanish to English by —

JAMES SIMPSON

TANGIER 26th Sept^r 1803. —

[NA. SDA. CL, Tangier, Vol. 2, 1803–1810.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 2 June 1803

(May's Wharf)

Moderate Breezes & rainy Weather. Towards Night We layed out one more of the Bowers for the Other tripping cable; the men employed on board as seamen have from 7/6 @ 8/6 per day. We hove tawt on the tripping cables in order to settle the anchors & keep the Ship from the Wharf.

A. M. We had fresh breezes from the Westward — We employed nearly 40 Men. The caulkers & carpenters are employed in Their different stations The carpenters finished Planking the larboard Ports

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Thursday, 2 to Friday, 3 June 1803

At 2 P M sighted the city of Tripoli about 18 miles to the S S W. Heading W/NW. . . . At 6 P M about 6 miles to the N W of the city. . . . At 7 P M we stood in shore. At 9 P M headed for open sea. . . . At 2 A M standing in shore At sunrise about 18 miles off Tripoli. At 8 A M sighted a sail to windward of us to the east distance 12 miles Stood off shore. At 10 A M stood in shore to cut her off. At 11 A M fired a shot The vessel headed for us. At noon we spoke. She was bound from Malta to Tripoli. . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 2 June 1803

P. M 4 oclock To go on with the recital. It was calm all night. The *Adams* kept up a fire (from one or two guns) at long intervals all during the night. At 12 oclock on the 1st inst. a Breeze sprung up the *Adams* was laying at anchor close in shore: the *Enterprize* made sail towards us, with this Signal flying. "Intelligence I have for the Commander" when we spoke Capt. Hull he said that they had 10 sail of small craft in a small bay, that the *Adams* lay watching them & kept firing now & then to keep them from unloading. Cargoes wheat: none of them were more than 25 tons nor less than 12 or 15. At 5 P. M we anchor'd in company with the *Adams* — one short mile from the Shore. The Boats were all aground. Four of their Skippers had come off to the *Adams*, saying they were Tuniseans: the Com^d sent them this Notice to haul their boats off along side of us, before 12 oclock or we would burn them. Our Boats were order'd to Row Guard & at 8 oclock, but I am too fast — let me return — all the afternoon there were about 1000 people about on different eminences. Some on Arabian horses — riding full speed flourishing their guns over their heads & cutting Capers The *Adams* now & then giving them a shot for Amusement. On the banks just where the Boats were grounded was a stone house, built something like a fortification. At 8 oclock the ships Jolly Boat with 5 men each armed with a Cutlass Musket and a pair of pistols, with the first Lieut^{nt} M^r Porter & Mr. Wadsworth Mid^l put off from the ship, we call'd along side of the *Enterprize* & took one of her Boats armed with us. in the two Boats there were 10 Men. We row'd softly within about pistol shot of the enemies Boat when we heard them talking — presently they sett up a yelling and fir'd upon us from another quarter We return'd the fire Briskly their shot went over us — & struck around. The Moon was over the land & shone Brightly upon us, affording an excellent mark for them We could not see them, or if by chance, or hard looking, we caught a glimpse, t'was momentary. We pulled off & landed on a large Rock little than a quarter of a mile from shore: I stood on its

summit & with my right hand extended towards heav'n (laugh here H. W.) took possession in the name of the United States — thus pleasantly passed the time. At 12 the signal was hoisted for us to return & with our pockets full of our Island we departed. A fresh crew immediately return'd on the lookout. This Morning all was busy preparing to put our threats in execution. having prepar'd combustibles, the Boats of the Squadron were in Motion. From the *Adams* came three Boats with Lieut. Ludlow (N. York) & M^r Wise Mid (Virginia). From the *Newyork* 2 boats with M^r Porter (Maryland) Captain General of the Armament. Lieut^{nt} Lane (Virginia) of the Marines Messrs. Higginbothom (Maryland), Lewis (Virginia), Downs (Massachu^t) & Wadsworth (Maine) Midshipmen. from the *Enterprize* two Boats with Lieuts. Lawrence (N. Jersey) & Thorne (N. York). Two Boats carried the combustibles, in all there were not more than Fifty fighting men. At 8 oclock we advanced under the fire from the shipping: there were none of the Enemy drawn up to oppose us on the shore, but they had formed a barricado of the boat sails & yeards at the corner of the stone house, from whence they annoy'd us, likewise small parties from behind the rocks & little hillocks. The fire Boats went in among the small craft and set them on fire under cover of our musquetry. There were many horsemen prancing about at A distance: some of the bold would take a circuit & come near, one in particular on a Black steed, flourishing his carbine in defiance began his circuit full speed: when he came near several took aim at him: he plunged forward fell & bit the dust. —

The shot from the ships brought down several horsemen & foot: Lieut. Porter reciev'd a shot through his left thigh, another ball at the same time wounded his other thigh, he set down in the Boat & all pulled on one side to give them fair play on board the ships: — Our Ammunition expended & the craft on fire we began to pull off for the ships: the Moment we were out of Musket Shot the Tripolines came down to put out the fire, which, notwithstanding a brisk cannonading from the ships they effected before they were half consum'd, for the wheat stowed in bulk prevented the fire from burning briskly. several masts were left standing. at 10 oclock we were on board ship. List of wounded Lieut^{nt} Porter & one Marine of the *New York*. Two men of the *Adams* & one of the *Enterprize*. We shall soon hear how many of the enemy are killed. But we did not accomplish our object fully: for the cargoes must in a great measure remain uninjured. At 11 the squadron weighed anchor and made sail. —

The Com^r says there were several Thousand on shore collected behind the different eminences, & only waiting for us to land — to make a general attack on all sides & cut us off at once: he supposes that there were one thousand cavalry: I form'd an opinion, at the time of the Attack from the Number of heads popping up from behind the Mounds & hillocks: the stone house &c &c, that there were about one thousand in all. I give you the Com^r's opinion & perhaps it is more correct than my own for after we made sail & left them, they began to muster out of their hiding places & throw the sand in the air by handfuls in defiance.

The *Adams* threw her shot excellently well, whenever three or four were seen running together she would throw a twelve pounder & if they were not cut down, the sand would so cover them that for a minute you could not see them till at last the head most one would make his

appearance followed by the others making haste for the first place of safety. — t'was good sport I must confess — Yet they might with justice join the Frogs in the Fable & say what is pleasure to you is death for us — Yet they had no right to complain when with fifty men we attacked them on their own shores — for there if we gave death, we likewise expos'd ourselves to receive it. I bro't off[] an earthen jug from one of the boats, it is for the purpose of keeping water in & has a long neck with two handles. — You shall see it — . Now let me make a finish for I recollect nothing more: nor should I have been so particular, but for my friends at home. — This affair took place about 35 miles N & W of Tripoly. —

[H. W. L. Dana Col.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

BOSTON 3rd June 1803 —

* * * * *

With respect to the Sea Mortars I am not practically experienced but have no doubt but they will be very serviceable if we should be Ordered to act offensively against any of the Barbary Towns or Fortifications — One can be taken as Ballast in each of the two Brigs, to be made use of if wanted — a 10 inch sea service iron mortar will weigh from 34 Cwt. 2 q^r 14^{lb} to 41 Cwt the weight of each shell will be about 86 pounds — with a charge of 5^{lb} 8.Oz — at 21 Degrees elevation it will range from 2335 to 2510 Yards and at an elevation of 45 degrees and charge of 9^{lb} 8 Oz it will range 4000 Yards, I believe they are generally fixed in the main hatch way, and beded up from the keelson, however if you should determine to send out two or three, I can touch at Gibraltar and obtain all necessary information at that place from observations on their bomb vessels, and can prepare them for mounting while at that place —

* * * * *

[LC. EPP, LB, 1803.]

To Daniel Bedinger, Navy Agent, Norfolk, Va., from Secretary of the Navy

NAVY DEPARTMENT 3^d June 1803

SIR I am honored with yours of the 28th ult^o —

You will receive by this mail a letter from George Harrison Esq enclosing bill of lading of sundry articles which should they arrive in time are to be shipped in the Ship *Betsy Walk* with the timber and plank which you have procured for Algiers — If after these articles are put on board there should be room enough to send some Beef and Pork — you may send out in her a sufficient quantity to fill her up provided it does not exceed 100 Barrels of each — In case you should put Beef and Pork on Board you will direct the Commander of the *Betsy Walk* to land it at Gibraltar, delivering it to John Gavino Esq at that place and taking his receipt therefor — & you will write to M^r Gavino enclosing bill of lading and invoice the freight you may pay at Norfolk drawing on me — Keep the freight of the Beef and Pork separate from the freight of the other articles in your accounts, as well as in your drafts on me should it be necessary for you to draw in both cases —

I enclose a passport from the Spanish Government for the *Betsy Walk* which you will be pleased to give to Cap^t Henry Brown —

[NDA. GLB, Vol. 6, 1802-1803.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Friday, 3 to Saturday, 4 June 1803

Afternoon stood off shore . . . 2 P M stood in shore . . . At sunset . . . sighted the American squadron. Crowded sail to make it out. Then gave distinguishing signal. The Commodore answered . . . At 2 A M heading in shore. At 6 A M the Commodore signalled to come and speak with him . . . At 8 A M . . . Headed south to approach the city. The schooner [*Enterprize*] made for shore for the reply. At noon . . . heading off shore.

[LC. EPP, Journal 1803.]

To Samuel Brown, Navy Agent, Boston, Mass., from Secretary of the Navy

NAVY DEPAR^t June 4th 1803

SIR Captain Preble has doubts about the powder intended for the *Constitution* — if upon trial it should be found any way injured — it must be remanufactured and if it cannot be done in time and you should not have a supply of Good powder on hand advise me immediately of it and I will send powder from Baltimore for the *Constitution* and if necessary for the Brig — Let me hear, from you on this subject as early as convenient

The officers of the Navy have solicited me in such an earnest manner to change the name proposed for the Brig, that I have consented to it and we will call her the *Argus* instead of the *Merrimack* as heretofore proposed

[NDA. GLB, Vol. 6, 1802-1803.]

To Secretary of the Navy from Lieutenant Charles Stewart, U. S. Navy, commanding U. S. Brig *Siren*

PHILAD^a June the 4th 1803

SIR The severe spell of easterly weather for the last 2 weeks, prevented M^r Hutton's getting the plank, this has created some delay in the building of the Brig, but they are now progressing rapidly & I hope they will have all the plank on her bottom next week. — Her Spars, Riggins, Sails &^e is placed in so great a state of forwardness by Cap^t Bainbridge's Activity & Exertions, that there will be no delay created for want of those things, in equipping her for Sea & the time of her departure will depend on the exertions of the Master Builder. —

I have selected the Gunner, Carpenter & Sail maker all of whose names I send you. It will be necessary to appoint the Gun^r immediately that he may be set at work to get his sponges &^e in order. — I have taken the liberty of indenting for the Cabbin Furniture & permit me to ask leave of you, for the Officers of the Wardroom & Midshipⁿ to make out theirs, this has not been *generally* the case, but I beleive some of the *Frigates* have had their ward-rooms furnished by Government, should you allow it I will take care to inspect it & see that they are not extravagant — M^r Philip Stewart a young Gentl^l of great activity has applied to me to know whether the Corps

of Midshipⁿ is full & if not whether he can be admitted into it he is from the state of New-jersey about 22 years of age & was a long time a Lieu^t in the Corps of Artillery of the United States but owing to the death of his Grandfather Colonel Charles Stewart of that State was under the necessity of resigning. — Should there be a vacancy I beg leave to recomend him to your notice.

WILLIAM WILMAN Gunner
JOHN FELT Carpenter
THO^s CRIPPEN Sail-maker

Of those Officers which you have order'd to the Brig, the following have reported themselves to me. —

Lieu^t CALDWELL
M^r BROWN } Midshpⁿ
M^r SPENCE }

[NDA. Officers LB, 1802-1805.]

To James Leander Cathcart, appointed U. S. Consul, Tunis, from Nicholas C. Nissen, Danish Consul, Tripoli
duplicate

(Extracts of letters from M^r Nissen at Tripoli of the 4th & 8th of June 1803 received at Leghorn 25th July 1803.—)

TRIPOLI 4th June 1803.

D^r SIR. The 9th Ult^o two American Frigates & a schooner appear'd again before Tripoli, a few days after the Bashaws Frigate which was at Gibraltar was intercepted going to Tripoli; the Emperor of Morocco (having as it is said) obtain'd passports from the minister of the United States at Lisbon & their Consul at Tangiers had sent the Frigate to Tripoli with a moorish crew; having on board the guns of the other cruiser which was sold at Gibraltar. —

Their has been several canonadings between the Frigates the Forts & the Gunboats but to no effect on the 27th enter'd a Xebeck of 14 Guns under the cover of the boats not withstanding the fire of the Frigates & the Schooner the night being advanced & the Ships not being able to approach the batteries. — Of the three Cruisers that are still absent two are safe in the Levant & the other is supposed to have been lost a few days after her departure from Tripoli. — On the 29th Ult^o the Schooner demanded by signal a boat from the shore; the Bashaw sent to me to know the meaning of the signal which I having told to Sacy his Excellency answer'd by him that he had nothing to correspond about, but had orderd a boat to be ready for my use, that I might write what I pleased, but only to add that in case the Americans wish'd for any fresh provisions I should have leave to send off whatever they askd for. — I likewise sent an answer to Capⁿ Rodgers of the *John Adams*, who a few days before had wrote me a letter requesting me to communicate to the Bashaw his wishes of preventing hostilities by an Amicable arrangement, the Bashaw answer'd in high words declaring that if the Comodore wrote to him he woud answer him. —

The boat return'd in the evening with a letter from the Comodore to the Bashaw, which I have not seen it is said to be wrote in french & to contain propositions of Peace, the Bashaw intended to have sent his answer the 31st but the Americans were too far off & did not

observe my flag. — This day a boat was sent out with the answer which has not been shewn to me but is to contain that the Bashaw is not adverse to peace that the Americans might send some body on shore to negotiate with him, & it is reported here that the Bashaws demands are five hundred thousand dollars, you no doubt will be inform'd of the contents of the Comodores letter & the Bashaws answer better than I am. —

But give me leave my D^r Sir candidly to observe that Tripoli this year is well provided with provisions by a rich harvest here are plenty of European goods by the arrival of several ships,* & the Bashaw having the Swedish money has wherewith to maintain his people & defray his expences. —

He certainly will not declare War against Holland before he concludes a peace with the United States, but will extort sums from their Consul if their presents & ships of war remain absent. — Under such circumstances it seems Sir that a *simple* blockade is as expensive as useless & that your navigation is not secure was seen last year! It must of course be by other means that the United States of America must endeavor to engage the Bashaw to a Peace & I can never believe that you will subscribe to his terms, I am very sorry that the moment so favorable pass'd last year; now that I have nothing to write to the Commanders of the American Ships of War the Bashaw desires me always to send letters he knows their is nothing usefull to communicate. —

* — what a glorious blockade —

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 4 June 1803

(May's Wharf)

* * * * *

[A. M.] Two Lighters are employed in bringing up the *Constitution's* Guns from Fort Independence, The Guns are Wanted for securing the Wharf (while heaving down) which has two Pits sunk in it for that purpose. Coopers are employed repairin the *Constitutions* water casks. We bro't over from the Navy Yard a scow full of Water Leagurs which are to be filled with Water in order to assist in heaving down.

[LC. EPP, 1803–1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Saturday, 4 to Sunday, 5 June 1803

At 4 P M sighted a sail to the east, leaving Tripoli, which was identified as the cutter of the Bey, bringing the reply. The schooner went to meet her. At 5 P M [the Captain?] went on board the Comodore. Standing in shore . . . At sunset the Captain returned on board . . . At midnight heading in shore . . . At 8 A M the Pasha's cutter made for the shore. The Comodore hoisted the white flag at the mainmast as a signal [?] to the shore. Abeam. At 11 A M stood off shore . . . At noon joined the Comodore.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 4 June 1803

[eveg.] This morning we joined the *John Adams* off Tripoly. Information from her, that Yesterday she brought too an English Ketch from Malta in Ballast, bound to Tripoly with dispatches for the English Consul & suffer'd her to pass. News By the Ketch The English & French at War. The Americans & Spanish at War.

The *Enterprize* was order'd to stand close in & heave too & if any boat came off to bring her to the Com^d. She did so — but instead of seeing a boat, the Fort fir'd a heavy Gun at her: we made signal for her to join company — she did. The squadron hove too & the Com^d had sent his written orders on board the different vessels — he being bound to Malta: the hands were turned up to make sail — when from the mast head was descried a Boat coming out to us: — the *Enterprize* made sail to meet her & soon brought her under our lee: the Bashaw's Minister of War came on Board us — with the answer to the Com^d's letter — the purport was that — if the Com^d would send an officer on shore with powers to make a Treaty, that he would find an officer appointed by him to treat of Peace. Likewise a letter came from this Peace officer inviting the Com^d to send an officer to treat with him. It blew fresh off shore & was dangerous for them to return, so we shall keep them all night. There are nine Turks — or Tripolines in the Boat they behave very well. The Minister is a man of vast politeness & asked if we would permit him to send us off some fresh Provisions — The Com^d again declin'd. — he observ'd that at any time when we wanted anything we could stand in & hoist the white flag & if it was answer'd by the Fort, we might with safety come on shore to purchase every thing wanted, he said that the Bashaw was very Angry with his officers for firing the gun at the Schooner.

[H. W. L. Dana Col.]

To Captain William Bainbridge, U. S. Navy, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPM^t June 5, 1803 —

I have rec^d your's of the 1st June. —

Should M^t Brown your present carpenter leave you, receive his warrant and send it to me, & appoint another in his place as heretofore directed. —

In my letter to you of the 24th I mentioned the names of the Officers that have been attached to the *Philadelphia*. — I presume you had not received this letter when you wrote your's of the 1st. —

I have contemplated ordering 12 Midshipmen to the *Philadelphia*, four of the most experienced to serve as Master's Mates. Is this too many? Give me your ideas on this point. —

As to the number of men, I am not yet determined. I am persuaded that we have heretofore had too many men on board of our ships. From the alterations that have been made in the *Philadelphia*, she can now only be considered as rating a 36 Gun frigate, and agreeably to the quota of men heretofore allowed for vessels of that class, she would be entitled to,

100 Able Seamen

137 Ordinary Seamen and Boys, besides Commissioned, Warrant and Petty Officers, & a detachment of Marines, constituting a crew of 340 Souls. Cannot this number be abridged? If it can, say in what manner. — Let me hear from you as soon as convenient on this subject. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Lieutenant Richard Somers, U. S. Navy, commanding U. S. Schooner *Nautilus*, Baltimore, Md., from Secretary of the Navy

NAVY DEPM^t June 5, 1803 —

I have received your letter of the 2nd instant. —

The distinguishing Flag of the *Nautilus* must be, a red & white flag — Stripes up and down. —

Procure all your national flags in Baltimore and indent to Col^o Stricker for bunting for the signal flags which you must have made on board. — Captain James Barron will prepare you a set of signal papers which you are to call at Hampton for. You will also indent for a sufficient number of signal Lanterns. You will require 12 or 15. —

I shall send on warrants for your Boatswain, Gunner, Sail-maker and Carpenter, by tomorrow's mail. —

[NDA. OSW, Vol. 6, 1802-1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Sunday, 5 to Monday, 6 June 1803

. . . At sunset about 10 miles north and south of the city of Tripoli. The Commodore gave us orders to take up our station to the west, the Commodore being in the center. At sunrise . . . about 14 miles east of Tripoli . . . At 10 A M the Commodore gave the signal to rally. The Captain was on board. He ordered him to prepare to go ashore . . . At noon the schooner to take the boat ashore with our Captain . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 5 June 1803

[eve^s] This morn the Turks departed. The Com^t sent another letter to the Bashaw.

[H. W. L. Dana Col.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Monday, 6 to Tuesday, 7 June 1803

Afternoon . . . the Commodore kept the flag at the mainmast. At sunset . . . the schooner [*Enterprise*] kept very close to shore to get the boat with our Captain. About 6 miles from the city north and south. At 9 P M the Captain returned on board . . . At sunrise about 8 miles from the city bearing to the S S W . . . At 10 A M the Commodore with Captain Camel [Campbell] went ashore, to negotiate the treaty [?] . . . about ten miles from shore . . . Hoisted the white flag at the mainmast.

[LC. EPP, Journal 1803.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEP^t June 7, 1803 —

As soon as you may deem it necessary, you will proceed to engage a crew for the Frigate *Constitution* under your command, to consist of, besides Officers and a detachment of Marines which will be supplied by Col^o Burrows, 120 able seamen, and 172 ordinary seamen and boys. — This number of Men has heretofore been allowed to a frigate of the same rate as the *Constitution*, but I am persuaded it is too great. On this subject, however, I wish you to exercise your judgment, and if you should be of opinion that a less number would be improper, you will recruit the quota above mentioned. — To Able seamen you will allow not exceeding \$10-^{pr} Month, and to Ordinary Seamen and Boys from \$5 to \$8, according to merit. — Two month's advance, may be made to them on their giving the customary security, and you will engage them to serve 2 years from the time the Frigate weighs anchor on a cruise. — The allowance for recruiting is \$2 per man, including all expences. —

I have been advised to reduce the wages from \$12 which have been heretofore given, to \$10. Should you experience any difficulty in entering the men, on this account, you may consider yourself at liberty to encrease the advance to be made them, from 2 to 4 Months. —

I enclose the necessary blank shipping papers. —

M^r Brown will supply you with money for recruiting &c. —

When you are about sailing, you will be pleased to send on to this office, a Muster roll of the Officers and crew of the *Constitution*. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Lieutenant Richard Somers, U. S. Navy, commanding U. S. Schooner *Nautilus*, Baltimore, Md., from Secretary of the Navy

NAVY DEP^m June 7, 1803.

Herewith you will receive your authority to subdue, seize and make prize of, all Vessels, Goods & effects belonging to the Bey of Tripoli or to his subjects, and also the Statute upon which that authority is founded — also the Law for the better Government of the Navy of the United States, and 10 copies of rules & regulations for the Navy, which you will distribute among the Officers of the *Nautilus*. —

It is the command of the President, that as soon as your vessel is in a state of readiness, you proceed to the Mediterranean and place yourself under the command of the Commanding Officer of the American Squadron on that station. —

In executing the duties arising out of your commission, you will attend to the following regulations & instructions.

1. — Your commission extending only and exclusively to the capture of vessels, goods & effects belonging to the Bey of Tripoli, or to his subjects, you will bear in mind that the rights of all other nations are to be duly respected: that we are at peace and wish to continue at peace with them, and that an American Commander ought to be as much distinguished for his attention and adherence to all the rights of humanity and hospitality, as by his firmness in support of the honor of his country. —

2nd — You are to refrain from exercising the powers of capturing or recapturing in waters within the jurisdictional limits and under the protection of any other nation, in order that their peace and sover-

eighty may remain unviolated. We shall scrupulously and without indulgence examine that conduct which shall bring us into collision with any other power. —

3rd. — All Tripolitan Vessels, Goods & Effects captured in virtue of your commission, are, if practicable, to be sent into some port in the United States, to be proceeded against and distributed according to Law. —

4th. All prizes sent into Port must be accompanied by all passes, charter-parties, commissions, bills of lading, invoices, letters, and other papers found on board, which are to be directed to the Judge of the District to which such prize is ordered to proceed. —

5th — You are as far as may be in your power, to aid, succor, relieve & free any American public or private vessel attacked by the enemy or in their possession. —

With respect to the disposition of prisoners and on all other subjects not herein expressly provided for, you are to take your directions from the Commanding Officer on the station. —

I have only to add that you stand high in the estimation of your country, and that we have invested you with these high and important trusts in full confidence that you will, on all occasions, maintain the dignity of an American Officer, and that the flag of your country will never be dishonored in your hands. —

[NDA. LB, 1799-1807.]

To Lieutenant John Smith, U. S. Navy, Washington, D. C., from Secretary of the Navy

NAVY DEPM^t June 7, 1803 —

SIR, You will repair to Baltimore & assume the superintendency of the Schooner *Vixen*, now building there under the agency of Col^o Stricker. All the necessary Indents have we believe, been furnished Col^o Stricker by Cap^t Bainbridge. You will, however, on your arrival in Balt^o confer with Col^o Stricker on this as well as on all other points relative to the subject, and should you find the Indents incomplete, you will make such additional requisitions as may appear to you necessary. —

It is a point of considerable importance that the *Vixen* should sail with all practicable dispatch. You will, therefore, use your most strenuous exertions to hasten her equipment and preparation for sea. —

The following Officers have been ordered to join her. —

M ^t [John] Trippe — Act ^s Lieu ^t —	
M ^t [Michael] Graham — Surgeon —	
M ^t [Clement S.] Hunt — Purser	
M ^t [Hethcote J.] Reed	} Midshipmen —
M ^t Jn ^o Henley	
M ^t [Lewis] Warrington	
M ^t [William] Ballard —	

M^t [John] Galloway [Furlough granted 25 July 1803, to regain his health.] will be ordered to join you in the capacity of Act^s Lieut. —

You will confer with Col^o Stricker and appoint a Boatswain, a Gunner, Sail-maker and Carpenter, and let me know their names. —

You will write frequently and inform me of your progress from time

to time in the execution of these orders — when your Officers join, and reporting such as do not. —

P. S. — You will appoint your Master's Mates from the Midshipmen, choosing the most meritorious. —

[NDA. OSW, Vol. 6, 1802-1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 7 June 1803

(May's Wharf)

Winds from the West^d We employed this afternoon 50 Men besides the carpenters, part of them are employed strapping blocks to go over the heads of the out riggers and part are employed landing the Iron ballast; a number of Carpenters are employed getting ready the Crabbs ready for heaving out.

A. M. We had moderate breezes and clear Weather. There is employed on board 50 Seamen and about 20 Carpenters some landing the ballast, some securing The out riggers & some are employed fitting the careening Pendants

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Tuesday, 7 to Wednesday, 8 June 1803

At 4 P M our Captain went on board the frigate *New York*. at 5 P M sighted a lateen sail to the west of us. We signalled. The Captain then . . . [?] on board . . . At 6 P M the Captain signalled to give up the chase . . . Captain [word illegible] came on board. The entire squadron was aback . . . At 8 P M the officers, who had gone ashore, returned on board with the schooner [*Enterprize*]. All aback . . . At 4 A. M. . . 3 leagues from shore north and south of the city . . . At 8 A M the schooner took the boat ashore and remained close to shore to await the orders of the Commodore who slept ashore . . . At noon . . . the entire squadron rallied. We were in the center distance from shore 4 leagues.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 7 June 1803.

[mornng. 10 oclock] Yesterday Capt Rodgers & his aid M^r Allen went into the City of Tripoly on public business with the Tripoline Minister of War: in the Eve^t they return'd: The Prime Minister behaved with great politeness they were not introduced to the Bey as it was too late The French Consul has guaranteed the safety of the Commodore & Suite in the name of the French Republic — in writing This Moment the Com^r & suite have left the ship for Tripoly: The Treaty which we will agree to is already drawn up, excepting one or two Articles. The White Flag is hoisted on both sides and hostilities suspended: Their Cruizers while the truce lasts are permitted to go into port should they arrive off here: but none to go out: The advantages are all on the side of the Enemy. therefore let the truce be short. A speedy peace or a still more speedy War Information from the French

Consul: that when we engaged the Gun Boats on the 27th one of their guns were dismantled & a great number killed, but the Tripo's keep it a secret. They are anxious for peace. — When Capt Rodgers first came off Tripoly in the beginning of May, he ran within half gun shot of the town & fired over it & into it: the Batteries open'd upon him but it is difficult to hit a ship under brisk way. These shot went thro' the Bashaw's Palace, his favorite wife fainted all was confusion in the City — running to & fro: The next day, when the *J. Adams* stood in for the City again — it cost the Bey several hundreds of dollars to hire men to man the guns his own soldiers refusing. Official.

[H. W. L. Dana Col.]

To Captain Samuel Nicholson, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEPM^t June 8th 1803 —

I have been informed that the Boats at the Navy Yard under your care, have been laying on the ground for nearly two years without any shelter and without being once coated with any substance to preserve them; that in consequence they have become useless and irreparable, and we have now other boats to make for the frigate *Constitution*; also that the Shot & cannon at the Navy Yard are in very bad order and are entirely exposed to the weather. —

I have rec^d this communication with no small degree of mortification, and would willingly disbelieve it if it had not been made to me through the most respectable channel. —

Be pleased to let me hear from you on this subject. —

Your letter of the 1st instant, has been received. — Samuel Brown Esq^t Agent of this Department, has been authorized to use the materials in your possession. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEPM^t June 8, 1803 —

I am honored with your's of the 31st ultimo. —

You will engage a Gunner and a Boatswain, and if necessary, a Sail-maker & Carpenter. Your present Boatswain you may order to the Brig *Argus*, giving Lieutenant Decatur information of it to prevent his engaging another. —

Your ideas with respect to lining the Powder Magazine with copper, I conceive to be perfectly correct. Delay no time, therefore, in presenting to M^t Brown, your indent for a sufficient quantity for the Powder Magazine of the frigate *Constitution* and communicate to Lieut^t Decatur, the necessity of having the Powder Magazine of the *Argus*, lined also, that he may furnish M^t Brown his indent for a sufficient quantity of copper of a suitable description, for that Vessel. —

You will have the requisite number of boats built without delay. I am mortified to hear that there has been so little attention paid to the preservation of the Boats, Cannon and Shot at the Navy Yard. You have done what your duty as an Officer required^d of you in making the communication to me. —

My letter to you of the 28th ultimo which you could not have received at the time you wrote your's of the 31-ultimo, directs you to make your requisitions for every thing you may want towards the equipment of the *Constitution*, upon Samuel Brown Esq^t. Under the

authority of that letter, you will have indented, before you can receive this, for every necessary article wanted for the *Constitution*, and under the authority of my letters to you of the 7th March and 13 April last relatively to the brig, directing you to furnish M^r Brown with indents of every thing necessary in her construction and equipment, you will have indented for the 900 sheets of 26 and 30 ounce mentioned in your letter of the 31st ultimo. —

[NDA. OSW, Vol. 6, 1802-1805.]

To James Leander Cathcart, appointed U. S. Consul, Tunis, from Nicholas C. Nissen, Danish Consul, Tripoli

duplicate

(Extracts of letters from M^r Nissen at Tripoli of the 4th & 8th of June 1803 received at Leghorn 25th July 1803.—)

TRIPOLI 8th June 1803. —

D^r SIR Comodore Morris came on shore yesterday under French protection he had *requested* the protection of three Nations but was satisfied with this, he and some of his Officers has been at Ciddi Mohammed Daquizes house, I have had the honor of his company to day at my house being absent yesterday when he intended to favor me with his visit. —

Comodore Morris will write himself to you & will inform you of what has been transacted of which I am ignorant. —

Tripoli is much changed, the Jews are much intimidated on acc^t of the war with America & likewise on acc^t of the rumor of a War between England & France —

P^r S^r June 9th 1803 This morning Comodore Morris return'd on board, the Negotiation is at an end & no Peace will be concluded yet.

[NA. SDA. CL, Tripoli, Vol. 2, June 1801-Sept. 1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Wednesday, 8 to Thursday, 9 June 1803

. . . 4 P.M. The schooner [*Enterprize*] kept close to shore to await orders, the entire squadron still flying the white flag. . . .

At sunrise about 15 miles from the city. . . .

At 8 A.M. sighted a vessel leaving Tripoli.

10 A.M. The schooner [*Enterprize*] headed for us with the Commander on board and having [taken ?] a sloop [chaloupe] flying the French flag

At 11 A M spoke with a vessel [?] flying the Turkish flag, bound for Malta and for Morea. The Captain went on board the Commodore.

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

BOSTON 9th June 1803 —

SIR, when I wrote you the third inst I expected to have had the Ship prepared for heaving down on Monday last — but have not been able to procure the necessary Iron work and rigging until to day, she is now on a careen, Carpenters striping off the old copper, and Caulkers at work on the bottom, I shall heave her farther out tomorrow, and shall report to you our progress from day to day —

The necessary preparation for heaving down, has from various disappointments taken up more time than I calculated, the extravagant demand made for Vessels to heave down by, obliged me to fit a wharf with pitts for the purpose which has been attended with much labour, but not one third of the expence, that vessel hire would have amounted to — The same materials necessary for this Ship will answer to heave down twenty others in succession without any additional expence — I enclose you a return of Officers & Seamen attached to the *Constitution* while in Ordinary — the Seamen were Shipped to be discharged, on her being Ord^d to Sea; I accordingly discharged them in compliance with their demand — at *present*, there are only Officers attached to her — I enclose you a return of them

* * * * *

[LC. EPP, LB, 1803.]

To Sybrant Vanschaick, appointed Master of U. S. Brig *Argus*, from Captain Edward Preble, U. S. Navy

BOSTON 9th June 1803 —

SIR, You are hereby Ordered to consider yourself — and are to be considered as Master of the United States Brig *Argus* now building in this town, and to attend to the Masters duty agreeable to the printed instructions

[LC. EPP, Order Book, 1803-1805.]

To Lieutenant Charles Stewart, U. S. Navy, commanding U. S. Brig *Siren*, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPM^t June 9, 1803 —

I have received your's of the 4th instant and am pleased to find that you are progressing with such rapidity, in the building of the Brig. —

With respect to furnishing the ward-room Officers and Midshipmen with furniture, we cannot depart from the custom which has hitherto prevailed; they must therefore find their own furniture. —

I enclose warrants for W^m Wilmar, Gunner, John Felt, Carpenter, & Th^s Crippen, Sail-maker, and blank oaths of allegiance which you will require them to take and return With letters of acceptance to this department. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Mr. Beverly, former owner of the American Ship *Betsy Walk*, New York, N. Y., from Secretary of the Navy

NAVY DEPM^t June 9, 1803 —

The Ship *Betsy Walk* which it appears was sold by M^r Wheeler of Norfolk to M^r George M^rIntosh by your order, has been chartered by the Agent of this depm^t at Norfolk, for the purpose of transporting naval stores to Algiers. The Agent informs me that she has been detained by the French Consul at Norfolk, in consequence of an alledged insufficiency in the authority given by you to M^r Wheeler to sell her. —

This is a subject of considerable importance to the American Government, which I hope will excuse the liberty I take of requesting that you will be pleased to transmit immediately to M^r Wheeler, all the requisite papers and vouchers to substantiate the sale. I am the more anxious on this subject since we cannot in season procure another

vessel of a description suitable for the purpose for which the *Betsy Walk* has been chartered. —

I pray your immediate attention to this subject. —

[NDA. Barbary Powers LB, 1803-1808.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAVY DEPM^t June 9, 1803 —

We are in want of 8 finest India Shawls with figures and 2 pieces of finest India Muslin sprigged with gold. — If you can procure them in Baltimore, be pleased to do so immediately, and let me know the cost that I may make a remittance accordingly — If they are not to be procured, give me the information as early as convenient. —

They are intended for presents at Algiers. —

[NDA. Barbary Powers LB, 1803-1808.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Thursday, 9 to Friday, 10 June 1803

Standing off shore . . . At 2 P M the frigate *Adams* kept close in shore near the city to convoy the French sloop; then took her station to the west. The Commodore headed for Malta. We took our station to the east of the city about 15 miles distant . . . At sunset the city about 15 miles to the W S W . . . At sunrise, about 18 miles east of Tripoli . . . At 8 A M . . . the Fort [Citadel] of Tripoli barely visible . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 9 June 1803

[Eve^f.] This morning the Com^t arriv'd on board. War still continues. After negotiations commenced between the Prime Minister and the Com^t the following demands were made by the Bey — viz. Two hundred thousand dollars — ready cash. Twenty Thousand Annually. The Expences of the War. A Quantity of Military & Naval Stores Annually — The Com^t immediately wrote the Bey for Answer, that Were the Combined World to make the demand it would be treated with contempt: the Bey's Sec^r return'd in a Rage — asking whether the com^t came on shore to laugh at him & the white Flag the Symbol of the Truce was hauled down at nine in the Eve^f. (query: if the Sec^r was in a rage what must have been the matter with M^t Bey) The hauling down of the White Flag — was the Sig. for recommencing hostilities — & the Com^t still on shore: This was contrary to every principle of honor, — The French Consul — put him in Mind of the Engagement he had enter'd into for the Com^t's security — & mention'd Bonaparte and the Great Nation — it had the desir'd effect, at daylight the White Flag was again hoisted and under its benign auspices the Com^t came off. The Treaty which our government would agree to — is this to make them a Consular present on the arrival of the Consul, to be repeated every time a new consul arrived. —

* * * * *

[H. W. L. Dana Col.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

BOSTON 10th June 1803

SIR, The *Constitution* was hove out this morning so far as to ascertain the state of her bottom, in many places the copper is entirely off, and what remains is altogether so much worn, as to be of no essential Service all her seams take a large thread of Oakum and a thread of Spun yarn, we shall to day copper down about Six feet below the light water line, and shall right ship at night to set up our rigging, which has stretched so much as to require it — tomorrow I expect we shall be able to do much more than we have done to day —

I send you a sample of the Copper taken from her bottom which is about as good as it is in general —

[LC. EPP, LB, 1803.]

To Lieutenant Charles Stewart, U. S. Navy, commanding U. S. Brig *Siren*, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPT^t June 10, 1803 —

I have rec^d your's of the 6 ins^t — The *Siren* will be allowed 30 able seamen and 30 ordinary seamen and boys, besides Officers & and a detachment of Marines, constituting collectively a crew of 100 souls. —

[NDA. OSW, Vol. 6, 1802-1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 11 June 1803

(May's Wharf)

Moderate Breezes from the South^d & Cloudy. 54 Seamen employed in their different departments in getting The ship ready for heaving down.

A. M. At 9 We hove the ship out about 5 streaks; The Carpenters & Caulkers are employed Caulking & Coppering the Ship — (In the first place the Bottom is well caulked & horsed home, Then pay'd over with half made stuff Then papered & then the Copper is put on). There are employed on this service about 50 Carpenters & Caulkers. The Old Copper is entirely & totally worn out & it is all Compleatly taken off before the New Copper is put on — The Main Mast of the *Constitution* is a made Mast Consisting of 28 pieces & as we were heaving out to port, We found the Main Mast belly to Starboard; At ½ past 9 A. M. We hove out about 2 Streaks more; * * *

[LC. EPP, 1803-1804.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding.

From Saturday, 11 to Sunday, 12 June 1803

After noon . . . gave chase . . . at 4 P. M. fired a shot and hoisted the flag. The brig showed her French flag . . . headed for her. She was coming from Tripoli and proceeding to Marseilles . . .

At sunrise we were about 30 miles from the city of Tripoli, heading S.W.

10 A.M. We sighted a vessel near the city. Crowded sail to make her out. Sighted the frigate *Adams* to the west headed for us.

At noon about 15 miles from the city heading S. W. to chase the vessel sighted.

From Sunday, 12 to Monday, 13 June 1803

At 2 P. M. the frigate signalled that the vessel sighted was a friend . . . that the said frigate had spoken with her . . . we were about 3 leagues from the city . . .

At sunset about 18 miles N. E. and S. W. of the city . . .

[LC. EPP, Journal 1803.]

To John P. Whitewell and Andrew Oliver, Jr., Boston, Mass., from Secretary of the Navy

NAV. DEP^t 13th June 1803

I am honored with your communication of the 4th inst^t —

The inconveniencies & losses which we have hitherto experienced from procuring our supplies of medicine at the several Ports where Vessels have been fitted out determined me to pursue the plan of supplying the whole from one place —

When Vessels arrive in any Port in the United States their medicine chests and instruments are in pursuance of the arrangement I have made, to be taken out and sent to this place where all the medicines that are good are taken out and carefully preserved & the instruments are kept in order, so as to be ready for immediate use — By suffering the Chests to remain in the Vessels — We have heretofore lost all the medicines that remained on her arrival in port — the instruments have become rusty & in many instances entirely unfit for future use

[NDA. GLB, Vol. 6, 1802-1803.]

To Daniel Bedinger, Navy Agent, Norfolk, Va., from Secretary of the Navy

NAVY DEPM^t June 14, 1803 —

If necessary you will immediately charter another vessel for the transportation of the Naval stores to Algiers; that is, if you should not be able to send all that have been procured, in the *Betsy Walk*, and there should be enough left with the beef and pork you may have on hand, to make up a full cargo for another vessel. If, however, there should not be enough left to make up a full cargo for another small vessel, you will then send what may be left, to George Harrison Esq^t requesting him to give me information when he receives it. —

M^r OBrien has been informed by the Department of State, that the whole of the articles destined for Algiers will be sent in the *Betsy Walk*. It is necessary for you, therefore, to give him particular information as to its disposition, which you will attend to. If you should have to send any of the articles to Philadelphia under these orders, it is intended to ship them in the frigate *Philadelphia* which will sail on the 12th July next. —

In the event of your taking up another vessel, you may agree to pay one half of the freight on the charter party being signed — The other as soon as we are advised of the cargo being received at Algiers — or you may agree for any of the provisions made by my letter of the 1 June, governing yourself by the instructions and provisions therein made, and also by my instructions of the 3 June, should you send out provisions. —

I herewith enclose passports for the second vessel, which you will use should you charter one; otherwise you will be particular in returning them to me. —

P. S — If the *Betsy Walk* should not be able to take all the articles, I would rather prefer your being able to fill another vessel with the residue of the Naval stores and provisions. I have not been able to procure the passports to send by this mail. I shall send them on as early as they can be procured. —

[The following was added in the margin:] (The *Betsy Walk*, Cap^t Mills Reddick, sailed from Norfolk July 1. 1803. — Returned from Algiers to Gibraltar Oct^r 17. 1803. — Returned to Norfolk Dec^r 11. 1803. —)

[NDA. Barbary Powers LB, 1803–1808.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 14 June 1803.

(May's Wharf)

Moderate Breezes & light rain. The Caulkers employed punching copper & the Caulkers spinning oakum The seamen Wooding the foremast & lashing the deck shears.

A. M. We mustered the seamen 73 in number. At 1/2 past 6 We manned the Crabs & hove the ship Nearly out to Port; Notwithstanding the Careening Pendants & Shrouds were well set up & the Masts hard over to Port, or against the Weather partners, a little before the ship was keel out; the Masts were hard over against the Lee partners & we were therefore under the necessity of righting ship, which was done a little after 8 A. M. The Carpenters who were engaged began their days work by assisting to heave the ship out, A[ft]er the ship was righted they were ordered to spinning Oakum & Punching Copper: The Main Mast we found to bend Considerably & the fore Mast a little. The seamen are taking off a fish on the starboard side of the Main Mast & putting on a long ranging piece of Timber of 19 Inches Diam^r at the Butt & 50 feet long hewed to a surface to fit with the mast; We set up all the Shrouds & the careening pendants & brot the Mast hard Over to the weather partners; at 11 We sent a boat to the Navy Yard for two additional deck shears. Towards Noon she returned; We found the ship to Make Considerable water when she was on a Careen — At Noon Moderate breezes from the East^d.

[LC. EPP, 1803–1804.]

To Secretary of the Navy from Lieutenant Charles Stewart, U. S. Navy

[U. S. BRIG *Siren*]

PHILAD^a June 15th 1803. —

SIR I had the honor to receive your letters of the 9 & 10 inst. with the accompanying warrants, owing to my receiving the wrong name of the Gunner I return you the warrant that the mistake may be rectified. —

I have to regret the delay which has taken place in building the Brig the Carpenter's employ'd has demanded an increase of pay & none of them has done any work since saturday last this is an unavoidable accident & if they do not return to thier work, it will make a considerable difference in the time of Lanching. — By the enclosed Quarter Bill which I have made out for the Brig *Siren*, you will perceive that she cannot be completely man'd under 130 men. when

you take in consideration the number of boys, the proportion of sick to be calculated on, the formidableness & seize of the Brig, the squareness of her spars & the necessity of having an equality of strength throughout, that her external appearance may not exceed her internal strength, I am persuaded that you will perceive the necessity of having that number of souls on board, to make her equal to the services, which you have a right to expect from a vessel of her seize & description.

The Gunners name is James Wilman

[NDA. Officers LB, 1802-1805.]

To Secretary of the Navy from Lieutenant Charles Stewart, U. S. Navy

PHILAD^a June 15th 1803

SIR I have the honor to inform you that on Saturday last we put to proof the improved Carronade Carriage, which has fully answered my highest expectations in point of stability & every other way.

We charged her with 2¼ lbs. of strong rifle powder two wads & a cannister of 24 lbs of gravel, She was discharged (without any reduction) ten times in 8 minuets, after which we could not discover that any part of the Carriage complain'd in the least. — The charge you will observe, when the strength of the rifle is brought to that of cannon powder, is equal to a double charge of the latter made use of in action as the allowance at such times is 1 oz of powd^r to one lb. of ball. — I beg leave to suggest whether it would — not be as well to have one complete carriage sent on to Washington, you can then mount a gun on it in any of the Vessels, and and put it to such further proof's & experiment's which you may deem proper. —

[NDA. Officers LB, 1802-1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Wednesday, 15 to Thursday, 16 June 1803

At 2 P.M. sighted a sail to the west . . . At 4 P.M. recognized the vessel as the frigate *Adams* . . .

At 7 P.M. headed N.N.W. . . .

At sunset about 12 miles from the city to the S.E. . . .

At 11 P.M. heading S.E. . . . At sunrise . . . sighted the frigate. At 9 A.M. headed W/4 NW. At 10 A.M. sighted the city to the S.W. about 18 miles distant . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 15 June 1803

[Malta Eve] On the 14th morning we arrived here, & were quarantined for 14 days. 5 days ago M^r Morris was delivered of a Son:

This afternoon arriv'd Vice Admiral Lord Nelson — in the Frigate *Amphion* 32 guns The Forts Saluted with 17 guns. The *Newyork* saluted with 17: the Admiral return'd the Salutes separately with 17 guns each. A little Time ago the British Sloop of War *Termagant* armed on flute — fell in with a Tripoline Xebeck of 18 or 20 guns. The Tripoline supposing her the American Frigate *Adams* fired into her, without hailing. The Englishman call'd to Quarters & return'd

the fire. — the Tripoline struck her Colors. I wish it had been the *Adams*. Letters were recieved by the Frigate which today arriv'd — by a number of the officers — for me none. — The Com^r rec'd Dispatches from Government. —

[H. W. L. Dana Col.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 16 June 1803

(May's Wharf)

* * * [A.M.] At 5 Manned the Crabs & hove the ship keel out to Port. The Mast did not Complain altho' The ship hove out Very heavy — We have now employ'd Caulking & Coppering the ship about 80 Carpenters including Caulkers. The ships false keel was considerably chaffed which was occasioned by being on the Reef near Cape Francois; By 10 in the forenoon We Completed Coppering 6 streaks up from the keel Righted ship the first course at Noon — Light rain & Hazy Weather. — Commodore Preble attended every stage of the Service in Coppering the ship.

[LC. EPP, 1803-1804.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 17 June 1803

This morning Lord Nelson Sailed — I suppose to Join the Fleet under Rear Admiral Bickerton.

There are Nineteen sail of Algerine & Tuniseen Corsairs in Tunis Bay: the largest an Algerine Frigate — Altho we have Nothing official from the Com^r yet it is evident to all that he strongly suspects they have for their object the American squadron in the Mediterranean, Consisting of 1 — 36 — 2 32's and the schooner of 14 Guns — Dispatches have lately been recieved from M^r Davis Acting Consul at Tunis. Capt Chauncy observ'd that we should soon have active service enough & an opportunity to Signalize ourselves. —

[H.W.L. Dana Col.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 18 June 1803

(May's Wharf)

Moderate Breezes & rain, Carpenters & Caulkers employ'd Caulking & Careening ship. At 4 P.M. righted ship after the larboard side was completely finished. When We righted ship there was 5 ft 4 Inches of Water in the Pump Well which was pumped out in one hour & 7 Minutes with the two chain pumps.

* * * * *

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Saturday, 18 to Sunday, 19 June 1803

at 2 P.M. sighted vessel to the west. crowded sail to make her out. . .

at 4 P.M. recognized the vessel as the *Adams* headed west. The *Adams* headed N.E. to speak with us.

5 P. M. sighted a vessel to the N. E. . . signalled to the *Adams* that ship had been sighted.

At sunset saw the signals and recognized her as the schooner [*Enterprize*]. The captain came on board. After the frigate joined us the Captain came on board.

at 11 P.M. The captains returned to their vessels. . .

At sunrise we were 18 miles east of Tripoli . . . heading for the city

At 9 A.M. 8 miles N.E. and S.W. of the city . . .

[LC. EPP, Journal 1803.]

To Captain William Bainbridge, U. S. Navy, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPM^t June 19, 1803 —

As soon as you may deem it necessary, you will proceed to engage a Crew for the frigate *Philadelphia*, to consist of 110 Able Seamen and 110 ordinary seamen and Boys, besides a detachment of Marines which will be supplied by Col^o Burrows, and Commissioned, Warrant and Petty Officers, the latter of which you will appoint, constituting collectively a crew of 320 souls. — Able seamen you will allow \$10 per month — ordinary seamen and Boys from \$5 to \$8 according to merit, all to be entered to serve two years from the frigate's first weighing anchor on a cruise. You may try two month's advance, but should the crew not be willing to enter on these terms, you may allow four month's advance, taking care to obtain responsible security to resort to in the event of desertion. —

I enclose the necessary blank shipping papers. George Harrison Esquire will supply the necessary monies. —

When you are about sailing, you will be pleased to send on to this office, a Muster-Roll of the Officers and Crew of the *Philadelphia*. —

[NDA. OSW, Vol. 6, 1802-1805.]

To President Thomas Jefferson from Charles W. Goldsborough for Secretary of the Navy

NAVY DEPM^t June 19, 1803

The Secretary of the Navy has instructed me to submit to you the propriety of the enclosed Letter to M^t David Vallanzino, who, being considered a Tripolitan subject and found on board the Vessel [*Paulina*] recently captured by Lieu^t Sterett, of the cargo of which he is part owner, was sent to this country in the frigate *Chesapeake* as a prisoner of war. —

[NDA. Nom.Appts. LB, 1798-1820.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 19 June 1803

(May's Wharf)

* * * The Ship was now laying with springs on her stern & bow Cables with Springs & Breast-fasts to the Wharf. At ¼ past 7 in the Morning We mustered 77 Men & winded the ship — M^t Knox the Pilot attended on this duty; His first Attendance on Winding the ship was on Saturday morning. At ¼ Past 10 in the forenoon

a number of Seamen who were assisting in winding ship left Work on account of its being Sunday about 40 or 50 of them stayed till the ship was secured which was a little After Noon — They Were allowed half a days Work for this duty — No Carpenters assisted in Winding ship. There service was not necessary.

[LC. EPP, 1803-1804.]

To Captain Richard V. Morris, U. S. Navy, from James Simpson, U. S. Consul, Tangier, Morocco

Copy. —

TANGIER 20th June 1803. —

DEAR SIR I have received your favour of the 19th last Month, with advice of His Imperial Majestys Ship *Meshouda* having been detained by Captain Ro[d]gers, when attempting to enter the Port of Tripoly, and conducted to Malta. — At receipt of your Letter I immediately waited on our Governour Alcajde Hashash, with a heavy complaint against Raiz Omar, not only for having taken in the Stores and Passengers you mention at Algeirs, but also for the attempt he had made to enter a blockaded Port. — Even after a long conversation he could not be made fully to believe that Omar could have committed such a mad Action, and so diametrically opposite to the Instructions he had given him, by His Majestys Command. —

No other information besides yours, on the subject, has yet reached this, which I did not fail of insisting on being perfectly correct, the Alcajde then declared in the strongest language that on that appearing in the sequel to be the case Omar should lose his head; he even desired I would request of you to send him here in Irons, that I told him was a thing we could not do, but that he might give his Orders to the second in Command, or any other person on board the Ship. — The conduct of Omar having been thus disavowed by this Government, and in which they will certainly persist, I hope you will as you say liberate the Ship. — I am persuaded the Orders the Governour transmits by this conveyance, are such as will prevent whoever may command her henceforward from attempting a second time to enter Tripoly. — If we view the conduct of the Emperour as taking this Ship under his Flag for the special purpose of restoring her to our Enemy, it must be considered unfriendly in the extreme, but it was impossible to avoid according with his Requisition in the first Instance, and now she is under his Flag by the latter clause of the third Article of our Treaty with him, we are bound to let whatever may be on board of her pass free. —

Entrance into blockaded Ports I was specially carefull to restrain by the Passport given for the *Meshouda*, as that has been violated we are to consider what has been the conduct towards other Vessels in same predicament since the blockade of Tripoly has existed, I believe it has been to turn them away on the first attempt; if that has been the case the Emperour would certainly consider it hard to have a Ship under his Flag and claimed as his own property dealt with in a different manner. — Whilst I thus express my hopes that the *Meshouda* will be liberated, I must confess that the circumstances of her case wear an aspect of the highest aggravation, but as undoubtedly the Interest the the United States have in maintaining Peace with the Barbary Powers, is particularly applicable to Morocco, I persuade myself you will see the good policy of making a sacrifice even of this moment for that effect. — Whatever may be your

determination I have to entreat you will forward to me as exact an Account as you may be able to form of the Stores laden on the *Meshouda* at Algiers, and attempted to be introduced into Tripoly, that I may be fully prepared to substantiate the necessary proofs on the occasion, to be laid before His Majesty in Justification of the detention of the Ship —

Exertions are actually making for sending out as soon as possible the Ship sailed from Larach in August last, and the two Gallies from Tetuan, one of the Sallé Ships may be ready in about a Month hence, but the other I believe cannot go to Sea this Summer. — An American Brig lately brought some Spars — Sails, Cables and other Stores for these last, from Mogadore, and landed them at Sallé. — It would be very satisfactory to me to be enabled by you, to testify to His Majesty your having in behalf of the Government of the United States given His Majesty a proof of their Friendship in pardoning the Crime imputed to the Commander of the *Meshouda*. —

M^r Simpson joins me in best respects to M^r Morris and your good self, and I beg you will be persuaded I am with great respect

[NA. SDA. CL, Tangier, Vol. 2, 1803-1810.]

To Captain John Rodgers, U. S. Navy, commanding U. S. Frigate *John Adams*, Mediterranean, from Secretary of the Navy

NAVY DEP^t June 21, 1803 —

You will perceive by the enclosed the recall of Cap^t Morris and after presenting it You will assume the command of the *New York* and of the squadron. To Cap^t Campbell you must give the command of the *John Adams*. The term of the enlistment of the Crew of the *Adams* having expired this month it is the desire of the President that she return to the United States and that Cap^t Morris take charge of her for this purpose. —

You will receive from Captain Morris a copy of his instructions and you will consider them rules of conduct to you. —

If any provisions should be wanted by you before the arrival of the relieving squadron, you will, instead of going to Gibraltar for them, freight some Merchant Vessel to bring to you such supply. — The relieving squadron will leave the United States about the first day of August. It will consist of the *Constitution* Cap^t Preble, The *Philadelphia* Cap^t Bainbridge, The *Siren* Lieu^t Stewart, The *Argus* Lieu^t Hull, The *Vixen* Lieu^t Smith, and the *Nautilus* Lieu^t Somers. — The *Enterprise* is also to remain in the Mediterranean and will be there repaired. She will be commanded by Lieu^t Decatur who will take out the Brig *Argus* to be delivered to Lieu^t Hull. —

M^r Gavino is directed to send to you provisions and to inform you if it should be practicable, that you may rely upon such supply. —

[NDA. LB, 1799-1807.]

To Captain Richard V. Morris, U. S. Navy, from Secretary of the Navy

NAVY DEP^t June 21, 1803 —

Cap^t R^d V. MORRIS — *Mediterranean*. —

You will upon the receipt of this consider yourself Suspended in the command of the Squadron on the Mediterranean Station and of the Frigate The *New York*. It is the command of the President that you take charge of the *Adams* and that with her You return without delay

to the United States. You will keep in mind that she is to be brought into the Eastern Branch. —

You will furnish Cap^t Rodgers with a copy of the instructions which you have received from this Department as Commanding Officer of the Squadron.

[NDA. LB, 1799-1807.]

To Lieutenant Richard Somers, U. S. Navy, commanding U. S. Schooner *Nautilus*, Baltimore, Md., from Secretary of the Navy

NAVY DEPT^t June 21, 1808 —

You will touch at Gibraltar for a supply of provisions & for information respecting the squadron. You will thence proceed with the utmost expedition to whatever place you may understand Captain Rodgers may be and you will without delay deliver to him the public dispatch which you will herewith receive. —

[NDA. LB, 1799-1807.]

To Lieutenant Charles Stewart, U. S. Navy, commanding U. S. Brig *Siren*, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPT^t June 21, 1808 —

Your letter on the subject of manning the *Siren* has been received. —

I am aware that it is necessary that the small vessels shall be fully manned — much active service will be required and expected from them. The number of men, however which You have proposed, is too great. — We will allow you 40 able seamen, & 30 ordinary seamen and boys. This allowance with your Commissioned, Warrant, and Petty Officers and a detachment of Marines, will constitute a crew of 120 Souls. —

[NDA. OSW, Vol. 6, 1802-1805.]

To John Gavino, U. S. Consul, Gibraltar, from Secretary of the Navy

NAV. DEPARTMENT June 21st 1808

If you should be able to send to Malta or to our Squadron a supply of provisions in merchant Vessels it would be a considerable accommodation and it would therefore be very agreeable to me — If this should be practicable you will consider yourself authorized to freight from time to time merchant Vessels for this purpose and you will immediately make arrangements to send to them some before they shall have expended what had been received when the Squadron was last at Gibraltar — If you should have a reasonable Ground of expectation that you will be enabled to afford to our Squadron such a supply you will be pleased to give to Captain Rodgers such information in order that he may know upon what he may Rely — It would be very acceptable if you should be able to give to him such an assurance by Lieu^t Somers, who will deliver you this and to whom you will deliver such provisions as he may want —

You will draw upon this Department for the amount of the freight and other Expences of the first shipment of provisions you may make for Malta or for the Squadron — If practicable I would rather that the provisions should be shipped by you deliverable to the commanding officer of the Squadron; but if this cannot be done they may be delivered to some person at Malta — Such person you may in the first instance select —

If those shipments can be made as proposed I shall hereafter keep you regularly supplied with money to defray all the expences thereof —
[NDA. GLB, Vol. 6, 1802-1803.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 21 June 1803

(May's Wharf)

* * * A. M. At 4 Mustered all hands; At $\frac{1}{2}$ past 5 manned The Capsterns & hove the ship keel out to Starboard The Caulkers & Carpenters & Caulkers employed Caulking & Coppering the Ship — Towards noon the Masts were hard over Against the lee partners. We righted ship in order to Set up the rigging & stay the Masts —

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Tuesday, 21 to Wednesday, 22 June 1803

After noon . . . The gun-boats left the port . . . we headed for them, having crowded sail . . .
at sunset about 15 miles north and south of Tripoli.

At sunrise . . . saw signals on board the schooner [*Enterprise*] and heard some shots . . .

8 A. M. — saw the schooner give chase, having sighted a three masted vessel at anchor . . . 10 A. M. We were very close to land, she fired several shots. We approached on the port side . . . We fired several shots. The Turks set fire to the privateer. She blew up.

[LC. EPP, Journal 1803.]

[22 June 1803]

To Secretary of the Navy from Captain John Rodgers, U. S. Navy

UNITED STATES' FRIGATE *New-York*,
Potomac, December 4th, 1803.

SIR — I have the honor to make you acquainted with the particulars relative to the destruction of the Bashaw of Tripoli's largest cruiser by referring you to the following extract from my journal:

On the evening of the 21st of June last, owing to some extraordinary movements of the gun boats in the harbor of Tripoli, I was induced to conceive that the Bashaw either intended to send some cruisers to sea during the night, or that he had received intelligence of some bound in. I therefore, accordingly made such disposition of the vessels engaged in the blockade, as to enable us to intercept either, by stationing the *Adams*, captain Campbell, to the westward, the schooner *Enterprise*, lieutenant Hull, to the eastward, and remaining myself, with the *John Adams*, abreast of the town; and at half past 7, A. M. on the following day, Tripoli, bearing W. S. W. distance three or four leagues, observed the *Enterprise* in the S. S. E. with a signal flying, its signification not distinguishable; made sail and stood towards her; at 8 do. spoke the *Enterprise*, when lieutenant Hull informed me that a large ship of the enemy, was anchored close in with the beach.

At half past 8, A. M. shortened sail and prepared to anchor, with springs on our cables, discovering that the enemy was anchored, with

springs on his cables, in a deep narrow bay, about 5 or 6 leagues to the eastward of the town, and in a situation, very advantageous to the defence of their ship. At the same time, observed, nine gun boats, close in with the shore, coming to her assistance, and a vast number of cavalry and armed men on the beach. [For further details see Captain Rodger's letter of 30 June 1803.] All the men who returned to the ship, were blown up in her, and I have reason to believe her captain was among the number, as well as many lives lost before they abandoned her, as we saw several shot holes through her. Immediately after the ship blew up, I ordered the signal made to chase the gun boats, but was not able to approach them within gun shot, owing to the water being very shoal a great distance seaward of them.

[Naval Chronicle, Vol. I.]

Extract from journal of Midshipman Jonathan Thorn, U. S. Navy, on board U. S. Schooner *Enterprize*, 22 June 1803

Off Tripoli

A, M, At 6 discovered a strange sail to the South^d & Westward, made the signal to the *John Adams* and gave Chase, At 7 she Anchored near the shore — stood in and engaged her, $\frac{1}{4}$ past 8 Most of her crew abandoned her, $\frac{1}{2}$ past 8 the *John Adams* came up and fired several shot at her, and stood out again into deep water in order to get her boats out, at the same time ordering us to stand in close and amuse her — Stood in and recommenced our fire — At 9 she struck and immediately afterwards blew up — Stood off and bore up for the town, — Saw two boats in the mouth of the harbour —

J[ONATHAN] THORN

[LC. EPP, Vol. 11, April-June 1804.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 22 June 1803

(May's Wharf)

We hove the ship Gunwale to, & stoppered over all, the Tide not being sufficiently high to heave the Ship keel out The Carpenters employed Stripping off the Old Copper. At 10 A. M. We Manned the Capstern with all hands & hove the ship keel out; In some places the old Copper was not taken off from the Starboard side of the keel but New was lay'd on Over all. The Ship hove out very safe to starboard but much harder than she did to Port the reason of which we cannot Account for. At Noon We had Moderate Breezes,

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Wednesday, 22 to Thursday, 23 June 1803

At noon sighted the gunboats to the east of Tripoli . . . The Captain of the frigate *Adams* came on board and the Captain of the schooner

. . . Our Captain dined on board the *Adams* . . . The gunboats returned to the port . . . At sunset about 15 miles from the city of Tripoli . . .

At sunrise sighted the city from the mainmast, about 18 miles distant At 8 AM heading south to approach the shore . . .

[LC. EPP, Journal 1803.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAVY DEPT^t June 23, 1803 —

You will be pleased to have the shawls and muslins intended for Algiers, packed up securely in a trunk or box which Col^o Lear will call for on his arrival at Baltimore and carry in his baggage to the place of his embarkation. —

[NDA. Barbary Powers LB, 1803-1808.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding

From Thursday, 23 to Friday, 24 June 1803

. . . 10 P. M. heading N. E. . . . at sunrise heading north . . .

At 8 A. M. headed west to sight the city about 20 miles to the N. E. and S. W. The schooner [*Enterprize*] proceeded to the east to discover the movements of the vessel set on fire.

At noon . . . heading S. W. . . .

From Friday, 24 to Saturday, 25 June 1803

After noon . . . we approached the city about 3 miles . . . the schooner [*Enterprize*] joined the squadron . . . at sunset . . . the city 10 miles to the south . . .

At noon we headed for land. The city of Tripoli about 12 miles to the S. W.

[LC. EPP, Journal 1803.]

To David Vallanzin (or Valenzin), Washington, D. C., presumably from Secretary of the Navy

[WASHINGTON, D. C.]

nav. Dep^t June 25th 1803

The Government having waved its right of considering you as a Prisoner, can do nothing further at present to alleviate your situation than to offer you a sum of money sufficient to cover the necessary expences you have incurred for your support since you have been in this Country & to pay your travelling and other expences to Phil^t should you chose to go there for the purpose of taking passage to the mediterranean in the frigate *Philadelphia* which Vessel will sail by the 12th of the ensuing month — As to your property if after an investigation of the subject before a Court of Justice the only proper tribunal it shall appear that the capture [of *Paulina*] was not authorized by the laws of this Country it will be restored to you and such damages will be allowed as may be deemed equivalent to the injury sustained —
Letter not Sent

[NDA. GLB, Vol. 6, 1802-1803.]

To Daniel Bedinger, Navy Agent, Norfolk, Va., from Charles W. Goldsborough, for Secretary of the Navy

NAVY DEPT June 25, 1803 —

I enclose passports from the American & French Governments. That from the French Government is enclosed in the Letter directed to Citizen Oster to whom you will deliver it, and should you have

occasion to engage *another vessel, inform him of her name &^o that he may fill up the blanks and re-deliver the passport to you. — Should you send out provisions, they must be landed at Gibraltar and delivered to John Gavino Esq^r American Consul at that place. You will give the requisite instructions to the Captain of the vessel you charter, and you will write to M^r Gavino informing him of the Shipment and enclosing invoice and bill of Lading. You will also, as in the case of the *Betsy Walk*, write to Consul O'Brien enclosing invoice and bill of lading of that part of the cargo destined for Algiers. —

*Ship *Sally* Cap^t John Archer, sailed from Norfolk Sep^r 14. 1803—

[NDA. Barbary Powers LB, 1803-1808.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 25 June 1803

(May's Wharf)

* * * At 3 the boats returned with the spars At 1/2 past 4 A Number of seamen left Work to go & recieve their pay. They Were allowed extra Three quarters of a day. At 5 in the Afternoon the Copper being Intirely finished the Carpenters gave nine cheers & Were Answered by the Caulkers & Seamen. From the time the first sheet of Copper was put on till the last, was 14 Days. We hove down by the fore & main mast — The Purchase blocks were three fold, 3 feet 6 Inches each, brass shieves; The Pin was 2 1/2 Inches diameter. Our purchase falls were 10 Inch White 4 strand rope, 140 Fath^s each. The lower blocks were secured in Pitts made in the Wharf. The Masts were secured with shrouds & Careening Pendants; We had five Pendants forward & six Aaft. They all set up to the out-riggers which over-lapped the Beam 14 feet, rounding forward & about. The Outriggers Were nearly 18 Inches Square the[y] were secured in-board at the heels with a ranging piece of square pine timber laying fore & aft on the deck supported with shores in such Places as was necessary — Our upper purc[h]ase blocks lashed over the shrouds & the Careening Pendants Over them — Our deck shores which were round rough spars 22 Inches at the heel were Cut to a length to lash 18 Inches under the Tressle Trees — the Belly lashing between the Tressle Trees & the deck shores — We had two shores to the Main Mast & two to the fore mast — two long fishes on the fore & Main Masts each well woolded on. The *Constitutions* gang Ways are so Constructed that we are under the Necessity of keeping all the Gun deck Ports in, which is very dangerous in heaving down heavy ships

[LC. EPP, 1803-1804.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

BOSTON 26th June 1803

SIR, Yesterday the copping the *Constitution* was completed, and a rendezvous opened for recruiting men the Ship has been turned keel out on both sides, thoroughly re-caulked, and well coppered in performing this operation not the slightest accident has happened, neither has she been injured in the smallest degree by straining or otherwise but her lower rigging has stretched so much (owing to its having been fitted in the winter) that it is necessary to strip the ship and refit it which will take up the remainder of this month — I expect to have her

ready for Sea by the last of July if not detained for want of men — I hear that Seamen are plenty in the Southern ports, but they are not so here — Our fishermen are at present all abroad, and so many merchant vessels have lately been fitted out, as to make it difficult to procure Men.

In the Autumn after the fishing and coasting vessels are laid up Sailors are always very plenty here, and wages much lower than at this Season of the year — It is still my Opinion that able Seamen cannot be procured for less than 13 Dollars and two Months or, 12 Dollars and Three Months advance, and Ordinary Seamen and boys from 6 to 10 Doll^s — I am of the opinion that it will be better for the service to give the able Seamen 13 dollars, and the Ordinary Seamen and boys from 6 to 10 Dollars per Month and only two months advance, than to Ship them for something less and allow 4 Months, as most of them will spend every farthing they receive previous to sailing without attending to the purchase of clothing — It will be 5 Months before the Purser can supply them with any by which time they will be very ragged, and as he cannot even at the expiration of that time supply them with more than will amount to half a Months pay as it becomes due for most of them will leave POWERS OF ATTORNEY behind, they will remain ragged the whole cruise as half their pay will not furnish clothing sufficient to keep them either decent or healthy —

Lieu^t Tarbell is on the recruiting service — Lieu^t Robinson is the only Lieutenant attached to this Ship attending to duty on board at present, and as it is not probable that Lieutenant Jenckes will be in health to enable him to attend before the ship is ready for Sea. I wish you would permit Lieut Blake to go out with me and Lieu^t Jenckes to take his place in the Brig [*Argus*] until we reach the Mediteranean. I wrote you on this subject the 9th Instant but presume that the Letter did not reach you — I also mentioned M^r Morris the former Chaplain — who I am very desirous should be attached to this Ship if agreeable to you —

* * * * *

[LC. EPP, LB, 1803.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding

From Sunday, 26 to Monday, 27 June 1803

. . . At sunrise sighted two vessels. We gave chase firing several shots . . . we spoke. They showed the French flag, coming from Constantinople and proceeding to Marseilles. We continued on our course and saw another vessel ahead of us. We gave chase. . . .

At noon we hailed a trabaccolo bound for Trieste laden with soaps and oils . . .

From Monday, 27 to Tuesday, 28 June 1803

. . . After noon . . . sighted the island of Linosa to the north about 37 miles distant . . .

At sunset sighted the island of Malta to the east . . .

At sunrise Malta 27 miles to the east . . .

At 8 A. M. headed for northwest point of Gozo. We proceeded to pass between Gozo Grande and Gozo Piccolo.

At noon we were in the middle of the passage to clear it . . .

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Lieutenant Richard Somers, U. S. Navy

Nautilus HAMTON ROADS

June 28th 1803

SIR I have the honor to Inform you of my arrival here, after a passage of three days, — having contrary winds all the time, gave me an Opportunity of trying the sailing of the *Nautilus*, by the wind, she has perform'd admirable well, and with great satisfaction, (can say, she has beat every thing plying to wind ward, that was in the Bay, Particularly the Ship *Agusta* that was, a Brig formerly in the Service, and call a fast sailer, but greater since Rig'd into a ship, we left her One third — likewise One fastest pilot Boats belonging to Baltimore

I have Receiv'd the Signals from Capt Barron, and the Articles from the Agent at Norfolk, that was want'd to Compleat

I shall sail in the Morning the weather permitting

[NDA. Misc. LB, 1802-3-4.]

To Secretary of the Navy from Lieutenant Charles Stewart, U. S. Navy

[U. S. BRIG *Siren*] *Philad^a* June 28th 1803 —

SIR I have been honor'd with your's of the 21st and am satisfied with the number of men allowed the *Siren*. — There is 10 carronade carriages makeing on the improved plan, the 6 that is made of the other description we take, as there will be no additional expence & they will afford us a better oportunity (when tried together) of discovering the advantages they have over each other,

You have not yet, rejected or approved the *Idea* of sending one of the carriages complete to Washington. —

Please send me a Boatswains warrant for John Unsworth, from the excellent selection I have made to fill those Offices, your judicious appointments to the *Siren*, & the project I have of a picked Crew, I am persuaded you may expect much from *us* (provided the station & circumstances will admit of it)

I hope there was nothing in my communication relative to a *mortar*, that has induced you to give up the *Idea* as there are many occasions they might be render'd useful on. I here have to regret the imperfect knowledge we have of the Coast of Tripoli (particularly after so long a crisis before it) & assure you it was not through a want of inclination to become familiar with it — but a want of encouragement for the disposition I have shown on every occasion, dureing the last cruise: to take a correct survey of it, what were my commander's reasons for *Rejecting* them is best known by himself.

[NDA. Officers LB, 1802-1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Tuesday, 28 to Wednesday, 29 June 1803

At noon we passed out of the passage between the two Gozos . . . heading for the city of Malta to the E N E . . . heading east . . . sighted several fishing vessels. At 3 P M entered the port of Malta and came to anchor quite near the entrance. The Commodore spoke . . . Several boats came alongside. Learned from the Commodore's boat that six French prizes had been brought into the port, taken by English frigates and by privateers . . . The quarantine boat came alongside. We were permitted to enter. Launched our

The Port of

TRIPOLY

in Barbary.

English Fort

Water

Scale of Miles.



Point Seres

Sand

Rocky Ledge

TRIPOLI

Fort

Port

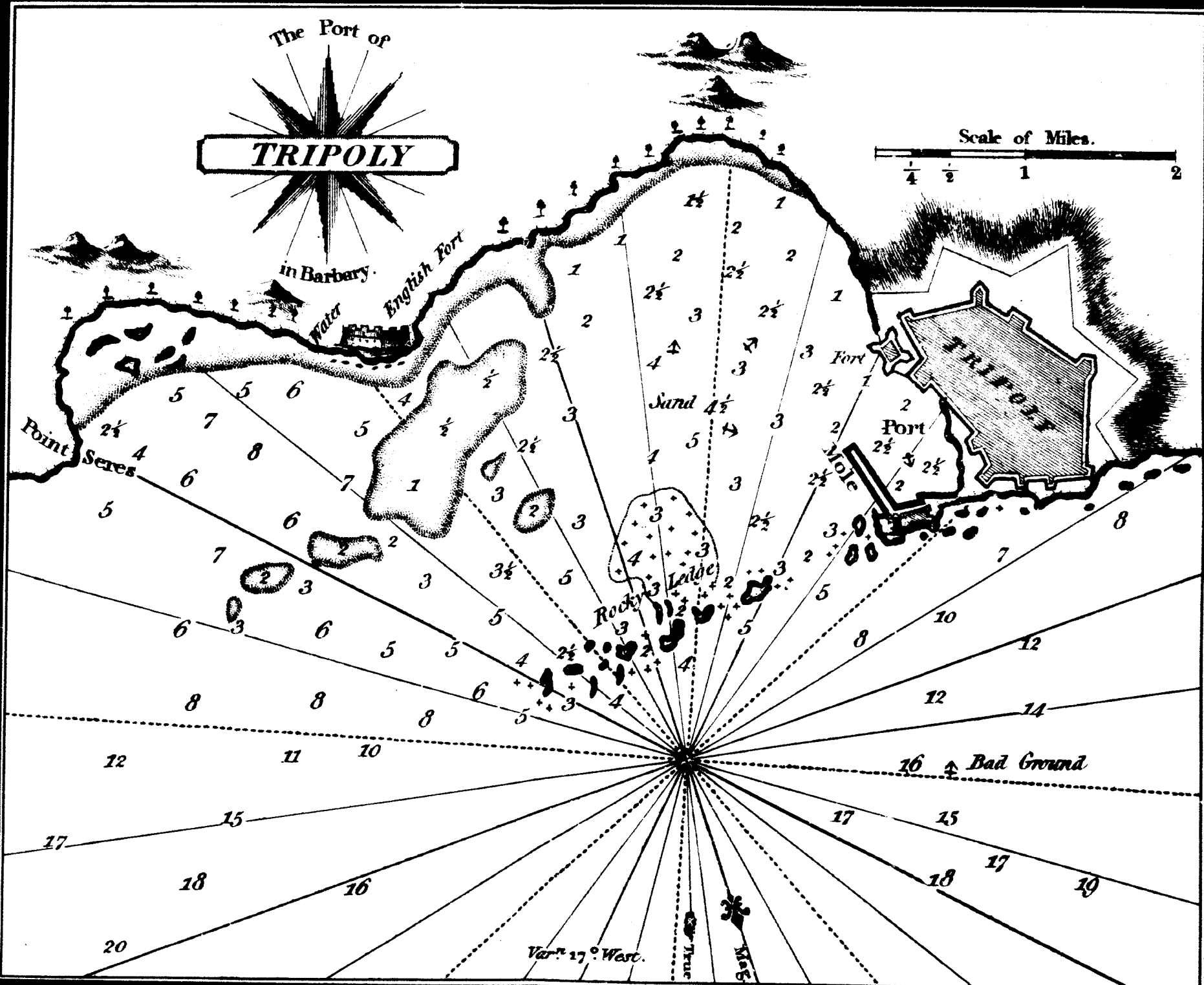
Mole

Bad Ground

Var. 17° West.

True

Magn.



boats. The Captain went ashore. Anchored at 3 P M on Tuesday, 28 June 1803 after a cruise of 55 days.

[LC. EPP, Journal 1803.]

[29 June 1803]

To Lieutenant Thomas Robinson, Jr., U. S. Navy, of U. S. Frigate *Constitution*,
from Captain Edward Preble, U. S. Navy

SIR, You are hereby directed to divide the Midshipmen of the U S Frigate *Constitution* into two equal Watches one watch to be constantly on board, and on Deck in the day excepting at meal times — then one to remain, and one of the Midshipmen of the watch to walk the deck in the night — A Serjeants guard to be constantly on board, a Centinel on each Gang to protect the Ship and Stores and not to suffer any persons but such as are employ'd to work on her to come on board without permission of the commanding Officer The Midshipmen having charge of the watch is to note the wind and weather, and make such observations respecting the general transactions on board as may be proper to enter on the Log book —

Given on board the U S Frigate *Constitution* the 29th June 1803 —
E. P.

[LC. EPP, Order Book, 1803-1805.]

To Captain Richard V. Morris, U. S. Navy, on board U. S. Frigate *New York*, from
Captain John Rodgers, U. S. Navy

UNITED STATES FRIGATE *John Adams*,
Malta, June 30th 1803.

SIR, The Squadron having this moment arrived from the Coast of Tripoli, I take the earliest opportunity to inform you in what manner they were employed during your absence, and which I hope may meet your approbation. Previous to the Return of the *Enterprise* from Malta, the *John Adams* was stationed to the Eastward of the Town, and *Adams* to the Westward, at such distance as to enable us to distinguish each others signals, and join our operations if it had been necessary. — after the *Enterprizes* return she was stationed to the Eastward and *John Adams* in the Centre abreast of the Town, and in justice to Captain Campbell and Lieu^t Hull, permit me to observe that their Vigilance could not be excelled, of course such as to merit your Commendation, however, the Enemy having only two Cruizers at sea, and those in Port so closely watched that nothing of importance after your departure transpired except the Destruction of the Bashaws finest Cruiser, for the particulars of which I refer you to the following Extract from my Journal. —

On the 22^d instant, at $\frac{1}{2}$ past 7 AM. Wind ENE. the Town of Tripoli bearing WSW. distant 6 or 7 leagues, observed the *Enterprise* in the SSE. with a signal flying, its signification not distinguishable, made sail, and stood toward her, At 8 ditto, spoke the *Enterprise* when Lieu^t Hull informed me that a large ship of the Enemy had anchored close in with the shore, at $\frac{1}{2}$ past 8 ditto, shortened sail and prepared to Anchor with Springs on our Cable, discovering the Enemy anchored with Springs on his Cable in a deep Narrow Bay, about 7 or 8 leagues to the Eastward of the Town, in a situation advantageous to defending their Ship, at the same time observed the Gun Boats beating up to their assistance, and a vast number of Cavalry and Armed men on the Beach, At 7 Minutes before 9 AM, being in 7 fathoms Water

and supposing we were within Point Blank shot of the Enemy Commenced firing which they returned, and a Constant fire was maintained for forty five Minutes, when the Enemy's fire was silenced, at which instant the Crew abandoned the Ship in the most Confused and precipitate manner, for such as her Boats could not carry, jumped overboard and swam to the shore, At this moment being in a $\frac{1}{2}$ less 5 fathoms Water, and the Rocks appearing under our Bottom and in every direction round us, I thought it prudent to Ware and lay the Ships head off shore, and in the meantime ordered Lieu^t Hull to stand as close in as Consistent with safety and amuse the Enemy on the Beach, until our Boats could be hoisted out to take possession, At $\frac{1}{2}$ before 10 A M, Discovering one of the Enemy's Boats returning to the Ship (whilst in the act of hoisting out our Boats) tacked and renewed our fire, and in a few Minutes after had the Satisfaction to see the Enemy's colors hauled down, at the same time, firing both their Broad sides, which was accompanied by the Ships Blowing up with a Heavy explosion, which Burst the Hull to pieces and forced the Main and Mizen Masts perpendicularly into the air 150 or 160 feet, with all the Yards Shrouds Stays &^e belonging to them. — This Ship was Polacre Rigged Mounting 22 Guns, the largest Cruizer belonging to Tripoli, and to appearance a very fine vessel. From the number of Persons I saw land her Crew must have consisted of more than 200 Men, and from the advantageous position she held, added to the Shoalness of Water outside of her, she ought to have annoyed us very much and have done very considerable damage, yet to the disgrace of Tripoli, we have received no injury. — all the Men which returned to the Ship in the Boat were blown up in her, and I have reason to believe her Captain was among the Number; Several Men which were wounded on the Beach, were seen to be carried off by others, and a vast number must have been Killed previous to their abandoning the Ship. —

Agreeable to your orders I left the Station on the 26th instant, at which time the Bashaw had only one Cruizer at Sea, a small Latteen Rigged Boat, and she I have been informed was Cruizing in the Gulf of Venice, so that I conceive there is not much to be apprehended from her. — I was close in with the Town the day before I left the Coast, and all the Cruizers appear to be much in the same inactive state as when you quit the station. — The loss of his most valuable Cruizer must of Course do him great injury, and from appearances I am in hopes that none of our Merchant vessels will fall into their hands this Summer,

N. B. The destruction of the before mentioned vessel, altho' awful, was one of the Grandest Spectacles I ever beheld. — After a Tremendous Explosion there appeared a Huge Column of smoke, with a Pyramid of Fire darting Vertically through its Centre interspersed with Masts, Yards, Sails Rigging, different parts of the Hull &^e and the vessel in an instant dashed to Atoms. —

[LC. John Rodgers & others, Let. & Doc., 1799-1848, Ac. 3647.]

To Secretary of the Navy from Lieutenant Richard Somers, U. S. Navy

UNITED STATES SCHOONER *Nautilus*

June 30th 1803

SIR I have the Honor to inform you that I am now at Sea, the Pilot will leave directly, and from thence with all possible despatch I shall proceed to execute Orders Delivered me —

The *Nautilus* as yet behaves admirabl well I no doubt on my arrival at Gibraltar shall be able to give a good Account of her

[NDA. Misc. LB, 1802-3-4.]

To Secretary of the Navy from Lieutenant John Smith, U. S. Navy, commanding
U. S. Schooner *Vixen*

BALTIMORE July 2nd 1803

SIR I have the honour of forwarding to you the Names of the Officers attached to the *Vixen*, with the dates of their appearances on Board.

Lieu^t Trippe 2nd June. William Ballard 2nd May Richard Butler Sailing Master 24th June. John B. Nevits Midshipman 29th June. John Henley Midshipman 30th June. Clement S. Hunt Purser 21st June. James Baily Gunner 13th June and John Clarke who has been recommended as a Boatswain 20th June.

On the 25th June we Launched the *Vixen*, which circumstance was effected without dammage; we have since got in her Masts and compleated Coppering last evening, as soon as the Joiners compleat dividing the Hold, we shall take in Provisions & Stores, which will be done in 8 or 10 days —

[NDA. Officers LB, 1802-1805.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

BOSTON 5th July 1803

SIR, I am honored with yours of the 23rd and 25th Ult^o I have dispatched Lieutenant Blake to New York on the recruiting service and have given L^t Livingston leave to accompany him in Order to assist in that service and in conveying the men to this place—An Officer has also been dispatched to Providence and every exertion shall be made to procure the crew at 8 and 10 Dollars we have been more successfull here than I expected Sixty seven are already engaged 30 of which are able Seamen, we are rigging the Ship, taking on board ballast and water Casks, Caulkers are employ'd on the decks, and sides — she has been laying by so long a time that it has been found necessary to re-caulk every seam — This has obliged us to remove the Officers births in the Gun Room to come at the seams over the Magazine which considerably increases the joiners work but we shall soon finish—

I shall attend to making the best possible arrangements for the accomodation of Col^o Lear and Family, and it will highly gratify me if I can make their passage agreeable to them—

Certain accounts have been received here of a Declaration of War by England against France— This circumstance while it renders the situation of our Squadron intended for the Mideteranean more interesting, and Delicate, will I presume ensure it, the most respectfull treatment from both the Belligerent powers — as it will be for their interest to keep on good terms with this Government.

The certainty of War increases our Success in recruiting foreign Seamen, as they dare not trust to the protection the Merchant Service affords them, and are sure of being safe from impressment with us— I hope to be able to recruit the Crew at the wages prescribed —

Your proposition for taking 42 pound Carronades on the *Constitutions* upper Deck and 32 pounders on the Brigs [*Argus*] Gun Deck, I think an excellent one, and as they cannot be procured here would

it not be as well to procure them in Gibraltar where it is probable they can be procured cheaper than here and the Guns we take out, can be returned in one of the Ships coming home — Cap^t Nicholson intends applying for a Midshipman's appointment for his Son, he desires me to say to you, that I am willing to receive him on board of the *Constitution* if he should be successful in his application I do not hesitate to comply with his request as his Son appears to be a young man who promises fair to make an Officer —

The Brig is planked up on the outside and goes on well — she will do Credit to the Builder

[LC. EPP, LB, 1803.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEP^t July 5, 1803 —

I am honored with your's of the 26th ultimo. —

I have no objection to your taking with you in the *Constitution*, Lieu^t Blake & Chaplain Morris. You may give them orders to join you. —

Col^o Lear with his family left this place this morning for Boston. He is to take his passage with you. He has been appointed Consul General at Algiers and will be clothed with authority to negotiate a Treaty of Peace with the Bashaw of Tripoli. —

On the subject of a crew, I still hope that by sending a recruiting Officer to Newyork, you will be able to procure men on the terms originally prescribed. Continue to keep me advised of all your proceedings and particularly those which relate to this point. —

I subjoin a list of the Cabin furniture allowed the Frigate *Constitution*. — We cannot allow furniture for the ward-room. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Lieutenant Joshua Blake, U. S. Navy, from Captain Edward Preble, U. S. Navy

[U. S. Frigate *Constitution*]

BOSTON 5th July 1803

SIR, You will proceed to New York without loss of time for the purpose of recruiting men for the U S. Frigate *Constitution* you are to recruit Sixty able and Twenty Ordinary Seamen — to the first you are to allow 10 Dollars per Month, and to the latter from 5 to 8, and may advance each man 4 months pay taking care to obtain customary security for the money in case the men do not go to Sea with you — M^t Deblois Purser of the *Constitution* will advance you Three thousand dollars for this, Service you will be allowed your travelling expences and two Dollars for each man recruited exclusive of the expence of maintaining and transporting them

The Success of this business will depend in a great Measure on your exertions, in which I have the highest Confidence —

[LC. EPP, Order Book, 1803-1805.]

To Midshipman Stewart from Captain Edward Preble, U. S. Navy

BOSTON 6th July 1803 —

SIR, You will proceed to Providence without loss of time for the purpose of recruiting men for the U S Frigate *Constitution*, you are

to recruit from 20. to 30. Seamen, and Ordinary Seamen to the first you are to allow 10 Dollars p^r month and to the latter from 5 to 8 and may advance each man 4 months pay taking care to obtain customary Security for the money — M^r Deblois, Purser of the *Constitution* will advance you One Thousand Dollars for this Service — You will be allowed your travelling expences and two Dollars for each Man recruited exclusive of the expence of Maintaining and transporting them the success of this business will depend in a great measure on your exertions in which I have the highest Confidence —

[LC. EPP, Order Book, 1803–1805.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEP^t July 6. 1803 —

I enclose letters for Lieut^s Dent and Gordon attaching them to the *Constitution*. On your arrival in the Mediterranean you will be pleased to deliver them. —

I also enclose orders for Midsn
Gadsden of the *Newyork*

[Henry] Wadsworth	“	“
[Charles L.] Ridgely	“	“
[Joseph] Israel	“	“
[William] Lewis	“	“

[Henry P.] Casey of the *John Adams*, to place themselves under your command and obey such orders as you may give them. —

It is intended to give you a discretionary power of continuing in the Mediterranean such of these Midshipmen as you may deem necessary, and of the enclosed orders you will deliver only those that are addressed to such of the Midshipmen as you may wish to employ in the squadron under your command, and you will also consider yourself invested with authority to send home in the returning Squadron, any of the Midshipmen going out in the squadron under your command whom upon trial you may find unqualified for their profession, whose names and disqualifications you will report to me, and supply their places by the Gentlemen to whom the enclosed letters are addressed. — This authority I am confident you will not abuse. —

On the *Philadelphia's* arrival in the Mediterranean, Lieu^t [David] Porter will join her. I have this day enclosed his orders to Cap^t Bainbridge. —

[NDA. OSW, Vol. 6, 1802–1805.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 6 July 1803

Valetta Arriv'd about 10 days ago the *J Adams & Enterprize* from cruising off Tripoly: we have this agreeable Intelligence: that on the 21st June the *John Adams & Enterprize* chased a Tripoline cruiser of 22 guns — a polacre ship, & she ran on shore about 15 miles Eastward of Tripoly & immediately afterwards blew up. She was a very handsome ship & had when she sail'd from Tripoly 240 Men, unfortunately most of them got on shore before the explosion.

[H. W. L. Dana Col.]

To Lieutenant William C. Jenckes, U. S. Navy, from Captain Edward Preble, U. S. Navy

BOSTON July 8th. 1803

SIR You are to repair to Providence and the towns in it's vicinity to recruit man for the *Constitution*, to Able Seamen you are to allow ten Doll^s P M^e and to Ord^r Seamen from five to Eight, and to engage them for two years, and may advance four Months pay to each, on their giving the customary security. Send them to this place as often as you can collect a Stage load. M^t Deblois Purser will advance you One Thousand Dollars for this service.

The success you meet with, will in a great measure depend on your exertions

P. S. Keep me inform'd of your success —

[LC. EPP, Order Book, 1803-1805.]

To Secretary of the Navy from Lieutenant Charles Stewart, U. S. Navy

[U. S. Brig *Siren*]

PHILAD^a July 8th 1803 —

SIR I had the honor to receive your's of the 2^d inst. with the accompanying Boatswains warrant — Inclosed I send you the Oaths of Alligiance & Letters of Acceptance — It has ever been a matter of surprize to me, that there has not been uniform established for those Officers — it would add much to the respectability of thier stations, they now assume fancy dresse's & some interfere with the uniform established for other Officer's, while others pay no respect to thier dress & often make an appearance unworthy of men holding a Warrant in the Navy of the United States. —

[NDA. Officers LB, 1802-1805.]

To Secretary of State from James Simpson, U. S. Consul, Tangier, Morocco

N^o 59. — Duplicate

TANGIER 9th July 1803. —

SIR

* * * * *

Every exertion continues to be made to send out their Cruisers the soonest possible, the Ship at Larach will be ready for the high Tides at next full moon, untill then she cannot pass the Bar. — The two Galleys at Tetuan may be soon sent out if His Majesty should so direct. — In all next Month one of the Sallé Ships will be ready for Sea. — On the 19th Ult^o I received advice from Commodore Morris of a Frigate of his Squadron having found it necessary to detain the Ship *Meshouda* navigated under the Emperours Flag, for an attempt to enter the Port of Tripoly. —

I enclose with this copy of my answer to Commodore Morris, by which you will see what Alcayde Hashash said on the subject. — It now appears too clearly the Emperour did wish to send this Ship to the Tripolines, but whether to their own Port or not remains to be ascertained, as I realy do not believe the Commander was directed to go to Algeirs to load any Articles there and proceed as he has done, at least our Governour has given me the strongest assurances to that effect. — We have seen the Emperour since the commencement of the War with Tripoly, do what he could to favour them, all Nations experience the like conduct from every State in Barbary, when they have War with any of the others. —

I am well aware that the circumstances of the *Meshouda* case would justify Commodore Morris going to every rigour with her, were the Ship under the Flag of any Power by whom the Law of Nations is observed, but I conclude he made a distinction when in his Letter to me he says, "she shall not be Condemned if proved that this was not the "Order of the Emperour. It is however expected that the "Captain will be severely punished if it is an Act of his own."

It was upon this principle and not from any sense of Justice on their side that I expressed my hopes to the Commodore the Ship would be liberated: — her Condemnation I am fully persuaded would give the highest disgust to the Emperour, on the contrary its my oppinion her release would afford me, after what has happened, a happy opportunity of making a strong impression on his Majestys mind of the Friendly intentions of the Government of the United States towards him. — At this critical moment when the Emperours Cruizers are so nearly ready for Service, I confess I could wish to see some one or more Vessels of War of the United States in this Neighborhood, to remain untill the fate of the *Meshouda* be known; for our Governour having the sole direction of the Larach Ship and Tetuan Gallies, might give trouble if she be not liberated. — The best security against such an event, is to be prepared to prevent it. —

* * * * *

I have the honour to be with sentiments of the highest respect and consideration

[NA. SDA. CL, Tangier, Vol. 2, 1803-1810.]

—————

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Lieutenant Joshua Blake, U. S. Navy

NEW YORK Monday Even^g 8 OClock. [11 July 1803]

SIR I have the honor to inform you that I have this moment completed the Number of Sixty Able, and twenty Ordinary Seamen — They are a kind of Men, I flatter myself will be pleasing to you — I have been *particularly* careful in the Bondsmen, I have taken, but it may be possible that Some are not good — I have already made the Advance of four Months pay to about fifty; I was enabled to do this by the goodness of M^r Ludlow in advancing the Am^t of the Bills; The Union Bank Bills I shall be obliged to exchange at a loss of 1 p^t C^t or get the money of M^r Ludlow, to make the other advances.

I have allowed the Men 'till Thursday 12 OClock, when they will embarke in Some coaster for Boston, Under charge of M^r Livingston — I have thought in case some should deserte, it would be Necessary for me to remain to recover from their Bondsmen And indeed Under an idea that more might be wanted here, to complete the Compliment. At this time Three Hundred Men could be engaged in one week, I presume.—

Believing it customary, I have agreed to pay their board from tomorrow morn^g 'till they embarke — I fear I shall not be able to get them conveyed round for less than 5 or 6 dollars each, it is an enormous price, but detention here would be dangerous, & their service on board the Ship Great. — The Medicine Chest for the *Constitution* will be shipp'd in the Vessel with the Men. — I am told a Surgeons Mate for the *Constitution* left here this Morn^g for

Boston — It is Said the *Philad^s* has hauled Off, wanting an hundred Men —

Presuming on the rec^t of a Letter tomorrow, I shall Remain as Stated 'till I am honored with your further Orders. —

[LC. EPP, Vol. 6, 1803.]

To Secretary of the Navy from Lieutenant Stephen Decatur, Jr., U. S. Navy

[U. S. Brig *Argus*] Boston July 11th 1803

SIR, I arrived here the 9th, and am sorry to find the *Argus* not in that state of forwardness, I am induced to believe you expected she would be in at this period; she is planked up & sealed, & her bottom is now preparing for coppering, which will be effected this week; her spar's, rigging, sails & boats are nearly compleated, & the builder assures me she will be launched this month. —

Commodore Prebble informs me you have not determined on the metal she is to carry, your determination I shall be glad to know as soon as possible that I may be making the necessary arrangements —

Lieu^{ts} Blake, Levingston & Vanskoit have joined, also the Master, Purser & M^t Stewart, there is wanting a Gunner, Boatswain, Carpenter & sail maker; I will be glad to know whether those officers are to be sent on or entered here, as it will take some time to procure persons calculated for those situations. —

Be assured sir I shall use every endeavour to expedite the equipment of the *Argus* —

[NDA. Officers LB, 1802-1805.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding

Monday, 11 July 1803

[At Malta] At 4 A M the Commodore signalled to get ready to sail . . .

At 5 A M a three decker *Le Vitorieux* unmoored, being anchored near the entrance. Called all the boats of the merchant vessels. At 6 A M . . . weighed anchor . . . put all the boats ahead. The entire squadron sailed with all the boats ahead. At 8 A M . . . took the prize [*Meshouda*] in tow, having sent the boats alongside to get the Turks and take them on board . . . At 11 A M all hands to quarters . . . all the prisoners on board. Punished three soldiers who had escaped and a seaman who had deserted before. They received two dozen lashes . . .

From Monday, 11 to Tuesday, 12 July 1803

Afternoon . . . Quite close to the point of Malta . . . The three-decker anchored At 4.30 P M . . . heading N E . . .

At sunset sighted S E point. The city W S W. The Gozos N W . . . towing the prize . . . At 8 A M . . . joined the squadron.

At 10 A M . . . sighted several vessels. At noon Cape Passaro to the east and the Gozos to the N W . . . towing the prize.

Latitude observed 36° 12' N.

[LC. EPP, Journal 1803.]

To Captain William Bainbridge, U. S. Navy, Philadelphia, Pa., from Secretary of the Navy

NAVY DEP^t — July 12, 1803 —

I am honored with your's of the 8th inst^t —

The only grounds of objection with me to your appointing a Master's Mate who does not hold the warrant of Midshipman, were, that it might be a measure disagreeable to the Midshipmen and prevent their acquiring essential information. These grounds of objection removed, I cheerfully acquiesce in the appointment you have made. —

We must, however, on all occasions, keep in view, the great importance of instructing our Midshipmen in the line of their profession & for this purpose, every opportunity, not incompatible with the good of the service, must be allowed them. —

[NDA. OSW, Vol. 6, 1802-1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Tuesday, 12 to Wednesday, 13 July 1803

. . . At sunset Cape Passaro to the north . . . Murro di Porco to the N. E. about 25 miles distant . . .

At sunrise sighted ten vessels; joined the squadron . . . sailing along the coast . . .

At noon spoke with the Commodore. The small boat alongside with the Captain. Our Captain went on board the Commodore . . .

Cape Passaro to the north. Cape Murro di Porco N N E.

Latitude observed 36° 32' N.

[LC. EPP, Journal 1803.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEP^t July 13, 1803 —

The schooner *Enterprize* has been reported to me as requiring repairs — She will probably require coppering and new rigging — You will therefore indent to M^r Brown for a sufficiency of Copper and Rigging &^g for this purpose, and if you can conveniently procure it, you may take with you one Ton of assorted cordage for the use of the squadron. —

In addition to the provision which you will find made in your sailing instructions, for the disbursements of the squadron, I have thought it proper to send you a sum of money, and I have accordingly this day directed you a remittance of Twenty five thousand dollars. This sum you will distribute among the vessels under your command as their necessities may require. — In all cases where you pay any portion of it away, you will take receipts as necessary vouchers in the settlement of your account with this department. —

If the Carronades for the *Constitution* and Brig *Argus* cannot be procured at Boston, you may take out of any of the returning vessels, all that they have of a suitable kind, and purchase the residue in the Mediterranean, if you should be able to do it on reasonable terms: For this purpose you are at Liberty to use a sufficiency of the sum this day remitted to you although I had rather you would draw on me for the amount should you be able to do it to advantage. — When you do buy, advise me of the purchase and terms. —

The connexions of Mids^z W^m Sim (now on board the *John Adams*) are desirous that he should be retained in the Mediterranean. You may therefore, should no inconvenience attend it, attach him to one of the Vessels under your command, most requiring his services. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEP^t — July 13. 1803. —

Herewith you will receive your authority to subdue, seize, and make prize of, all Vessels, Goods and Effects belonging to the Bey of Tripoli or to his subjects and also the statute upon which that authority is founded — also 25 copies of rules and regulations for the Navy which you will distribute among the Officers under your command. —

As soon as the *Constitution* is ready for Sea, you will weigh anchor and proceed to the Mediterranean. We have at present in that sea, the frigates *New York*, *Jn^s Adams*, *Adams* and schooner *Enterprize*. The frigates *New York*, *John Adams*, and *Adams* are to return immediately to this country. The enclosed Letters which you will forward to their respective Commanders, are orders to that effect. —

The *Enterprize* must remain in the Mediterranean and will be commanded by Lieu^t [Stephen] Decatur who will take out the *Argus* for Lieu^t [Isaac] Hull.

You will see the Commanding Officer of the squadron at present in the Mediterranean and communicate with him on the subject of his past and intended operations. From such communication you may derive useful information and may thereby be enabled to make a more skilful and advantageous disposition of the force under your direction. —

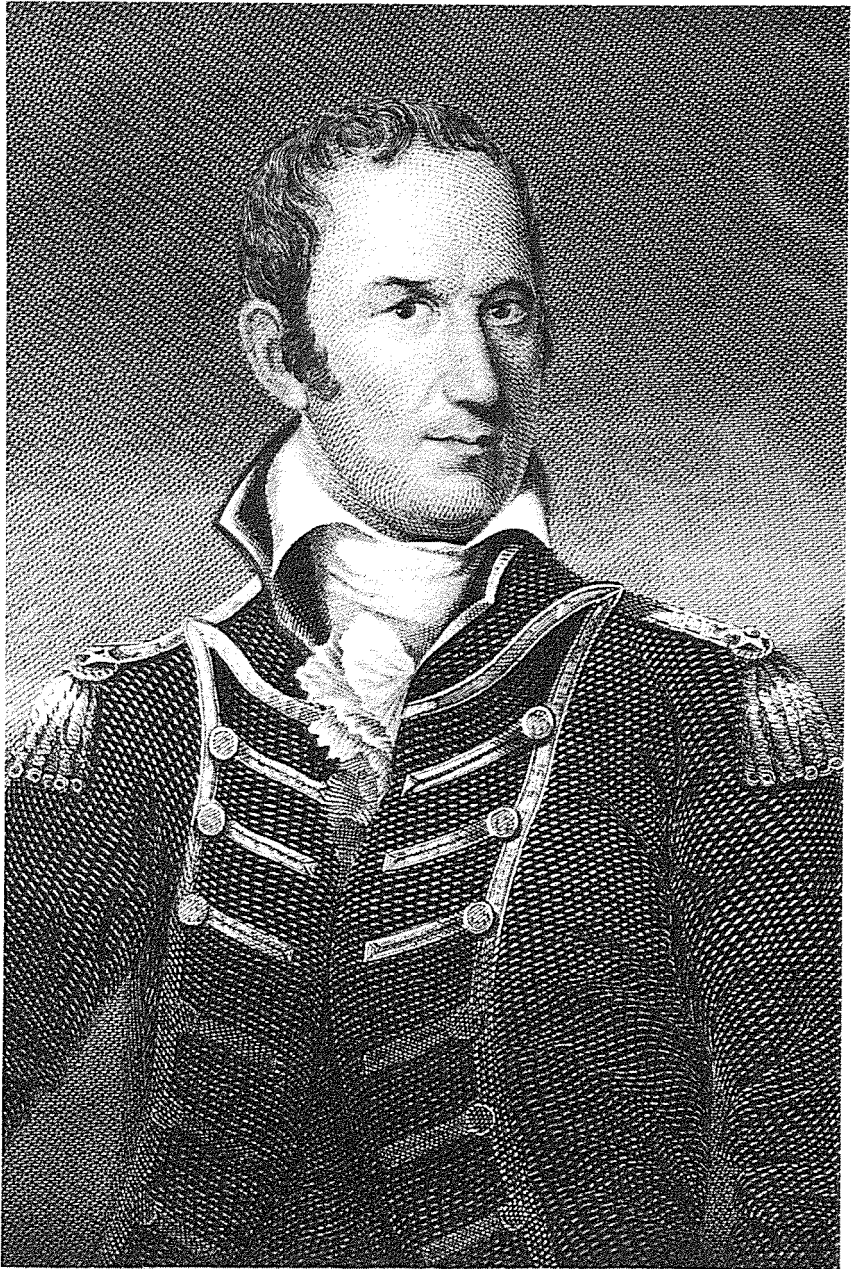
The Squadron under your command will consist of the *Constitution*, The *Philadelphia* Cap^t Bainbridge, The *Siren* Lieu^t [Charles] Stewart, The *Argus* Lieu^t Hull, The *Vixen* Lieu^t [John] Smith, The *Nautilus* Lieu^t Somers, and The *Enterprize* Lieu^t Stephen Decatur. —

This force is committed to your direction for the purpose of protecting effectually the commerce and Seamen of the United States against Tripolitan cruisers on the Atlantic Ocean, the Mediterranean and adjoining Seas. —

By the 2^d section of the Act for the protection of the commerce and Seamen of the United States against the Tripolitan Cruisers, the President is authorized to instruct the Commanders of public Vessels to subdue, seize and make prize of all vessels, Goods and effects belonging to the Bey of Tripoli or to his subjects, and to bring or send the same into port, to be proceeded against and distributed according to Law, and also to cause to be done all such other acts of precaution or hostility as the State of war will justify and may in his opinion require". —

The varying aspects of our affairs in the Mediterranean — the great distance between this country and the probable places of your operations, render it improper for the government to prescribe to you any particular course of conduct. We therefore leave you unrestrained in your movements and at liberty to pursue the dictates of your own judgment subject however to the following general regulations and instructions. —

It is the expectation of the President that you will without intermission maintain during the season in which it may be safely done,



CAPTAIN EDWARD PREBLE, U. S. NAVY.

an effectual blockade of Tripoli, & that you will by all the means in your power annoy the Enemy and it is submitted to you whether during such blockade it would not be advisable to keep some of your squadron cruising off Cape Bonn. It is however proper to state to you that no place is to be considered by you in a state of blockade which is not actually besieged. —

Your Commission extending only to the capture of vessels, Goods & Effects belonging to the Bey of Tripoli or to his subjects, you will bear in mind that the rights of all other nations are to be duly respected: that we are at peace and wish to continue at peace with them, and that an American Commander ought to be as much distinguished for his attention and adherence to all the rights of other nations as for his firmness in support of the honor of his own country. —

You are to refrain from exercising the powers of capturing or recapturing in waters within the jurisdictional limits and under the protection of any other nation. We shall scrupulously and without indulgence examine that conduct which shall bring us into collision with any other Power. —

So far as may be in your power, you are to aid, succour, relieve and free any American public or private vessel attacked by the Enemy or in their possession. —

In our present warfare, the taking of valuable prizes cannot be calculated on. — Our main object is the protection of our commerce and this we are to effect by depriving the enemy of the means of annoyance. If however any prize should be taken that may be deemed worth sending into port for adjudication, all papers of whatever description found on board, must be sent with such prize, & you may also send one or two of the persons found on board, should they wish it, for the purpose of defending their property. —

All Tripolitan Vessels, Goods, and Effects captured in virtue of your commission, are to be sent into some port in the United States to be proceeded against and distributed according to Law. —

With respect to Prisoners, if a Cartel can be established with Tripoli to effect an exchange, it must be done: if found impracticable, you may then dispose of the Prisoners to any of the powers at war with Tripoli, with a reservation, if it can be obtained, that they shall be restored to the U. S. in the event of their demanding them on an adjustment of our differences with Tripoli. If neither of these plans can be effected, you will dispose of the Prisoners at your discretion and as humanity would dictate but so as not to be at any expence to the U — States. —

For the disbursements of the squadron, a credit is deposited for you with Mess^{rs} M^cKenzie & Glennie London and Mess^{rs} Degen & Purviance Leghorn, by whom your bills for the disbursements of the squadron and the bills of all the Commanding Officers under your command, will be duly honored. I enclose Letters to these Gentlemen which you will be pleased to forward. John Gavino Esq^r Consul at Gibraltar is our Agent at Gibraltar — Stephen Cathalan Esq^r Consul at Marsailles, is our Agent at Marsailles and Toulon. —

If on any occasion it may be necessary for you to draw Bills & you should find that you can draw to advantage on this country, you may draw on me. The Officers of the Squadron may receive payments of money from time to time, but no advances beyond what may be due to them. In all your Bills you will be particularly careful

to mention the purposes for which they are drawn, and your bills on this Country must be accompanied by letters of advice to me. You will give the requisite instructions to all the Commanding Officers of your Squadron on these and all other points. —

We have heretofore kept all our deposits of provisions and stores for the squadron, at Gibraltar. This is so great a distance from the principal Theatre of our operations that the propriety of continuing to make Gibraltar our only place of deposit, may well be questioned. You are therefore at liberty to cause to be made, deposits of provisions and stores at Malta, if permitted, or such other place in the vicinity of Tripoli, as you may deem under all circumstances, the most suitable. —

It would be well if you could fix on a place when you get to Gibraltar as we shall continue to send all our provisions and stores to Gibraltar thence to be transported to such place, and you might make the necessary arrangements with M^r Gavino while at Gibraltar, If however you should not determine on a place before you leave Gibraltar, you will do it as soon thereafter as may be in your power advising M^r Gavino of your determination, and you will make with him all the necessary arrangements for transporting in Merchant Vessels provisions and stores from time to time, under the instructions of the Commanding Officer for the time being, so as to keep the squadron regularly and fully supplied. —

You will keep a vigilant Eye over the movements of all the other Barbary powers and communicate frequently with our Consuls at Algiers, Tunis, and Tangier, and should any of these powers be induced to declare or wage war against the U. S. it is the command of the President and you are hereby instructed to protect our commerce by all the means in your power against them. —

The establishment of an Hospital for the reception of the sick and disabled seamen of the squadron, has heretofore been authorized, but no such establishment has been made. Care must be taken of our seamen & great advantages will result from their being made sensible that we regard them as an useful class of citizens and in all respects deserving of our care and attention. I deem it, therefore, proper to invest you with a discretionary power to establish an hospital in Malta if permitted, or in some other of the most healthy ports in the vicinity of Tripoli, and you may commit the superintendency of it to one of the surgeons of the Fleet and if necessary allow him a Mate. A chest of Medicines & Instruments was sent to Gibraltar to be used in such an Establishment. You will, I presume, find it there and you will use it if necessary. —

The conduct for some time past pursued by our squadron in the Mediterranean, has, unhappily, not been calculated to accomplish the object of government nor to make a just impression on the Enemy of our national character. We have therefore transferred to you the command of our forces in that sea, in full confidence that you will maintain the dignity of your station and that the FLAG of your country will not be dishonored in your hands. —

Col^o Tobias Lear who according to my Letter to you of the 5th ins^t is to have a passage in the *Constitution*, is not only the Consul General at Algiers, but he is invested by the President with full power and authority to negotiate a Treaty of peace with the Bashaw of Tripoli and also to adjust such terms of conciliation with the Bey

of Tunis as may be found necessary. He is, therefore, to be conveyed by you to any of these regencies as exigencies may from time to time require, and you will cordially co-operate with him in all such measures as may be deemed the best calculated to effectuate a termination of the war with Tripoli and to ensure a continuance of the friendship and respect of the other Barbary powers. —

I have nothing further to add than to enjoin on you the necessity of frequently communicating with this department. You will lose no opportunity of writing and informing me of all your proceedings.

I wish you great success and glory & pray you to accept the assurance of my high regard. —

[NDA. LB, 1799-1807.]

To Captain William Bainbridge, U. S. Navy, commanding U. S. Frigate *Philadelphia*, Philadelphia, Pa., from Secretary of the Navy

NAVY DEP^t July 13. 1803 —

Herewith You will receive your authority to subdue, seize and make prize of all vessels, goods, and effects belonging to the Bashaw of Tripoli or to his subjects and also the statute upon which that authority is founded, and 20 copies of rules and regulations for the Navy which you will distribute among the Officers of the *Philadelphia*. —

It is the command of the President that as soon as your vessel is in a state of readiness, you proceed to the Mediterranean & place yourself under the command of the Commanding Officer of the American Squadron on that station. —

In executing the duties arising out of your commission, you will attend to the following regulations & instructions. —

Your Commission extending only to the capture of vessels, goods and effects belonging to the Bashaw of Tripoli or to his subjects, you will bear in mind that the rights of all other nations are to be duly respected — that we are at peace and wish to continue at peace with them — and that an American Commander ought to be as much distinguished for his attention and adherence to the rights of other nations as for his firmness in support of the honor of his own country. We shall scrupulously & without indulgence examine that conduct which shall bring us into collision with any other power. —

In our present warfare, the taking of valuable prizes cannot be calculated on. Our main object is the protection of our commerce and this we are to effect by depriving the enemy of the means of annoyance. If however you should take a prize that you may deem worth sending into port for adjudication, you must send with her all the papers of every description found on board, which are to be directed to the Judge of the District to which such prize may be ordered to proceed, and you may also send with her one or two of the persons found on board, should they wish it, for the purpose of defending their property. —

All Tripolitan Vessels, goods and effects captured in virtue of your commission are to be sent into some port in the United States to be proceeded against and distributed according to Law. —

You are, as far as may be in your power, to aid, succour, relieve and free, any American public or private vessel attacked by the Enemy or in their possession. —

With respect to the disposition of Prisoners and on all other subjects not herein expressly provided for, you are to take your directions from the Commanding Officer on the Station. —

For the disbursements of the squadron a credit is deposited with Mess^{rs} M^cKenzie & Glennie London & Mess^{rs} Degen & Purviance Leghorn. Your Bills upon either of these firms, for the disbursements of your vessel, will be duly honored, & if on any occasion when it may be necessary, you should be able to draw on me to advantage, you may do so. Besides these provisions, Commodore Preble has a sum of money with him which he will distribute to the squadron as necessity may require. — John Gavino Esq^r Consul at Gibraltar, is our Agent at Gibraltar — Stephen Cathalan Esq^r Consul at Marseilles, is our Agent at Marseilles & Toulon. —

In your Bills for the disbursements of your Ship, you will express the purposes for which they are drawn, and your Bills on me must additionally be accompanied by explanatory Letters. —

If I should not be able to send you a copy of the signal books before your departure, I shall send a Copy by Lieu^t Smith of the *Vixen*, for You. —

I have only to add my wishes for your success and glory. —

[NDA. LB, 1799-1807.]

To Lieutenant John Smith, U. S. Navy, commanding U. S. Schooner *Vixen*, Baltimore, Md., from Secretary of the Navy

NAVY DEP^t July 13, 1803 —

Herewith you will receive your authority to subdue, seize and make prize of, all Vessels, goods and effects belonging to the Bashaw of Tripoli or to his subjects, and also the statute upon which that authority is founded, and 10 copies of rules and regulations for the Navy, which you will distribute among the Officers of the *Vixen*. —

* * * * *

[The instructions in this letter are the same as paragraphs 2 to 10 in letter to Captain Bainbridge from Secretary of the Navy, dated 13 July 1803.]

On your way out you will call at Hampton & receive from Cap^t James Barron a set of signal books for yourself — one set of signal books for Commodore Preble, and one set for Cap^t Bainbridge which you will deliver to these Gentlemen in the Mediterranean. If on your arrival at Hampton, you should be in want of any supplies, you will make your requisition upon Daniel Bedinger Esq^r Norfolk. —

I have only to add my best wishes for your Success and glory. —

[Similar letters were sent to:

Lieutenant John Smith of the *Siren* 4 August 1803;
 “ Stephen Decatur, Jr., of the *Argus* 4 “ “]

[NDA. LB, 1799-1807.]

To Captain Hugh G. Campbell, U. S. Navy, or Commanding Officer of U. S. Frigate *John Adams*, Mediterranean, from Secretary of the Navy

NAVY DEP^t July 13, 1803 —

The term of service of the crew of the *John Adams* having expired, you will proceed to this country immediately and come up to the Navy yard at this place. —

[NDA. LB, 1799-1807.]

To Captain John Rodgers, U. S. Navy, or Commanding Officer of U. S. Frigate *New York*, Mediterranean, from Secretary of the Navy

NAVY DEP^t July 13, 1803 —

SIR, The term of service of the crew of the frigate *New York* expiring in Sept^r next, you will proceed to this country with her immediately on the receipt of this letter. You will bring her into the Eastern Branch. —

[NDA. LB, 1799-1807.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEP^t July 13, 1803 —

By the enclosed letters you will perceive that I wrote to Commodore Morris on the 21st ultimo, suspending him in the command of the squadron in the Mediterranean, and of the frigate *New York* and ordered him to take charge of the *Adams* & bring her to this country, and that the frigates *New York*, *John Adams* & *Adams* are ordered home immediately. You will seal these letters before they are delivered. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Richard V. Morris, U. S. Navy, Mediterranean, from Secretary of the Navy

NAVY DEP^t — July 13, 1803

Referring you to my letter of the 21st ultimo suspending you from the command of the squadron in the Mediterranean and directing you to give up the command of the *New York* to Captain Rodgers and take charge of the *Adams* and return to this Country without delay, I have only now to observe that we expect your return with the *Adams* immediately. You will bring her into this port. —

Enclosed to Commd^t Preble,

[NDA. LB, 1799-1807.]

To Lieutenant William C. Jenckes, U. S. Navy, Providence, R. I., from Captain Edward Preble, U. S. Navy

BOSTON 13th July 1803

SIR, I have received yours of the 11th inst You are not to Ship Black Men, and are to take great care that the Seamen you engage are sound healthy men, and fit for the duty they engage to perform — let them all be under 45 years of age —

[LC. EPP, Order Book, 1803-1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 13 July 1803

[Moored off Long Wharf, Boston, Mass.] Moderate Breezes & Rain. At ½ past 2 Wind Veered to the S. W. & the Weather cleared away — Sent aloft the Main & Mizzen Topsail Yards We Continued hoisting & Stowing the Iron ballast We recieved several New recruits from the rendezvous at Boston —

A. M. We got on board the fore & Main Yards. Employed rigging the lower Yards & Stowing the Iron ballast. Caulkers & Joiners in their different Stations.

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Wednesday, 13 to Thursday, 14 July 1803

At 1 PM sighted a galiot. The schooner gave chase. Hoisted the British flag. The galiot hoisted the red flag. Spoke and inspected her papers. She proved to be Tunisian . . . The Commodore took the prize in tow . . . The entire squadron sailing along the coast . . . At sunset observed the city of Siracusa to the NW distance about 5 miles . . . At 8 PM . . . heading for the Straits [of Messina] . . . At sunrise . . . observed Cape Molini to the NNW and Cape dell'Armi to the NE distance about 30 miles. At 8 AM . . . the entire squadron crowded sail; sighted 4 vessels ahead of us. At noon . . . observed Cape dell'Armi to the NE. The point of Messina to the NNW. Sailing along the coast of Calabria.

Latitude observed 37° 30' N.

[LC. EPP, Journal 1803.]

To Lieutenant Charles Stewart, U. S. Navy, commanding U. S. Brig *Siren*, Philadelphia, Pa., from Secretary of the Navy

NAVY DEP^t July 14 — 1803 —

I feel very anxious that the *Siren* should be got to sea as soon as possible and I cannot permit myself to believe but that your most strenuous exertions will be used to effect this object. —

Lieu^t Smith of the *Vixen* opened rendezvous yesterday morning and by the afternoon had his full complement of men entered. —

Let me hear from you when you Expect the *Siren* will be ready to sail. —

P. S. — I send herewith recruiting orders that you may enter the moment the *Siren* is launched, such number of men as may be useful in hastening her dispatch. Employ all the force you can and lose not a moment in the accomplishment of this object. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Lieutenant Stephen Decatur, Jr., U. S. Navy, commanding U. S. Brig *Argus*, Boston, Mass., from Secretary of the Navy

NAVY DEP^t July 14, 1803 —

You will proceed as soon as you are ready, to engage a Crew for the Brig *Argus* under your command, to consist of, besides officers and a detachment of Marines which will be supplied by Col^o Burrows, 40 Able seamen, and 30 Ordinary Seamen and Boys. To Able seamen you will allow not exceeding \$10 P^t Month, & to ordinary seamen and Boys from 5 to 8 dollars according to merit. Two months advance, or four if you find it necessary, may be made on their giving the customary security, and you will engage them to serve two years from the time the Brig weighs anchor for a cruise. — The allowance for recruiting is 2\$ P^t Man including all expences. —

I enclose the necessary blank shipping papers. —

Samuel Brown Esq^t will supply the necessary monies for recruiting &^t upon your requisitions. —

To an officer of your activity, it is unnecessary to add any thing to the wishes already expressed for the speedy sailing of the *Argus*. The public service demands that she should be at Sea as soon as possible, and it is expected with confidence that you will use every exertion to hasten the preparation. —

When you are about sailing, you will be particular in sending to this office, a Muster-Roll of the Officers and Crew of the *Argus*. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Lieutenant Charles Stewart, U. S. Navy, commanding U. S. Brig *Siren*, Philadelphia, Pa., from Secretary of the Navy

NAVY DEP^t July 14, 1803 —

You will proceed as soon as you are ready, to engage a crew for the Brig *Siren* under your command, to consist of, besides Officers and a detachment of Marines which will be supplied by Col^o Burrows, 40 Able Seamen and 30 ordinary seamen and boys. To Able seamen you will allow not exceeding \$10 P^t Month, and to ordinary seamen and boys from 5 to 8 dollars according to merit. Two months advance or four if you find it necessary, may be made on their giving the customary security, and you will engage them to serve 2 years from the time the Brig weighs anchor for a cruise. The allowance for recruiting is \$2 per man including all expences. —

I enclose the necessary blank shipping papers. —

George Harrison Esq^t will supply the necessary monies for recruiting &^t upon your requisitions. —

To an officer of your activity, it is unnecessary to add any thing to the wishes already expressed for the speedy sailing of the *Siren*. The public service demands that she should be at sea as soon as possible and it is expected with confidence that you will use every exertion to hasten the preparation. —

When you are about sailing, you will be particular in sending to this office a Muster-Roll of the Officers and Crew of the *Siren*. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Lieutenant Joshua Blake, U. S. Navy, New York, N. Y., from Captain Edward Preble, U. S. Navy

BOSTON 14th July 1803

SIR, I am honored with yours of the 12th instant and am much pleased at the information you give me of your success, send Mr Livingston round with the whole of the men that can be collected by the time this reaches you, and continue to recruit Ordinary seamen Only until you have engaged 60 in addition to the 20 you were first ordered to — do not ship any Ordinary Seamen but such as have been some time at Sea, and are healthy young men — by tomorrow's mail, I shall send you 3000 Dollars either in post notes or a Bill at sight, for advance pay &c^t — in the mean time I have no doubt but M^t Ludlow will assist you with cash until it arrives as soon as you have completed the above number make the best of your way here with them, I shall send you a Midshipman to assist you

[LC. EPP, Order Book, 1803-1805.]

To Degen, Purviance & Co., Leghorn, from Secretary of the Navy

NAV. DEP^t 14 July 1803

By the time you receive this letter, we shall have in the Mediterranean a Squadron of Vessels consisting of the

Frigate *Constitution* Commodore Edw^d Preble
 d^o *Philadelphia* Capⁿ W^m Bainbridge
 The Brig *Siren* Lieu^t Charles Stewart
 The Brig *Argus* Lieu^t I. Hull
 The Schooner *Vixen* L^t John Smith
 The Schooner *Nautilus* Lieu^t R^g Somers
 The Schooner *Enterprise* L^t S. Decatur

The commanding officers of these Vessels respectively will draw upon you for the disbursements of their Vessels — in the manner prescribed to our former Squadron

The same to M^r KENZIE & GLENNIE London

[NDA. GLB, Vol. 6, 1802-1803.]

To Tobias Lear, appointed U. S. Consul General, Algiers, from Secretary of State

DEPARTMENT OF STATE, July 14th 1803.

SIR. The opinion the President entertains of your unshaken integrity and firmness has led him to select you for the Office of Consul General at Algiers, a station in which those qualities are eminently requisite, and which, as well on that account as of the importance of the trust to the peace & interests of your Country, is considered as highly honorable.

As you have already made yourself in some degree acquainted with the History and state of our transactions with the Regencies of Barbary, it is the less necessary to dwell upon the explanatory details in the instructions with which you are furnished.

The Regency of Algiers being of most importance to the United States, considering its influence with those of Tunis & Tripoli; and our stipulations with that Regency requiring the largest expenditures are the causes why the Consul General is established there. The relation of the Consuls for those other Regencies is therefore a subordinate one, and they will consequently be instructed to correspond regularly with you, as well as directly with the Department of State. In all cases of difficulty & urgency, they are to ask and follow your opinion, especially when the state of our affairs may require immediate decision, and where the sacrifice to be made is either of an occasional and not a permanent nature, or of no very high value. They are to keep regular journals of their proceedings, including their pecuniary transactions, and transmit transcripts, as often as may be to you. Of so strict a necessity is this latter duty that they will be given to understand that no allowance for disbursements will be made to them unless registered in their Journals at the time and transmitted both to you and this Department, with the very first Dispatches they may write to either, after the expense is incurred. The same duty will be incumbent upon yourself with the Department of State.

The only written obligation under which the United States remain to Algiers is to pay her an annuity of 12,000 Algerine Sequins; but

usage equally imperious, subjects them to the payment of a biennial present, calculated by M^r O'Brien for the current term at 16,000 Dollars, and a present, on the change of a Consul, of the value of 20,000 dollars according to the same estimate. Neither the value nor the quality of these presents admits of certainty. They have generally been procured on the coast of Barbary, but this mode must certainly be the least advantageous. M^r Cathcart was furnished with the sum of Twenty four thousand dollars, to enable him to procure a Consular present on his appointment to Algiers. He is therefore directed to return you the money if not invested, but if it has been done, to deliver you the articles for the present, and account for the balance, if any, as you may direct. In future you will be pleased to give us timely notice of what the biennial present is to consist, that they may be laid in here or in Europe. You will be provided with the sum of money necessary for that which becomes due on the 5th September next, which is also the regular termination of the Year, as it regards the annuity. The annuity is stipulated to be paid in "Maritime Stores", and "Should the United States forward a larger quantity (than is due) the overplus is to be paid for in money by the Dey and Regency" — It will perhaps seldom happen that much more than is due will be forwarded at any time, and we should generally prefer that any occasional overplus should be carried to the account of the succeeding year. Next September, two Years annuities will be due, for which two or three Vessels have been engaged at Norfolk to make the remittance. The whole will probably arrive before you, and be delivered and accounted for by M^r O'Brien. The articles for the annuity are directed from time to time, by the Deys order. Those lately sent complete the list given by him, and they are presumed to be sufficient to produce a balance in our favor, after Sep^r next. There is much room for address, to obtain the payment of the annuity in articles which are favorable and to avoid such as are disadvantageous; for they are not received at the current price but according to an established standard of value. M^r O'Brien informs us that a loss of 3 or 4 Cent p^r Cent is incurred upon powder, cables, cordage & canvass, which is not the case with Timber, plank, scantling, small masts, spars, pipe-staves and spikes.

An experiment has been tried whether it were possible to procure a change in the Treaty so as to enable us to pay the annuity in Cash instead of stores, which are sometimes difficult to be procured, according to the requisitions of the Dey, and are liable to accidents in the remittance. It succeeded for the for the last annuity paid, viz. for the Year ending in Sept^r 1801, which encouraged a repetition, of the attempt for the succeeding years but without success, probably because the last order, which was for timber for building two frigates, had been partially complied with, and the Dey wished it to be completed by us, as it now is. The present period, when he will receive together a biennial and a Consular present, immediately after so large a quantity of Stores, may be auspicious to an attempt to make the commutation, into Cash permanent, and you will accordingly exert yourself to effect it. You will also from the best advice you can obtain, ascertain whether these presents may not be separately diminished from what is customary when they fall due at different periods, or whether they may not be blended and their joint amount reduced.

Your salary will be at the rate of 4000 Dollars per annum, with an allowance of the same sum as an outfit and a quarters salary for the expense of your return, to commence from the day of your receiving notice of your recall. You will also be allowed House Rent on a moderate but decent scale, the expense of Couriers, postage, printing, when necessary, of a Secretary's and Droghermans services, and presents which the custom of the Regency require to be made to its Officers. There may be calls for Charitable donations, but it has been judged most consonant with principle and public interest, to refer them to the Consuls private account, and to free the Treasury, from them. Should you find any usage requiring National charities, you will be pleased to state them, & their amount for consideration.

All proper means are to be used to prevent American Vessels, which may come to Algiers, from taking freights there on account of the Subjects of the Barbary States; as the Regencies assume it as a principle that compensation is due from the Nation whose flag the vessel bears for any capture it may be subjected to, and an estimate of the indemnity is regulated by an arbitrary price set upon the Cargo.

It is ascertained that the American Mediterranean Passport has been forged in Spain, and probably there may be some copies of it in circulation. To guard against the embarrassing effects of such a circumstance and to obviate some imperfections in the form of the old passport, a new plate has been engraved, three impressions from which are herewith enclosed, one for yourself and each of the other Consuls. A fourth is enclosed for James Simpson Esq^r our Consul at Tangier. You will also receive Two hundred tops of this passport, to be divided amongst you, including M^r Simpson. You will be pleased to intimate to the Regency of Algiers this change, and that it will take effect within nineteen months from the time of the intimation, of which you will immediately write to me by so many opportunities as will ensure an early receipt of the information. You will direct the Consuls at Tunis and Tripoli (should peace take place with the latter) to do the like towards the Governments at which they reside, and give me information in the same manner. According to this arrangement, the Barbary Cruisers will be immediately supplied with Tops of the new passport, and every Vessel must be suffered to pass with either until the expiration of the nineteen months; after which the new passport will be the only one used.

You are apprised that after acquitting all our engagements to Tripoli, its Bashaw commenced an unprovoked war upon us. M^r Cathcart has been hitherto charged with negociations for peace with him; but the President has thought fit to entrust them to you, should they remain unsuccessful on your arrival in the Mediterranean. In conducting them, you will have reference to the instructions given to M^r Cathcart (copies of which are enclosed) and especially to those contained in my letter of the 9th April. A letter from the President to the Bashaw, acquainting him with your appointment, is enclosed. It would be expedient that you should call at Gibraltar on your entering the Mediterranean to enquire of the situation of M^r Cathcart; an interview with him appears to be essential previously to your entering on these negociations, in order that he may fully explain to you the state of our Barbary transactions. The instructions respecting the proposed biennial payment to Tunis, in lieu of its occasional demands, contained in my letter of the 9th of April last to M^r Cathcart, is also

confided to you, provided it remains unfinished; so that on your arrival he will be confined to the duties of his Consular appointment at Tunis.

M^r O'Brien states that we are indebted in the sum of 15,073 dollars to the Banking House of Bacri & Busnach at Algiers. You will be supplied with money to discharge this debt if you find it just on a settlement taking place, which you are authorised to make. Cap^t Preble has orders to stop at Gibraltar or any other convenient port, to enable you to enquire for M^r Cathcart, and afterwards to concert with you the times & plan of visiting the other places which it may be requisite for you to touch at, in the execution of these instructions. You will be supplied with the sum of 43,000 Dollars for the objects stated in the enclosed estimate.*

JAMES MADISON.

P.S. The universal toleration in matters of religion in most of our States, and the entire want of power respecting them in the general Government, has as we understand induced the Barbary powers, to view us more favorably than other Christian Nations who are exclusively so, and with whom these powers consider themselves in perpetual hostility, suspended only at times, by temporary truces. It is recommended to you to avail us of this fact & opinion, as far as it can be used to lessen the unequal condition of the intercourse between us. All the extraordinary expenses to which you may be subjected by the negotiations with Tunis and Tripoli, will be reimbursed to you.

Monies sent to M ^r Cathcart for the Consular present at		
Algiers.....	-----	\$24. 000
D ^o to my M ^r OBrien for a years commutation.....	-----	30. 000
		54. 000
D ^o in the hands of Cap ^t Morris)	}	
but paid on M ^r Eaton's		
account.....	20. 000)	
Money furnished M ^r Lear.....	-----	43. 000
		Doll ^s 97. 000

*Debt due the Jews supposed.....	15. 000		
Consular present.....	20. 000		
Biennial present due Sep ^r next.....	16. 000		
Ransom of Cap ^t Morris Crew	} 6. 500		
supposed.....			
Present made by M ^r OBrien.....	2. 000		
Contingencies estimated by	} 5. 000		
him to Sep ^r next.....			
Consular present for Tunis	} 6. 500		
supposed.....			
Price of Peace & Consular	} 20. 000		
present for Tripoli.....			
A years salary for the	} 6. 000		
Consuls at Tunis & Tripoli			
House rent & ^e	-----	Doll ^s 97. 000	

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 14 July 1803

[Moored off Long Wharf, Boston, Mass.] * * * [A.M.] We employed the same number of Men as yesterday. Towards Noon completed Stowing the Iron ballast. We have now Stowed on board the Ship 1300 pigs of Iron which, with 37 laying under the Guns on the Wharf (at an average of 11 tons to a hundred Pigs) will exceed 122 Tons of Iron ballast —

We began to take in the Shingle Ballast —

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Thursday, 14 to Friday, 15 July 1803

At 2 PM heading for Messina . . . Ahead of the squadron.

At 3 PM the pilot of the port came on board. At 5 PM anchored very near the quarantine office. Then launched all the boats to go after the prize the vessel *Mesaouda* [*Meshouda*] . . .

The prize arrived on Friday morning at 8 AM. Arrived at 5 PM Friday, 15 July 1803 at Messina.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 14 July 1803

between Sicily & Calabria. On the 8th inst I had the pleasure of receiving John's letter began in December & ended in April, it came to Malta in the *Victory* 110 guns from Gibraltar.

[H. W. L. Dana Col.]

To James L. Cathcart, appointed U. S. Consul, Tunis, from Nicholas C. Nissen, Danish Consul, Tripoli

Tripoli July 15th 1803

SIR The Bashaw of Tripoli is now collecting a Considerable Army which he intends to March against the inhabitants of the Guerrian Mountains, who revolted about Two weeks ago and kill'd the Bashaw's Son in law, the Chief Hamadar and made them selves Masters of above 500 Camels loaded with Grain and a considerable Sum of Money—the Bashaw had sent the Hamadar to levy Contribution on those people, and he probably had proceeded with too much severity; the people of Guerrian seem determined to defend themselves, but the Bashaws light Artillery gives him too great a Superiority to Arabs Armed simply with Muskets, many of which are Match locks, which in rainy weather renders them of little or no service — The Bashaw's brother Sidi Hamed who accepted the Beylie of Derna has abandon'd his Government and has put himself under the protection of the Arabs of the Shiek el Nassyr the most powerful tribe in this part of Africa — At this moment there are four cruisers at Sea —

A Galiot of 8 Guns Com ^d by Raiz Osman	} They Sailed from this port on the 9 th & 10 th Instant
A do----- 6 do----- by Raiz Halifa	
A do----- 4 do----- by Raiz Aly	
A do----- 2 do----- by Raiz Mohammed	

All the Cruisers that were at Sea, when your Frigates came before Tripoli are return'd except one large Polacca of 18 Guns which was run on shore by the ignorance of the Raiz, some miles to the Eastw^d of this Port, and was blown up by themselves, to prevent her falling into the hands of the Americans, the Schooner and a Frigate having began to fire upon her — There are some Cruisers of 8 & 10 Guns, fitting for Sea and none of your Frigates have been seen these three weeks

[Stephen Decatur Col.]

To Lieutenant John Smith, U. S. Navy, commanding U. S. Schooner *Vixen*, Baltimore, Md., from Secretary of the Navy

NAVY DEPARTMENT — *July 16, 1803* —

You will touch at Gibraltar for a supply of provisions and for information respecting the squadron which you will join with all practicable dispatch. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Lieutenant Joshua Blake, U. S. Navy

NEW YORK. Saturday 16th July 1803. —

SIR, Lieut^t Livingston Sailed Yesterday at half past 12 O'clock, with 77 Men Under charge, of those that have run, I believe one will be a loss, the other Bondsmen, I think are good.

I am this moment honored with yours of the 12th I have received no information, or Orders from the Secretary respecting the Revenue Cutter, therefore presume he has determined not have taken her. — I could not induce the Sureties to engage for the Men, more than to leave this Port; Lieut^t Jones of the *Philad^a* has just Arrived in town to recruit 25 Men for that Ship, & will be obliged to take the Bonds in the Same way — I shall wait the arival of Mondays Mail, Should I not be honored with Your Orders, Shall take the most expeditious conveyance for Boston. —

[LC. EPP, Vol. 6, 1803.]

To James Leander Cathcart, appointed U. S. Consul, Tunis, from Secretary of State

DEPARTMENT OF STATE, *July 16th 1803.*

SIR. I duly received your communications by the *Chesapeake*. In order to draw the war with Tripoli to as speedy a close as possible, a squadron of two frigates and four light Vessels are preparing to sail for the Mediterranean, in one of the former of which M^t Lear, who is to succeed M^t OBrien, will take his passage. From the information the President has received of the probability of impediments being thrown into the way of the negociation with Tripoli from your personal unacceptableness to the Bashaw, he has thought proper to place the powers for that purpose, formerly vested in you, in the hands of M^t Lear. It is by no means meant that you should consider this change as a disapprobation of your former conduct, which has been marked with zeal & fidelity, or that the circumstance on which it is founded is at all attributable to your own fault. It is possible also you will view it in some degree in the light of an accomodation

by relieving you from the uncertainty of residence to which you have for more than two years been subjected, & leaving you at leisure to take upon yourself the Consulate at Tunis.

* * * * *

[See letter to Tobias Lear from Secretary of State dated 14 July 1803.]

[NA. SDA. Disp. to Con., Vol. 1, Oct. 1800–Feb. 1817.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

BOSTON 16th July 1803

SIR, I have been informed that the Tripolines have a very considerable coasting trade in which they employ a number of vessels from 30 to 150 tons constructed and rigged in a manner peculiar to the Mediterranean

If Col^o Lear should not be successful in his mission can I be authorized to hire or purchase three or four vessels of about 40 or 50 tons of the above description either at Malta or elsewhere: for the purpose of capturing or destroying the Tripoline Merchant Vessels, and distressing their coast? Those Vessels should arm as they do their coasters say with two or four Guns on deck and should man them with an enterprising Lieutenant, three or four Midshipmen a Surgeons Mate, and about 50 or 60 petty Officers Seamen and Marines from the Squadron, Only a certain number to appear on deck at a time when near the coast, or in sight of any vessel, and those to be in the Tripoline Garb with the turban — This method would enable them to approach the Coast without suspicion for the purpose of reconnoitering and probably be the means of capturing some valuable prizes —

I suspect those barbarians will not be disposed to make peace with us, until they feel sensible of our ability and determination to distress them by every possible means. —

If you should not think proper to allow me three or four of those vessels, may I employ one small one as a reconnoitering tender?

The Officers of the Wardroom of the *Constitution* are very desirous of having their apartment decently furnished that they may receive those Gentleman who visit the Ship abroad, in a manner suitable to their rank as Officers, and agreeable to their feelings — this their pay will not allow them to do at present as the whole of their advance will not be more than sufficient to purchase their Sea stores for a long cruise — They have requested me to intercede with you to grant them a loan of a Sum of money, sufficient to purchase their furniture which they will account for at the expiration of the cruise — I hope you will consider this as a reasonable request, and be pleased to comply with it, as their ambition to excell in appearance is certainly laudable —

[LC. EPP, LB, 1803.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 16 July 1803

[Moored off Long Wharf, Boston, Mass.] The Lighter also bro't 47 Pigs of Iron ballast left under the guns, instead of 37 Mentioned before by Mistake After the ballast was out she proceeded for another load — We have now stowed in the *Constitutions* hold 1410 pigs of Iron Ballast including the broken pieces; Three & sometimes

two of these pieces are taken for one pig. We recieved from the Navy Store a quantity of Spun yarn & rigging. Seven hired men are employed on the Watering service —

At Noon Moderate Breezes Cleared Hawse

[LC. EPP, 1803-1804.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding

From Saturday, 16 to Sunday, 17 July 1803

Departure from Messina Saturday, 16. At 10 A M the Commodore signalled to unmoor . . . The pilot came on board. Weighed anchor and set sail. Sent two boats to help the prize get under sail . . . At 3 P M the prize joined us. Ordered to pass close to the Commodore to receive orders. Ordered to proceed from Messina to Grotta to wait for a passenger. At 5 P M the passenger came on board. Stood on to pass out of the Straits. About 2 miles out of the Straits the Commodore signalled to turn back and anchor within the Straits. At 8 P M we were in the Straits. The current swept us south . . . At 10 P M came to anchor . . . to the north of Grotta . . . The entire squadron rallied . . . At 4 A M the Commodore signalled to unmoor. Weighed anchor directly . . . At 6 A M we were alongside the frigate *Adams* because we were carried along by the current. At 7 A M $\frac{1}{4}$ miles from the Lighthouse of the Straits . . . the current swept us close to Calabria. The frigate *Adams* anchored . . . At 9 A M . . . heading north. The pilot went ashore . . . At 11 A M tacked for Sicily. The Commodore ahead of us with the schooner [*Enterprise*], the frigate *Adams* and the prize to leeward. Two Greek polaccas came out with us, proceeding west like we were. At noon the Lighthouse of the Straits [Faro] to the S E distance about 10 miles.

From Sunday, 17 to Monday, 18 July 1803

At 2 P M the current swept us in shore to the east towards the Lighthouse . . . At 4 P M . . . the Commodore ahead of us. The schooner [*Enterprise*] went to take the prize in tow. At 5 P M the current bore us on at the rate of two miles per hour. The prize and the schooner were forced to anchor at Lighthouse Point. At sunset we ourselves were obliged to anchor at the same point as the prize . . . At 3 A M the current changed. All three vessels of the squadron unmoored . . . At sunrise the Commodore about 18 miles to the west with the frigate *Adams* . . . At 10 A M close to Cape Vaticano. Tacked to the S W. The schooner ahead of us. The prize to leeward . . . At noon . . . Cape Vaticano to the N E distance about 18 miles. The Lighthouse to the S E distance about 15 miles . . .

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Lieutenant Charles Stewart, U. S. Navy

[U. S. Brig *Siren*] PHILAD^a July 18th 1803 —

SIR I had the honor to receive your's of the 14th with the accompanying papers for recruiting. it is unnecessary here to assure you that every exertion will be made to get the *Siren* to Sea as soon as possible, as my my conduct will show in her equipment the desire

I have to accomplish your wishes & my ambition to see your Orders executed with promptness & expedition — The sailing of the *Siren* will depend on the time she is lanch'd — that depends on the weather but I hope it will take place on or before the 1st of August —

[NDA. Officers LB, 1802-1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Monday, 18 to Tuesday, 19 July 1803

Bore down on the prize in order to take her in tow.

At 4 P.M. . . . about 4 miles from Cape Vaticano . . .

at 5 PM the Commodore headed for us in order to join us.

at 6 P.M. the entire squadron had come close with the prize in tow . . .

At 10 PM headed for shore to the NE . . .

At midnight about 12 miles off Cape Vaticano.

At sunrise about 10 miles from Cape Vaticano to the East

Stromboli about 15 miles distant to the N.W. . . .

At 8 AM headed SW. The frigate *Adams* took the prize in tow.

11 A.M. the schooner gave chase to a Greek carlangie.

Noon — Cape Vaticano and Stromboli to the W.S.W. The Lipari islands to the S.W. . . .

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 18 July 1803. This day's entry includes references to 11 and 16 July 1803

On the 11th the squadron left Malta. The Tripoline admiral's ship, the prize, in co. & tow & on the 15th arriv'd at Messina situated just within the straits:

At noon on the 16th we left Messina & with a fine Breeze: which is necessary to pass the currents & contracurrents the eddies & contra-eddies, the whirlings & contrawhirlings of this passage. The *Newyork* was the headmost ship & we had just doubled Cape Pelorus when it fell calm. The current setting violently over upon Scylla & altho the distance from Pelorus to Scylla is three or four miles, yet we soon found ourselves close aboard of the Monster & every one began to feel uneasy when the Breeze caught us & we gain'd the coast of Sicily within the straits & anchor'd. The *Adams* seeing our situation & being farthest astern had anchor'd here before: the Prize was the next ship astern of us when the strife began she after whirling two or three times round by the eddies was caught by a vein of current & carried down along the Calabrian Coast then striking off into the middle came up again & was once more carried down the Coast of Calabria, when in coming back she made out to reach the Sicilian coast and anchor'd. — The *John Adams* after performing her circuit & a few more evolutions against her will, came to anchor. — The schooner performed her part & anchor'd It could not have been a very pleasant sight to the Commodore to see his own ship in danger & the rest of his squadron dancing about the straits, governed neither by helm or canvass. — There is no anchorage on the coast of Calabria.

[H. W. L. Dana Col.]

To General Dearborn from Captain Edward Preble, U. S. Navy

No. 131

Constitution, Boston July 19th 1803

SIR I am hon^d with your much esteemed and very friendly favour of the 14th Ins^t I am extremely hurt that any persons should have made the observations hinted at in your letter but it convinces me that they are not acquainted with the duty I have had to perform or the difficulties I have had to encounter.

It is now eight weeks since I took charge of this ship The 20th May I rec^d orders to Command. She was to be hove down & coppered and it was the 28th before she could be got to a wharf for that purpose owing to the wind & weather, and want of a proper number of men. Not any Officer but the Sail^r Master and one Midshipman, and not one of her crew, attached to her — she was stripped of every thing but her lower-masts and ballast. I was obliged to hire men by the day to remove her to the careening place & take out the ballast — and to strengthen & prepare the Wharf, as this is the first ship of her rate in our service that has ever been hove Keel out *in America*, we had every thing to create for the careening business. Ships of this size are easily handled and prepared for sea in almost any situation when they have their proper crews on board — Four hundred men acquainted with the duty they have to perform can do much — but with the assistance I have had, it is no easy task to accomplish as much as I have done — in the same time — would to God I could have done more, Zeal on my part has not been wanting. I have made use of every exertion in my power, and have devoted myself so wholly to the service — as even to deny myself the pleasure of dining with a friend, three Sundays have I hired men to work to forward the business and attended to them myself — You may rest assured I should deem myself unworthy of your friendship if I did not exert myself in the service of my Country when called on. It was the 10th of June before the Captsterns — Rigging &c could be made and the ship prepared for heaving down, between that and the 17th one side was stripped of all the old copper, every seam in it recaulked, and the bottom new coppered. The ship was then to be winded and prepared for heaving down the other side — This was done & the Coppering compleated on the 26th June. The ship had been laying by so long a time that the plank had shrunk and it was absolutely necessary to recaulk every seam in her. The whole of the standing rigging was to strip & refit owing to its having been fitted in cold weather. I have had much joiners work to do — The cabbin bulk heads were so placed as to prevent the guns from running out of the Ports — of course they were to be shifted — all the Officers births & rooms in the ward room were to remove — they were so constructed that we could not caulk under them. Midshipmens bulk head to build, Store-rooms to finish & [word illegible] Magazine & filling room to copper — Bread & sail rooms to tin, Iron work to make — Cables & Cordage to make. The cables are not yet finished but will be next week — it takes a long time to spin the yarns — and it requires that they should lay in the coil after having been tarred two or three weeks before they are laid up, we have had the ship wholly to ballast, & water with 54000 Gall^s all the yards were new and to be fitted & the ship entirely to Rigg, every exertion has been made to procure men, but the wages is small & they do not incline readily to enter, We have engaged 128 in this and the neighboring towns — about two thirds of which are on board and

probably the whole will be this week, 80 men have been recruited & shipped at New York but have not yet arrived to assist us, I have directed 60 more to be shipped at York and expect to be able to complete our compliment here by the time they arrive. I have gone thus full into this subject, that you may have it in your power on proper grounds to defend me from any improper reflections on the tardiness of this equipment. More than has been done here, cannot be done in the same time with the same number of men in any Port of the US — Whenever the Coppering & equipping one of the 44 gun ships at Washington becomes necessary, it will be found that eight weeks is not sufficient to *build & equip a frigate for sea.*

I beg you to make my respects to M^r Dearborn & to M^r & M^r Wingate.

Hon^{ble} Gen^l DEARBORN *Washington*

If not detained for want of men I shall be ready for sea by the last of the month.

[Maine HS. NDA photostat.]

To Captain Richard V. Morris, U. S. Navy, from James Simpson, U. S. Consul, Tangier, Morocco

Triplicate

TANGIER 19th July 1803. —

DEAR SIR My last respects to you was 20th Ult^o in answer to your favour of 19th May. — Our Governour has not yet heard from Raiz Omar, or any other person on board the *Meshouda*, at which he is much surprised, their silence induces him to believe they are restrained from writing. — Whatever may be the fate of this Ship, I request you will advise me by the earliest opportunity, if she made any resistance whether any of the Crew were Killed or Wounded. — Soon after you last left Gibraltar I wrote you and expressed a wish you could send at least one Vessel of War to this Station, by the time the Emperours Cruizers might be ready for Sea. — I have repeatedly written to the Secretary of State on the propriety of having one or more Ships constantly in this Neighborhood. — The usual Passports were yesterday issued by all the Consuls here for the Larach Ship — she will of consequence soon be out, and if the Emperour so directs the Tetuan Galleys may very shortly follow. — The Gun Carriages have not been sent out, which cannot fail of being unpleasant to this Government, since it was on my assurance twelve Months ago that they would soon be here, that the derangement then happen'd was accommodated. —

I could say much more but that I cannot depend on Letters reaching in these times. — Under these circumstances its in my opinion highly requisite a Ship should be hereabouts until the fate of the *Meshouda* be known; and if she be condemned that it will be indispensably necessary for the protection of the Trade. —

If you could send me by any of your Frigates comeing Down two Malta Orange Trees of the Red kind in Tubs, they would be very acceptable, and I will thankfully pay the cost. —

M^r Simpson joins me in best respects to M^r Morris & ^r

[LC. EPP, Vol. 6, 1803.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Tuesday, 18 to Wednesday, 20 July 1803

. . . At sunset sighted four vessels. Observed Cape Vaticano to the south, Stromboli to the SW distance about 21 miles . . . Rallied. The Commodore in the centre. At 10 PM saw the fires of Stromboli

several times . . . At sunrise sighted 4 vessels. The whole squadron rallied. The Commodore in the centre to the NE . . . At 10 AM sighted two lateen sails to windward of us. Heading south. At noon we hoisted the British flag and fired two shots. Saw that she was a Barbary galiot and that the other lateen sail was a one masted vessel. This was a prize. The galiot stood away. Stromboli to the SW distance about 25 miles. Cape Vaticano to the south distance about 35 miles.

Latitude observed 35° [?] N.

[LC. EPP, Journal 1803.]

To Lieutenant Stephen Decatur, Jr., U. S. Navy, commanding U. S. Brig *Argus* Boston, Mass., from Secretary of the Navy

NAVY DEP^t July 20th 1803 —

I am honored with your's of the 11th ins^t —

With respect to the metal which the Brig *Argus* is to carry, I have authorized S^t Brown Esq^t to procure 24 or 32 pound Carronades as might be most approved by Commodore Preble, and in the event of his not succeeding in procuring them, long 9 pounders, 16 & 2-18 pounders for the Bow and Stern were to be substituted. —

Commodore Preble has stated to me that the Carronades cannot be procured at Boston and I have in consequence authorized him to purchase them in the Mediterranean should he be able to do it on reasonable terms. You are, however, to take out the 16-9 pounders and 2-18s, and if Commodore Preble purchases carronades in the Mediterranean, you can receive them there on board the *Argus*, and Commodore Preble will take order for sending the 9th Guns you take out, back to this country. —

* * * * *

[NDA. OSW, Vol. 6, 1802-1805.]

[20 July 1803]

List of Colors on board U. S. S. *New York* of 36 guns

- 4 American Ensigns. 4 Pendants, & one Jack
- 3 American Broad Pendants.
- 2 American Burgees
- 1 English Ensign & Jack & Pendant
- 1 French Ensign & Jack with 1 Burgee.
- 1 Spanish Ensign & pendant.

Distinguishing Flags: 2 for the *Newyork* 1 *Chesapeak's* 1 *John Adams'* 1 *Adams'* 1 *Enterprize's*.

Two sets of Numeral Flags with the Triangular Comets & an Answering Flag

- 2 Preparatory Pendants.
- 1 Blue white & green Flag 1 Small yellow Flag
- 1 Blue White & Red Flag
- 1 Dutch Ensign, Jack & Pendant
- 1 Red Burgee or broad Pendant
- 1 Blue & white do. —
- 1 White do. —
- 1 Red & White do
- 1 Red Yellow & Red Flag

One American Ensign & one Burgee sent on board the *Machias* at Malta July 2^d

[H. W. L. Dana Col.]

HENRY WADSWORTH

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Wednesday, 20 to Thursday, 21 July 1803

At 2 PM all the boats were lowered, all armed. They went on board the galiot, which hoisted her red flag. We then hoisted our flag. The schooner gave chase followed by the entire squadron. At 3 PM the boats went on board and inspected the papers. She proved to be a Tunisian and the other a Neapolitan prize [?] . . . bound from Messina to Naples . . . At sunset Stromboli to the SW. Cape Vaticano to the South . . . At 10 PM Stromboli erupting violently. All through the night the same . . . At 10 AM exercised the cannon. The entire squadron rallied . . . At noon . . . Cape Vaticano to the south, Stromboli to the SSW.

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

Constitution BOSTON HARBOUR
21st July 1803

SIR, I yesterday acknowledged the rec^t of a Packet containing my Sailing Orders, Instructions and sundry letters —

It is now two months since I took charge of this Frigate and I deeply regret that she is not ready to Sail at this moment, I have done all in my power to equip and man her, would to heaven I could have done more! for be assured I feel as anxious to be in sight of Tripoly as you can possibly wish me to be —

Wages in the Merchant service has risen and we have not been able to increase our number of men here, more than One or two a day for several days past, one of the Midshipmen (M^r Stewart) has recruited ten Men at Providence the other Officer (L^t Jenckes) who resides at that place and gave me very flattering hopes that he could procure many has been unsuccessfull having recruited only one O. Seaman — The Men recruited at New York by Lieutenant Blake have not yet arrived we want their assistance much it does not require much time to equip a Frigate for Sea with her proper complement of men on board — Three or four hundred men, acquainted with their duty can do much, but our numbers have generally been small compared to the object — The men we have engaged here, are not such as I wish wages are so high in the merchant service that the best men will not ship with us — I do not believe that I have twenty native American Sailors on board. If the men from New York arrive here in Season I expect to be ready for Sea, by the last day of this month. I shall write you often until I sail, and shall not fail writing by every opportunity that may offer while abroad — as there will probably be time for me to have an answer to this — please send me the Signals in use in our service as I have none —

My instructions directs me to “capture the vessels of the Bey of Tripoly and of his Subjects &c^t and to respect the rights of other Nations — do you consider that right to extend to their entering the harbours of Tripoly when closely blockaded?

Col^o Lear arrived here the 19th inst

[LC. EPP, LB, 1803.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 21 July 1803

[Moored off Long Wharf, Boston, Mass.] * * * The seamen are employed Setting up the rigging & fleeting the Topmast Stays, The Ordinary Seamen & Marines getting in the Shingle ballast & Scraping the Caulking work for the Painters. At 10 in the forenoon cheered ship in answer to the Schooner *Sally*, Lieut^t Livingston, who anchored along side of the *Constitution* with 70 men for the *Constitution* from New York rendezvous —

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Friday, 22 to Saturday, 23 July 1803

Afternoon . . . sighted two vessels. At 4 P M the Commodore signalled to the schooner to give chase to the N N E to a Neapolitan felucca. Fired two shots. The entire squadron hoisted the American flag. She hoisted her Neapolitan flag. At sunset . . . Stromboli to the south . . . Lipari Islands to the S S W . . . At sunrise . . . sighted two sails. The Commodore to the N E of us, distance 3 miles . . . At noon . . . heading north . . . the nearest land E N E distance about 18 miles . . . The prize to windward with the frigate *Adams* towing her. Stromboli to the south.

Latitude observed 39° 42' N.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 22 July 1803

* * * On the 20th inst we discover'd a gally & chased her, on coming within about 3 miles the wind died away. The *J. Adams* being nearest fir'd several guns, to bring her down, but to no effect. Capt Rodgers hoisted out his four boats, mann'd with 60 men & gave chase: they first boarded a Sicilian boat prize to the gally who inform'd them that the gally was an Algerine — & afterward a Tunisian. They pulled for the gally, she train'd her guns at the boats & as they came up. She was a Tunisian gally of six guns & 80 men 6 days from Tunis her passport was signed by M^t Davis on the 11th inst. They were very much fright'ned: the Boats wore an American Ensign, had she been a Tripoline she would have been a prize for the Men were all hot for Battle, friends or Foes. — The sight of a Turban soon enrages them.

[H. W. L. Dana Col.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Saturday, 23 to Sunday, 24 July 1803

. . . At 4 PM sighted the Commodore's boat, which came alongside . . . The Commodore came on board. The prize and the frigate *Adams* quite close to us aft to the SE. At sunset Cape Licosa to the NW. Point Policastro to the NNW . . . At sunrise . . . heading for the Commodore. At 8 AM . . . Waited for

the frigate *Adams* and the prize. Sighted two sails to the SE . . .
At noon . . . Point Licosa and Point Policastro in sight.
Latitude observed 40° 2' N.

[LC. EPP, Journal 1803.]

To Secretary of State from James Leander Cathcart, appointed U. S. Consul,
Tunis

N^o 9. duplicate

LEGHORN 24th July 1803.

SIR. At this moment I mean only to acknowledge the receipt of yours of the 9th of April enclosed with two letters from the President to the Bey of Tunis the one of the 14th & the other of the 22nd of April the Commission for Tunis was not enclosed probably left out by mistake, & to inform you that I immediately took passage on board a greek Polacca bound to Corpi whose master has agreed to land me at Malta where I no doubt will find some of our ships of war & will proceed to execute the Presidents orders with an alacrity proportionable to the means furnish'd me, I have endeavor'd to negotiate funds for the purpose but find it difficult to procure cash for bills upon government & I am not furnish'd with a credit elsewhere, none as yet offer'd to accept them for less than twelve p^t Cent which will induce me to only draw for sufficient to facilitate a negotiation with Tripoli which is absolutely necessary as that Bashaw prefers a sum comparatively smaller on the moment an agreement is made to a much larger gratuity payable at a distant period. —

I sail tomorrow God willing upon a mission not very congenial to my feelings, but the President may depend upon my punctually obeying my instructions however mortifying to my own pride & sense of national dignity; but government are the proper & best judges of the steps necessary to be taken to promote the welfare of the community in general & I bend to imperious necessity, but not without a sigh! I long ere now expected to see Tripoli prostrate at our feet, one small effort would have establish'd our national character with that Regency for a century better than a million sterling, but for want of energy & a spirit of enterprize we bring our humiliations to their Bashaws foot stool. —

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

Constitution, BOSTON

HARBOR 24th July 1803

* SIR, I have the honor to inform you that on Friday Lieu^t Livingston arrived here from New York with 77 and yesterday M^r Izard with 56 Able and Ordinary Seamen recruited by L^t Blake he has been prompt and Successful in the execution of his Orders.

I am now 40 short of compliment if I can recruit them here by the time I am ready to sail I shall do it, but shall not wait a moment on that account.

I hope to sail next Sunday —

[LC. EPP, LB, 1803.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 24 July 1803

[Moored off Long Wharf, Boston, Mass.] Moderate breezes & Clear — Seamen Employed Strapping blocks. In the Course of the

Afternoon we had five lighters come along side, One with wood One with provisions & three with Water. The lighter *Friendship* which bro't the Wood was cleared & loaded with empty Water Casks — The Sloop *Lincoln* with provisions was Cleared except 50 barrells. The sloop *Fair Play* was not Cleared, She bro't Water & 10 Coils of New rigging from the *Constitutions* Stores at Charlestown: The Sloop *Caroline* M^r Batterman Master is after Shingle ballast * * * Towards evening Cheered Ship in answer to the Sloop *Hancock* which anchored along side with 70 Men which she bro't from New York for the *Constitution* —

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Sunday, 24 to Monday, 25 July 1803

. . . . At sunset sighted the frigate to the S.E., Cape Licosa to the N.E., the island of Capri to the N.W. . . .

At sunrise sighted three vessels. The frigate *Adams* with the prize to the E.S.E., about 5 miles distant. Rallied with the Commodore.

At noon: Cape Campanella to the north, Cape Licosa ENE Cape of Policastro S.E., the island of Capri, north, about 25 miles away

Latitude observed 40° 8' N.

[LC. EPP, Journal 1803.]

To Captain John Hall, U. S. Marine Corps, from Captain Edward Preble, U. S. Navy

FRIGATE *Constitution* 25th July 1803

SIR, The disposition of the Marine Centinels on board this Ship, are to be as follows until further Orders, Viz^t

One at the Cabbin door, who is not to permit any person to pass into the cabbin excepting a quarter deck Officer, and such persons as are immediately attached thereto —

One Centinel on each Gangway to give notice to the commanding Officer of the deck of the approach of any Boat or Vessel, and not to suffer any boat to leave the Ship, without the knowledge of the said Officer, they are to pay proper respect to the Officer entering or leaving the Ship

One Centinel at the Spirit Room to protect it at all times, that no theft or depredations are there committed —

A Centinel on the Fore Castle in the night time, from 8. o'Clock P.M. to 6 AM with the same orders that are given to those on the Gangways —

A Centinel at the Galley to keep Order at all times, and more especially at the time of cooking and serving out Dinner, and not to suffer any fires being made after the Officers Dinners are served, but by permission of the Officer of the deck, and both by night and day, to take care that not any person leaves the Ship from the Gun Deck without permission.

[LC. EPP, Order Book, 1803-1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Monday, 25 July 1803

[Moored off Long Wharf, Boston, Mass.] Moderate Breezes; At $\frac{1}{2}$ past 1, We had heavy Showers of rain & Thunder. At 4 the sloop *Caroline* came along side with $31\frac{1}{2}$ Tons of shingle ballast — The Commodore is invariably on board once or twice every day & gives the Necessary Orders for Completing the Ship for Sea; We had rain all the Afternoon at Intervals.

A. M. Moderate breezes & light rain. We Continue three hired men in the Shore boat which Attends the ship — Deserted from the ship John Boaman Seaman, He made his escape from the boat when on duty. At 9 the rain Cleared up — Stowing the Hold & rigging Ship — We recieved several recruits from the rendezvous.

[LC. EPP, 1803-1804.]

To Captain Richard V. Morris, U. S. Navy, from James Simpson, U. S. Consul, Tangier, Morocco

Triplicate

26th July [1803]

DEAR SIR My last respects to you was 19th Ins^t which this may probably reach at Gibraltar. — On the 23^d Ins^t Passports were granted for one of the Emperours new Ships at Sallé, the *Maimona* of 30 Guns and 150 Men, they pretend she will be ready to sail, with the Larach Ship next full Moon. — On this occasion we have the novelty of the Captains (besides the usual Instructions) being each with a sealed Letter from the Emperour, which they are not to open untill clear of the Coast. — This measure shews a stroke against some Nation is determined upon, for which reason I cannot too strongly enforce what I have before said on subject of your sending some protection to our Trade in this Quarter. — I will not pretend to say it is America they intend to break with, but this I am certain, if they do it might have been prevented by one or two Frigates being constantly kept on this Station, the propriety of which I have long ago seen & mentioned to Government. —

RICHARD V MORRIS Esq^r &^{ca} &^{ca} &^{ca}

PS — of 31st July — The two new Galleys at Tetuan have got their Tallow [?] bottoms, which is the last opperation previous to their takeing on board their Sea Stores and provisions — another old one thought unserviceable at same Port, has been taken in hand within these few days to try to make it fit to be sent out also. —

[LC. EPP, Vol. 6, 1803.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Tuesday, 26 to Wednesday, 27 July 1803

After noon . . . headed for the island of Ischia . . . Rallied with the Commodore. The frigate *Adams* with the prize keeping astern of us.

4 P. M. We bore up to pass between Cape Campanella and the island of Capri . . .

At sunset we were between the Cape and the island . . .

10 P. M. We cleared the two points . . . we were in the Gulf with the Comd^r . . .

At sunrise we were in the middle of the Gulf . . . sighted a vessel with 74 guns heading west . . . We were ahead, the Commodore being astern of us.

8 A. M. heading for the city of Naples.

10 A. M. sighted a frigate in the roadstead.

11 A. M. anchored . . . Cape Campanella to the S. S. E., the island of Capri to the S. E., Ischia to the S. W. . . . the lighthouse to the north of the fortress of Sant' Elmo, Monte di Somma ESE, the Castle of Sant' Elmo NW . . .

The Commodore was anchored to the SE of us, the frigate *Adams* between us and the Commodore, the prize astern. Found two corvettes in the Mole, two corvettes, one frigate, one of 74 [guns]

[LC. EPP, *Journal* 1803.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 27 July 1803

[Moored off Long Wharf, Boston, Mass.] Moderate Breezes & light rain employed clearing the different lighters & rigging Ship. Two lighters were sent after guns, One for Shot & One for ballast, The Sloop *Caroline* Came alongside with double headed & round Shot; The *Recovery* was sent after Shingle ballast, We are not detained, in Stowing the Hold, for Shingle ballast as we leave the Wings In Midships Clear for it.

A. M. Two lighters came alongside with Guns & Gun Carriages; The *Caroline* came alongside with Guns & Gun Carriages; We had rain all the forenoon which prevents the going on with the rigging — In the Course of the forenoon we cleared the two lighters of Guns & Carriages & one lighter of Water — Joiners & Carpenters on board.

[LC. EPP, 1803-1804.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEP^t July 28, 1803 —

I am honored with your's of the 16th instant. —

Your project of hiring or purchasing in the Mediterranean 3 or 4 small vessels of about 40 or 50 Tons burthen each and constructed & rigged like Tripoline Coasters, might answer a very good purpose as they might be effectually disguised. — But there is no Law authorizing the purchase of such vessels. —

However should Col^o Lear not be able to effectuate a treaty of Peace with Tripoli, you may hire one or more small Vessels provided you can spare a sufficient number of Officers and Men out of the different vessels composing the squadron under your command, to put them in commission without distressing the Vessels from which such Officers and Men may be taken. —

We cannot employ in such service any other than Officers and men from the Squadron, as it would be an increase of Expence unauthorized by the appropriations of Congress. —

I enclose 2 sets of authorities to capture & Tripoline Vessels, Goods & Effects — also 4 copies of the Statute upon which these authorities are founded. Should you hire, it will be necessary that you fill up and deliver to the Commanding Officer of each Vessel, one of these authorities and 2 copies of the Law, and you will on all points give

to such Commanding Officer full instructions & in conformity to your own instructions.

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEP^t July 28, 1803 —

The secretary of state having requested that Consul OBrian should have permission to return to the United States in one of the Public Ships, I enclose a Letter to Consul OBrien accompanied by a general order which applies to either of the Commanders, to receive him on board. This Letter you will forward to him on your arrival in the Mediterranean.

[NDA. OSW, Vol. 6, 1802-1805.]

To Secretary of State from James Simpson, U. S. Consul, Tangier, Morocco

N^o 60 — Triplicate

TANGIER 28th July 1803. —

SIR I had the honour of addressing N^o 59 to you the ninth of this Month in duplicate, by way of Gibraltar & Lisbon. — The 18th Ins^t Passports for the Frigate *Mirboha* of 22 Guns and 100 Men, and on the 23^d for the *Maimona* of thirty Guns and One hundred and fifty Men, the former to sail from Larach and the latter from Sallé on a Cruize, were demanded and of consequence granted by all the Consuls resident here; it is pretended both will be ready to put to Sea next week, but I doubt if the latter will. — We have the novelty on this occasion of His Majesty having delivered to each of the Captain's besides the general Instructions, a sealed Letter to be open'd after they shall have left this Coast. — We are assured no person knows the Contents of these Letters but the Emperour and his Minister. —

* * * * *

I have not heard from Commodore Morris neither on subject of the *Meshouda*, nor on my recommendation of a Frigate being sent to this Station, a measure of precaution the propriety of which I still confirm, especially under present circumstances. — There are now many Privateers both English & French in these Seas, the former detain all Neutrals they meet bound to or coming from French Ports, but we have not seen the latter carry in any Neutral Vessels. — I have the honour to repeat the assurances of my Respect and to subscribe myself

[NA. SDA. CL, Tangier, Vol. 2, 1803-1810.]

Circular to Midshipmen, U. S. Navy from Secretary of the Navy

NAVY DEP^t July 28, 1803 —

Circular. —

To Midshipmen,

Ch^s Jones
Francis B. Whiting
Noble W. Glenn
James Roach
Drury M. Allen —
Walter G. Anderson —

Lewis Hunt Returned to the
Gen^l Post-office as a dead
letter. —
Tho^s Cooper j^r
John Quynn
J. R. Sherwood
Dan^l P. Ramsey. —

SIR: As it has not been convenient to call you into service in the squadron at present fitting out, and as it will be a considerable period

of time before you will be called into service, I earnestly recommend your employing the intermediate time in the pursuit of professional knowledge. And after you shall have acquired a competent knowledge of the Theory of your profession, I recommend your making a voyage in the Merchant service. Great advantages will result to yourself as well as to your Country from your pursuing these courses. —

We have at this place an excellent Mathematician retained in the pay of the Department for the purpose of assisting Gentlemen of the Navy in the study of navigation and of all other subjects connected with it. Should you choose to come here for the benefit of his instructions, you can be placed on board of one of the Ships in ordinary and you will be allowed your half pay.

[NDA. OSW, Vol. 6, 1802-1805.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

FRIGATE *Constitution* BOSTON HARBOUR

29th July 1803

SIR I am honored with yours of the 20th & 22nd Inst covering four copies of the act for the government of the Navy. I regret that the *Constitution* is not yet compleated for Sea; she certainly would have been, if we could have had favorable weather, but it has rained so great a part of the time every day for seven days past, that it has retarded our equipment very much: And to add to my disappointment, on taking the 12 Pound Carriages on board, and mounting one of the Guns, I found it so high, that the Gun could not be worked in the Port; of course I have been obliged to land the whole of them for alteration. As the Carriages are all new, and made on purpose for this Ship, under the direction of the Officer at that time command^d I had no suspicion of their not having been properly calculated. this will take up four or five days at least. The weather has been too wet to take off our Bread. It's now raining, and we only wait for fair weather to be ready as soon as the Carriages are finished

Lieu^t Jenkes has improved in health, and joined the ship. Lt Decatur is very desirous to have Lieu^t Blake with him; and he will accordingly go out in the *Argus*. M^t Moshier the Boatswain that was ordered from the *Constitution* to the *Argus* I think ought to be dismissed the Service — he is not capable of filling the station

[LC. EPP, LB, 1803.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 30 July 1803

[Moored off Long Wharf, Boston, Mass.] Moderate Breezes & Cloudy. Employed reeving the Running Rigging, Stowing the hold & getting in the guns & gun carriages — The carriages belonging to the *Constitution* are so badly Constructed that it is absolutely necessary to send them on Shore to be Altered. They were sent this Afternoon.

A. M. Moderate Breezes & Cloudy. The lighter *Recovery* Came alongside with 12 Tons of shingle ballast. We Stowed about 10 Tons in the Spirit Room & the other Two Tons were hove over board — The *Constitution* has now 153 Tons of Shingle Ballast, & 129 of Iron ballast. The Ships Company employed reeving the running rigging, Stowing the Main Hold, Spirit room & Clearing the lighters —

[LC. EPP, 1803-1804.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 30 July 1803

[Naples] The Squadron arriv'd on the 28th inst we enter'd the Bay between Cape della Minerva or Cape Campanella & the Island Capri. Our Squadron furnishes much matter for Observation to the Neapolitans, especially as we are accompanied by a Tripoline vessel, which to them is a rare sight, for in their wars with the Barbarians they have shewn themselves such infamous cowards, that a capture on their part seldom occurs:

[H. W. L. Dana Col.]

To Secretary of the Navy from Lieutenant Richard Somers, U. S. Navy

UNITED STATES SCHOONER *Nautilus*
Gibraltar Bay July 31st 1803

SIR I have the Honor to inform you of my arrival here after a passage of twenty Eight days —

I have call on the Consul, & find by Commodore Morris's Circular letter here, that he is to be found at Malta, or off] Trypoli to which place I shall be ready to sail by twelve O'clock, to gain further information of Captain Ro[d]gers —

I have receiv'd on Board from M^r Gavino the supply that was wanting for the *Nautilus*, except (Molasses Cheese & Vinegar) that could not be purchas'd in the Rock — Beef Pork & I receivd from on Board the Store Ship, from New York —

The *Nautilus* has perform'd well sails fast, is easy, strained, nothing, tight, & strong, I have no complaint to make of her —

M^r Gavino has made enquiry to freight Vessels up to Malta, there are several american Vessels here but afraid to go without Convoy, and charge high, he mentioned that before any provisions can be wanted, that there will be an English convoy out from England to Malta and will Deposit one half their Cargoe here, so that he will be able to get it freightd at a reasonable Charges

RICH^d SOMERS

[NDA. Misc. LB, 1802-3-4.]

To Secretary of the Navy from Lieutenant Stephen Decatur, Jr., U. S. Navy

[U. S. BRIG *Argus*] Boston August 1st 1803

SIR, I have been honored with yours of the 14th & 20th accompanied by the recruiting orders, which shall be duly attended to —

From the almost incessant rains we have had for those twelve days past, the launching of the Brig has been as long retarded; in fourteen days if the weather is such that the carpenters can work we shall launch, & in ten days after if I have your instructions I will sail —

The agent has procured a sett of 24 Pound Carronades with their beds & slides at Providence —

I have entered a Boatswain, who from present appearances I think will answer, his name is Geo: Nicholson; M^r [William] Mos[h]ier the person who was tending upon the Brig in the capacity of Boatswain, was turned out of the *Constitution* for incapability, I have had a great deal of trouble with him without being able to procure the smallest service from him —

It will be impossible to get a crew for the *Argus* at this place, & to avoid detention I shall send an Officer on to New York, where we can get men without difficulty —

STEPHEN DECATUR JUN^r

[NDA. Officers LB, 1802-1805.]

To Captain Richard V. Morris, U. S. Navy, Naples, from James Leander Cathcart, appointed U. S. Consul, Tunis

Copy

LEGHORN Aug^t 1st 1803

SIR I have the honor to inform you that on the 21st Ult^o I received instructions from the Department of State in addition to those of the 22nd August 1802, by which it appears that my full powers are continued to negotiate with Tripoli & am further empower'd to make certain arrangements with the Regency of Tunis, the nature of which will be explain'd by the annex'd extract from my instructions, I am likewise encharged with the delivery of two letters from the President of the United States to the Bey of Tunis —

On perusing the above mention'd dispatches & having receiv'd nearly at the same time advice from Tripoli of the operations of the Squadron under your command up to the 11th of June which inform'd me of your departure for Malta on the 9th I conceiv'd it my duty to join you with all possible dispatch & accordingly took my passage on board the Ionic Ship *Minerva* bound to Malta & should have sail'd on the 27th but on the day proposed for our departure said ship was seiz'd by the French military force of this garrison & was detain'd until yesterday, & I was obliged to disembark my papers wearing apparel &^{ca} yesterday said ship was clear'd on condition that she should not touch at Malta, I accordingly enter'd into arrangements for a passage to Messina, when this days post brought us intelligence from Naples under date of the 26th Ult^o, that 10 days from the date of said letter the whole American Squadron with their prize were at Messina bound to Naples & adds that by the signals on the lighthouse they have reason to believe that you are in sight of that Port — this intelligence has determined me to remain stationary until I receive an answer to the request contain'd in this letter which is, that you will with all possible speed furnish me with the means of proceeding direct from Leghorn to Tunis to put my orders into execution so far as the[y] are connected with the arrangements contemplated by the President with that Regency, & from thence to conduct me to Tripoli to there commence on a permanent basis an accomodation with that Regency upon terms explain'd by my instructions part of which are here unto annex'd —

You are certainly convinced that the appearance of the whole Squadron both at Tunis & Tripoli would facilitate our negotiations with those powers as well as add security to the property of the United States in my possession, this arrangement entirely depends upon you & may be influenced by causes with which I am unacquainted, the conduct of the negotiations depending upon me I have negotiated funds in Leghorn to commence with & request you, if you find it practicable at Naples to procure cash either in Spanish dollars or Venitian Sequins to the ammount of twenty thousand dollars for bills upon the United States at a moderate discount say 7 p^r C that you will make the arrangement & if possible ship the said onboard the Ships of the

Squadron under your command & I will be answerable to government for the measure as it will facilitate our arrangements amazingly with those States —

The Post arrives here from Naples in six days so that if you answer this letter on the day you receive it I shall be favor'd with your answer on the 13th or 14th early, I have not receiv'd a line from you since you sent me up in the *Adams* so very much against my inclination & what I conceiv'd to have been my duty which I own to me seems not only extraordinary but unaccountable —

Excuse haste as I write by the same post that informs us of your being in sight of Naples —

As Comodore Morris on his arrival at Leghorn perused the whole of my instructions, it is unnecessary to send a copy of the extract from them which I forwarded to him at Naples a copy of which I handed him on his arrival at Leghorn with the duplicate of this letter —

[NA. SDA. CL, Tripoli, Vol. 2, 1801-1805.]

To John Gavino, U. S. Consul, Gibraltar, from Richard O'Brien, U. S. Consul General, Algiers

(Copy)

ALGIER 2^d August 1803

SIR I have to inform you that this moment has enterd this Port two Galliotts Tripolin Cruisers with 3 Lateen Sails having 4 Guns & from 50 to 60 Men each 13 Benches of Oarrs, they came from the East will sail in a few Days for the Coast of Spain, no doubt in search of American unarm'd Merchant Vessels, You will give this information to the Masters of American Merchant Vessels and to all whom it might concern in the Ports of your district and adjasent, and to the the Cap^{ns} of any of the U. S. Ships of Warr which can be informed in time to prevent the threatend Evil, and to search with Vigilence for those Marooning Craft.

[SDA. CL, Gibraltar, Vol II, April 1796-Nov. 1804.]

To Captain Thomas Tingey, Superintendent, Navy Yard, Washington, D. C., from Secretary of the Navy

NAV — DEP^t 2^d Aug^t 1803

You will charter a Vessel on the best terms in your power to Carry

350 barrels of Beef
 300 barrels of Pork
 120^m ^b of Bread
 60 Barrels of Flour
 18^m ^b Rice
 450. Bush^l Pease

It is intended that she shall proceed to Gibraltar and there Deposit her cargo with John Gavino Esq^t the freight to be paid at Gibraltar on delivery of the Cargo —

The Beef and Pork we have at this place in the possession of M^r William Brent — from whom you will receive the requisite quantity of each article — the other articles you must procure on the best terms in your power the bread you will be very particular in give the Baker notice immediately that he may have time to prepare it — it should be Baked twice — The cargo of the Vessel you charter must be ensured —

[NDA. GLB, Vol. 6, 1802-1803.]

To Captain Edward Preble, U. S. Navy, Boston, Mass., from Secretary of the Navy

NAVY DEP^t Aug^t 3. 1803 —

In answer to your query "Whether the rights of other nations (than Tripoli) are to be considered as extending to their entering the harbour of Tripoli when closely blockaded" —

I have only to observe, that the besieging party has a right to prohibit entirely all commerce with a besieged Town. If we lay siege to a place or only form the blockade, we have a right to prevent any one from entering the place blockaded, and to treat as an enemy whoever attempts to enter the place or carry any thing to the besieged without our leave. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Secretary of the Navy from Lieutenant Charles Stewart, U. S. Navy

[U. S. BRIG *Siren*] Philad^a Augt. 3^d 1803 —

SIR The Brig *Siren* will launch on Saturday the 6th inst. As a specimen of the exertions that are made, I have the pleasure to inform you that she was copper'd in ten hours. —

We have open'd Rendezvous but in consequence of the extravagant pay Merchants are giving I fear we can-not get a crew. at one time I had a prospect of getting an excellent Crew, but the Merchants, raising thier pay to 20 dollars they have been induced to leave us & none but a few english Sailors (that are afraid of the press in thier own country can be got. — I see by Colonel Burrow's order for furnishing the Brig with a detachment of Marines, that no musick is order'd. this cannot well be dispenced with: Could we be successful in getting a crew soon I should be ready to leave this by the 14th

[NDA. Officers LB, 1802-1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Wednesday, 3 August 1803

[Moored off Long Wharf, Boston, Mass.] * * * A. M. We recieved the 14 Gun Carriages which were landed some time ago for Alteration. We are employed Clearing Ship for Sea & recieving Gunners Stores — We Recieved several recruits from the Boston Rendezvous.

[LC. EPP, 1803-1804.]

To Lieutenant Charles Stewart, U. S. Navy, commanding U. S. Brig *Siren*, Philadelphia, Pa., from Secretary of the Navy

NAVY DEP^t — Augt 4, 1803 —

Should you not be able to procure a crew for the *Siren* in Philad^a you will select one of your Officers best calculated to procure men and send him to Newyork to procure such number as may be required to complete your complement. —

[Similar letter sent to Lieutenant Stephen Decatur, Jr., commanding the U. S. Brig *Argus*, 4 August 1803.]

[NDA. OSW, Vol. 6, 1802-1805.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Thursday, 4 August 1803

[Moored off Long Wharf, Boston, Mass.] * * * We are lumbered from Morn till Night with Provisions & Stores & surrounded all day with lighters bringing the different Stores.

[LC. EPP, 1803-1804.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding

Thursday, 4 August 1803

At midnight the Commodore (Comd^e) signalled the entire squadron to unmoor

At sunrise under way to pass between Capri and Ischia.

8 A. M. in the middle of the Gulf . . .

At noon . . . the Commodore took the vessel in tow, astern of us . . .

Thursday, 4 to Friday, 5 August 1803

Afternoon . . . the entire squadron ahead. At 4 P M . . . stood out to sea. At sunset Ischia, Capri and Monte di Somma in sight . . . At 8 P M we tacked in shore . . . The Commodore had the vessel in tow and the *Adams* the prize. All night the same . . . At 8 A M heading N W . . . At noon . . . Quite close to the island of Ischia . . .

Friday, 5 to Saturday, 6 August 1803

. . . At sunset sighted the island of Ischia to the N. E., Capri to the east . . . At sunrise . . . the Commodore ahead of us. Rallied . . . At noon next day sighted Ischia to the N. E., Capri to the east . . .

On our departure from Naples we embarked for Livorno a Prince appointed Ambassador to Vienna. He was Minister Plenipotentiary of the King of Naples.

Saturday, 6 to Sunday, 7 August 1803

Afternoon . . . Rallied to the squadron. At 4 PM sighted a vessel ahead of us. The schooner [*Enterprize*] gave chase. Hoisted the Imperial flag. The schooner spoke. At sunset headed for land Observed the island of Ischia to the east, Ponza, Monte Circeo West . . . At noon . . . Monte Circeo to the N W, Ponza west.

Latitude observed 41° 4' N.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman F. Cornelius deKrafft, U. S. Navy, in U. S. Brig *Siren* of 18 guns, Lieutenant Charles Stewart, U. S. Navy, commanding, Saturday, 6 August 1803

[At Philadelphia] Light breezes, wind at N. N. E. at ½ past 4 P. M. the U S Brig *Siren* was Launched from Nathan Huttons Ship Yard. At 5 P. M. hauled her up to Wilcoxe's wharf. Draught of Water Aft 11 feet 2 in' forward 7 feet 5 in' — Rec^d the Stream Anchor & Cable on board & bent the Cable to the Anchor. —

[NDA.]

[7 August 1803]

Raiz Lubarez' Orders for Capture of American Vessels

Translation.

Coppy

Praise be to God alone.

The servant of our Master Crowned by God, Rais Ibraim Elubares; this will be your guide for the different nations which you are to capture; the Americans 1st Venetians 2nd Hamburguees 3rd Bremen 4th Lubeck 5th and Dutch 6th; and of all other nations which have not Submitted nor have treaty with us; God help you with peace; the prizes (with the help of God and the fortune of our Master) you will send them to us; — 19 of the month Rabi the 2nd in the Year 1218 (or about the 7 of August last,

You will examine the vessels which you will meet at sea, and all vessels which have cargoes belonging to the mentioned Nations, you will take them, and if they are in peace with us, their freight will be paid, agreeable to the Maritime Laws; knowing by the Maritime people to a certainty; You will also capture Imperial and Genoese Vessels.

[LC. EPP, Vol. 6, 1803.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Sunday, 7 to Monday, 8 August 1803

After noon . . . the schooner [*Enterprize*] gave chase to a vessel sighted by us . . . At sunset sighted Monte Circeo and the island of Ponza . . . 8 P. M. tacked landwards . . . At midnight tacked off shore . . .

At sunrise heading N. N. W. . . . At 11 A M the Captain and the Minister went on board the Commodore.

At noon heading out to sea . . . Astern of the Commodore. Monte Circeo to the N E, Ponza to the S W.

Latitude observed 41° 9' N.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 7 August 1803

We left Naples two days ago with regret, for so short a space of time was insufficient to satisfy our curiosity.

[H. W. L. Dana Col.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Monday, 8 to Tuesday, 9 August 1803

At noon sighted several vessels near shore. The Commodore signalled us to give chase. We headed for them and spoke. She was swept from the anchorage by contrary winds and the others bound for Naples from the Coast of Romania, all Neapolitan vessels. The schooner [*Enterprize*] spoke with three feluccas proceeding west like we were. At sunset . . . Monte Circeo to the S E. At a distance of about 2 leagues from shore . . . At sunrise . . . the Com-

modore ahead of us . . . At noon heading for Cape D'Anzio Cape D'Anzio to the N W. Monte Circeo S E.

Latitude observed $41^{\circ} 21' N$.

[LC. EPP, Journal 1803.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

UNITED STATES FRIGATE *Constitution*

BOSTON HARBOR 9th of Aug^r 1803

SIR, I am honored with yours of the 23rd Ult^o enclosing a letter for Consul O'Brien also two sets of authorities to Capture Tripoline Vessels, goods and effects, and four copies of the statute upon which those authorities are founded

I shall pay close attention to the instructions you have given me, in the event of hiring small vessels in the Mediterranean

It was my intention to have sailed this day — the wind from the eastward alone detains me, I shall sail the first moment the wind is fair, and proceed directly to sea without anchoring below — I shall leave port with great pleasure, for the place of my destination and shall endeavor to reach it, in as short a time as possible, I feel extremely anxious to be near the coast of Tripoly, and shall hazard, much to deprive the Barbarians of the means of carrying on a predatory naval War, by destroying their vessels in port, If I cannot meet them at Sea

I have on board, all the rope, Copper and nails to fully new-rig, and copper the *enterprise*, and spare cordage for the Squadron this ship is now in very fine order for seven years service, and her commander perfectly content to remain abroad as long as his services are approved of —

I shall forward the muster book tomorrow

[LC. EPP, LB, 1803.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding

Tuesday, 9 to Wednesday, 10 August 1803

Afternoon . . . the Commodore astern. Passed Cape D'Anzio at a distance of 2 leagues . . . Sailed along the coast . . . At sunrise . . . the Commodore astern with the schooner [*Enterprise*] . . . At noon . . . hove to in order to wait for the Commodore.

Latitude observed $41^{\circ} 36' N$

Wednesday, 10 to Thursday, 11 August 1803

Afternoon the Commodore approached to speak with us and tell us that in the morning a galley from Sardinia had been hailed. Cruising along the coast, having left Civitavecchia, proceeding east . . . At sunset . . . the Captain of the frigate *Adams* came on board to pay a visit . . . At sunrise . . . the frigate *Adams* astern, the Commodore in the centre . . . At 8 A M sighted land and the city of Civitavecchia to the N E distance about 15 miles . . . heading N W . . .

Latitude observed $41^{\circ} 39' N$.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 10 August 1803

At sea The Dome of St. Peter's Church at Rome in sight, Bearing NE about 35 miles distant. —

We have coasted the shore of Italy, from the southern point of Calabria, at the distance of a few miles, sometimes more & at others less, as the wind favor'd us. —

This morning at day light the *Enterprize* being at the distance of several miles discover'd a galley at long gun shot. Capt Hull fired on her & gave chase. She fired gun to leeward (signal of a friend) but did not heave too: the *Enterprize* came near her & she heve too: proved to be a Sardinian gally, last from Civita Vecchia on a cruize, Rowed 25 oars on each side, & (as Capt Hull imagined), carried about 300 men: had 2 eighteen pounders mounted forward & 2 smaller guns aft. — A Noble gally!!! She had a tender, a small boat which mounted 2 guns.

[H. W. L. Dana Col.]

To Secretary of the Navy from Lieutenant John Smith, U. S. Navy

U. S. SCHOONER *Vixen* 11th Aug^t 1803

SIR, I herewith have the honour of transmitting you the Muster Roll of the Officers & Crew of the *Vixen*.

On Wednesday the 3rd Ins^t we sailed from Baltimore & arrived in the Roads after a passage of 48 hours — On my Arrival I was furnished with a Signal Book by Cap^t Barron.

My Signal Flags I received last evening from Norfolk. The Joiners work was not compleated until this morning, at which hour I proceeded to Sea. From the slight opp^t I have had of Judging I conceive the *Vixen* will sail fast. I have just discharged the Pilot

[NDA. Officers LB, 1802-1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Thursday, 11 to Friday, 12 August 1803

After noon . . . sighted Giglio and Giannutri . . . heading N. W.

4 P. M. Quite close to Giglio. Sighted Montecristo to the S. W. and a brig heading east.

At sunset sighted the island of Elba 20 miles to the N. W. Heading for the same. Montecristo west of Elba N. W. The point E N E, Giglio E S E . . .

1 A. M. We tacked to the east. Quite close to the island. At 3 A M tacked to the N. W. Quite close to Port Longone distance about 6 miles. Sighted two sails, one to the S E and the other to the west. Again headed east, wishing to pass through Piombino [Channel]. At 10 A M the first frigate went quite close to the island [word illegible]. Fired several shots . . . The boat went ashore to take on [word mutilated]. At noon returned on board . . . In the middle of the [Channel] . . .

[In the margin] The Commandant [?] of the island [word illegible] forced the Commodore to pay for [?] the shots fired. Detained the First Lieut. of the frigate. The Captain paid 4 crowns six francs to get the 1st Lieut.

[LC. EPP, Journal 1803.]

To John Stricker, Navy Agent, Baltimore, Md., from Secretary of the Navy

NAV. DEP^t 12 Aug^t 1803

You will be pleased to charter a Vessel, on the best terms in your power, to carry

350 barrels of Beef
 300 D^r ---- Pork
 120^m ^b of Bread
 60 Barrels of flour
 18 ^m ^b Rice
 450. bus. Pease

It is intended that the Vessel shall proceed to Gibraltar and there deposit her cargo with John Gavino Esq the freight to be paid at Gibraltar on delivery of the cargo —

On your informing me that you can procure a Vessel of a suitable size, I will send the Beef and Pork from this place — the other articles you must procure on the best terms in your power — The bread you will be very particular in — give the Baker notice immediately that he may have time to prepare it — it should be baked twice.

The cargo must be ensured.

Let me hear from you on this subject as early as you can.

[NDA. GLB, Vol. 6, 1802-1803.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Friday, 12 August 1803

[Moored off Long Wharf, Boston, Mass.] * * * The Ships Company Employed clearing ship for Sea — At the time the *Constitution* recieved her repairs in 1801 The stern frame was altered & One Way or Other There were no dead lights made. Commodore Preble not knowing but that the Old would answer till on the point of sailing ordered an additional number of Carpenters on board who are employed making a new set of dead lights. This evening a boat being Ordered on Shore on ships duty the following Seamen deserted, Robert Marshall Robert Stewart & William Stagg. Two Officers were Ordered on shore after them, who apprehended & bro't back Rob^t Marshall & W^m Stagg. Rob^t Stewart made his escape.

A. M. At Two unmoored Ship & hove Short on the Best bower. We Weighed at Day light & Came to Sail in Order to proceed to Sea — In Entering the Narrows which is 8 Miles below Boston it fell Nearly Calm. We Came to with the Best bower in 10 fath^s of soft bottom. Veered to a third of a cable & furled Sail. At 10 the Sloop *Caroline* came alongside with the Ships Powder She is Ordered to remain in that Situation —

[LC. EPP, 1803-1804.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Friday, 12 to Saturday, 13 August 1803

. . . At sunset . . . Cape Corse to the N. W. Capraia to the N. W., Gorgona, N. W. The point west of Elba W S W, the point east of Piombino E N E . . . At 11 P M lay to in order to wait for daylight [with ?] the entire squadron. At sunrise . . . heading to the N W . . .

At noon we anchored in the roadstead of Livorno . . . Meloria to the

W N W, the lighthouse to the E S E, Gorgona W N W, Capraia S W, east of Montenero. Found a Danish frigate and several vessels anchored in the roadstead . . . the entire squadron cast anchor, including the prize and the convoyed vessels.

[LC. EPP, Journal 1803.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Saturday, 13 August 1803

(Lying at single anchor between President Roads and the Narrows.)
 * * * Towards evening the Sloop *Fair-Play* anchored alongside with 22 Gang Casks of Water, Also a Boat from Boston with Ships' Stores. We ran out a Kedge to the South^d in Order to Steady the Ship from fouling the Anchors. A. M. At day light the *Caroline* came alongside with Powder: We recieved 250 barrells of Powder. In taking in the Powder the fire & lights were all put out. The lighter *Fair Play* came along side with 24 Casks of Water. The *Constitution* is now Completely ready for Sea — The draft forward 22 ft 5 In: Aaft 23 ft 9 In: from the Clear of the Midship Port to the surface 5 feet 10 In. The *Fair Play* was this day discharged & recieved Certificates for 4½ days—

[LC. EPP, 1803-1804.]

Extract from Memorandum Book of Captain Edward Preble, U. S. Navy, on board U. S. Frigate *Constitution*, 14 August 1803

Sailed for the Mediterranean in the *Constitution* 44 guns and 400 men.

[LC, original.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Sunday, 14 August 1803

At 1/2 past 7 weighed & came to sail in order to proceed to Sea. We came thro' the Narrows under double reefed Topsails & foresail with the gib & fore topmast Stay sail. We Came by the Light House a little after 8 in the Morning, & discharged M^r Knox, the Pilot at 9 — At 1/2 past 9 filled & made all plain sail; The Wind was Variable from the West^d all the forenoon — The Ships Company employed Stowing the Anchors — Unbent the Sheet Cable & Stowed the Anchors — At Noon the high land of Marshfield SW b W 10 or 12 Miles, Boston lighthouse in sight from the Mast head bearing W by N 1/2 N 12 or 13 Miles. Several Small Sails in sight passing & repassing the bay.

[LC. EPP, 1803-1804.]

To James Leander Cathcart, appointed U. S. Consul, Tunis, from Captain Richard V. Morris, U. S. Navy

Copy UNITED STATES FRIGATE *New York* 15th Aug^r 1803. —
 Leghorn Road

SIR. A duplicate of your letter directed to me at Naples under date August 1st 1803, I had the honor to receive from your own hands on the 13th Ins^t, and am happy the Government of the U. States have furnished you with funds & powers to form a permanent treaty with

the Regency of Tunis, and for your conveyance to that port the Schooner *Enterprize* shall be ready in four days, Capⁿ Hull is instructed after you have Landed to pursue his instructions made out for his government previous to my being inform'd of your intentions to proceed to that place, but however if you wish the *Enterprize* to remain 3 or 4 days in Tunis Bay, Capⁿ Hull shall have orders to continue there that time, the circumstances of the Squadron prevent me from appearing before either Tunis or Tripoli at present, and render it necessary that other measures shou'd be pursued for the protection of the American Commerce, & my presence is Necessary at this time at Tangiers, in order to guard against the probable unreasonable demands and hostile threats of the Emperor of Morocco, for the detention of the Ship *Masouda* pretended to be his property, & was violating the conditions of the passport granted the *Masouda* by M^r Simpson the American Consul at the Court of Morrocco, it is impractable for me to furnish you with a conveyance to Tripoli, unless a reinforcement arrives from America, & even in that event it will depend on our situation with Morrocco. —

I think it necessary Sir (as I have received letters from the Secretary of the Navy of a later date than those dispatches forwarded to you by the Secretary of State, & not a syllable mentioned of an Alteration made in my government, or my powers, as having a superintendant, Agency suspended) that I shou'd have a perusal of the original documents directed to you, that I may avoid interfering & thereby prevent or retard such negotiations as are intrusted to your particular care & discretion; reciprocal overtures were made to terminate our differences with the Bashaw of Tripoli, between Mahamed Dghies the acknowledged prime Minister of the Bashaw & myself; the correspondence, with the treaty presented by me, the demands made by the prime Minister & the Offer on my part, are perfectly at your perusal & if you think proper to take a Copy, you have my full consent. —

[NA. SDA. CL, Tripoli, Vol. 2, 1801-1805.]

To Captain Richard V. Morris, U. S. Navy, from James Leander Cathcart, appointed U. S. Consul, Tunis

LEGHORN Aug^r 15th 1808.

SIR I have the honor to transmit for your consideration the following plan of negotiation with the Regency of Tripoli with my reasons for preferring it to any other analogous to the Presidents recent instructions adverting however that I have not in the least alter'd my former opinion that Peace with Tripoli is attainable by co-ercive measures; for at this moment I would suffer to be crucified if with the sum I am em-power'd to expend there applied in measures more congenial to our feelings if that petty Tyrant would not in less than two months sue for peace upon our own terms & sign the Treaty on board our Comodores Ship. — But Sir the government of the U S: has thought proper to instruct me to endeavor to procure a pacification upon terms similar to those obtain'd by the powers of Europe who have already set us the example, I therefore drop my former ideas not from conviction but in obedience to my instructions, & actuated by a zeal for the service, I am ready to put them in execution with an alacrity proportionate to the means furnish'd me. —

It is unnecessary to enter into elaborate minuteness with you Sir who are already acquainted with the subject, suffice it to observe that the prize now in your possession has already cost the U States a rup-

ture with Morocco & caused a division of our force at the moment when it could have been render'd most servicial, that at the moment of her capture she was navigated under the sanction of the Emperor of Moroccos passport & in all probability will be made a pretext by that Empire to commit hostilities against us if not prevented in time, as for her being captured going into Tripoli, though it furnishes sufficient grounds for her legal condemnation it will be denied by both the Bashaw of Tripoli & Emperor of Morocco because not congenial to their interests those people will not acknowledge the most palpable facts when prejudicial to their preconcerted views of rapine & depredation. —

It is likewise to be observ'd that said prize has been always supposed to be worth 30,000 dollars at Tripoli, the Bashaw ransom'd her from Portugal for that sum, which is five times her value, exclusive of what other property there is on board, & a number of his subjects among whom is his vice Admiral, & although he holds up the idea that he sets no value upon them, I know by experience that at the same moment he soothes their relations by giving them small presents & promising them the speedy liberation of their friends. —

Viewing the above premises I presume it would be conducive to our interests to make said prize a medium of accomodation with Tripoli in preference to cash, & in order that the Captors may be indemnified for her value in case the Bashaw accepts of her as the price of Peace; I will give them bills upon government for her value after it is ascertain'd by a regular appraisment. —

If the above proposal meets your ideas it would be of advantage to order her to be painted & her yards & rigging black'd & tar'd, in order to make the Bashaw suppose we set some value on her — & increase his desire of repossessing her, by her appearing before his capital in this situation it would interest his pride & thus add the force of another passion to that of his cupidity in our favor & it undoubtedly would be more honorable as well as advantageous to divide a sum of money among our own Citizens than to give it to the Bashaw of Tripoli provided it answer'd the same purposes. —

Whatever plans are adopted I presume the greatest dispatch is necessary as well to prevent the capture of our defenceless merchantmen the consequences of which would be fatal to our negotiations, as to prevent the Bashaw of Tripoli from influencing the Emperor of Morocco in his favor, which might render a division of our force necessary & consequently expose our commerce in a much greater degree to the effects of their depredations. —

If we advert to the exorbitancy of the Bashaws demands which I am informed is *500,000 dollars & an annuity of twenty thousand dollars, it is necessary to observe that he demands a great deal in order to obtain a small part & he is properly answer'd by an offer of 5000 Dollars. —

I conceive Sir that I have now done what is incumbent on me in stating my opinion for your consideration I have only to add that if Mess^{rs} Degen & Purviance has the cash ready to embark for which I have given them bills upon government, that I can embark in four hours. —

I request you Sir to answer my Letter of the first of August jointly with this as soon as possible for my government & to believe that I am respectfully. —

*The Bashaws demand was 250,000 dollars, and an annuity of 20,000 dollars. —

In answer to this letter Com^e Morris answer'd he could not proceed before Tunis or Tripoli as it would interfere with prior arrangements & sent me to Tunis in the *Adams* with orders for her to remain there only four days, consequently I had so little time that I could not adopt plans to counteract the Schemes of those whose interest it was to Oppose my reception. —

[LC. EPP, Vol. 6, 1803.]

To Secretary of State from James Simpson, U. S. Consul, Tangier, Morocco
N^o 61. — Triplicate TANGIER 15th August 1803. —

SIR N^o 60 dated 28th last Month was forwarded in triplicate by way of Gibraltar. — The two Ships have sailed from Larach and Sallé on their Cruize, and the two Galleys built last year at Tetuan have been by great exertions got over the Bar of that River, now nearly dry; they are daily expected here to compleat their equipment when they will be employed in and about the Straits, as such Vessels usually are. — Another Galley is getting ready at Tetuan and the Governour of this place talks of arming a two Masted Boat lately seized here under Genoese Colours. —

We have not had any tidings of the two Frigates since they sailed, which I confess I am very anxious to receive. —

I feel great concern at not having been able to satisfy the enquiries of this Government respecting the fate of the Ship detained by Commodore Morris Squadron and carried to Malta, no other Letter from him on the subject has reached me besides that of the 19th May mentioned to you in N^o 59. —

M^r Gavino tells me for want of conveyance my answer to that Letter was long detained at Gibraltar. —

In this state of things I have considered it proper to recommend in the strongest manner, thro' M^r Gavino, to the Captains of the Vessels of War he tells me are expected from the United States, that two of them remain on this station, untill the operations of the Emperours Cruizers actually at Sea be known. — The necessity of this measure was obvious to me so soon as I found the Frigates were to sail with sealed Orders; I sincerely hope the precaution may not in fact be necessary, but I trust it will be admitted by you as proceeding from my anxiety for the good of the Service, viewing it as the best mode can be adopted for protection of the Commerce, without giving it any un-necessary alarm. — On Friday last Alcayde Hashash gave notice to the Consuls that His Imperial Majesty would very soon be at Tangier, it is said he leaves Mequinez the 10th of next Moon. — This is an unexpected visit, we believe it has been occasioned by some late desensions between the Governour of this place and the people of the Neighborhood. —

It will afford me an opportunity of renewing to His Majesty assurances of the steady disposition of the Government of the United States to maintain Peace with this Country, and to discuss matters fully with his Minister, which I most ardently wish I may be able to accomplish on a pleasant footing. — On this occasion I must as every other Consul not only make a handsome present to His Majesty, but to the Cheifs and others of his Court; for which purpose I this day desire M^r Gavino to provide a variety of Articles suitable for that purpose, and for payment I transmit him a sett of Bills, which under this date I have taken the liberty of drawing on you to his

Order for One thousand Dollars, payable thirty days after presentation, which I request you will order to be paid. —

M^r Nessin the Danish Consul at Tripoly writes their Consul here under date 13th June, that Commodore Morris had landed there under protection of the French Consul for the purpose of entering upon a Negotiation with that Regency, but two hundred and fifty thousand dollars being demanded for Peace and twenty thousand Annually, he immediately embarked. — I have the honour to be, with sentiments of the highest respect and esteem

[NA. SDA. CL, Tangier, Vol. 2, 1803-1810.]

Extract from log book of Sailing Master Nathaniel Haraden, U. S. Navy, of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Monday, 15 August 1803

From our departure (at 9 in the evening) which was from Cape Cod Light bearing SW b W. distance 12 Miles till 12 at noon we ran 96 Miles nearly on an E. b S. Course which by Calculation makes the Eastern part of the Shoals of Georges Bank.

Latitude observed 41°56' North.

[LC. EPP, 1803-1804.]

Extract from log book of U. S. Frigate *Constitution*, Captain Edward Preble, U. S. Navy, commanding, Tuesday, 16 August 1803

Moderate Breezes and clear weather, our sound^d was at noon 40 fathom^s near the NW part of Georges Bank. we continued steering to the Eastw^d and in one half Hower we sounded 12 fath^s this Reef Extendes from the shoal of Georges about 10 or 15 leaguers. and is not moore then half miles in some places/While on the Reef we had several casts with the hand lead, but nothing less then Twelve fathoms, we was sailing nearly six knoent, and in 20 minuets we deepn^d the water to 30 fath^s, we did not sound again untill 2 P M, at which time we sounded 34 fath^s yellow sand.

Latitude ob^d 41. 50 N^o

[NA. ND original.]

To Samuel B. Brooke, Philadelphia, Pa., from Secretary of the Navy

NAV. DEP^t 17. Aug^t 1803

Your letter of the 14th instant has been received —

It having been considered essentially beneficial to the services to appoint all the masters mates from the Corps of midshipmen, a rule, from which we cannot depart has been made to this effect — It is therefore proper to inform you, that you cannot receive the appointment you solicit

[NDA. GLB, Vol. 6, 1802-1803.]

To Secretary of the Navy from Captain Edward Preble, U. S. Navy

U. S. FRIGATE *Constitution*

at Sea Latt^d 42°. 5' N^o Long^t

57°37' West, Aug^t 19th 1803

SIR, since I left Boston, the wind for the most part of the time has been adverse, at present it is more favorable, and prospect of it's continueing — The Ship sails well, is perfectly tight, and the Officers

& crew healthy, Colⁿ and Mrs Lear are also in good health, I detain a vessel bound to Plymouth for a few moments to give you this information

[LC. EPP, LB, 1803.]

To Secretary of the Navy from Lieutenant Stephen Decatur, Jr., U. S. Navy

[U. S. BRIG *Argus*] BOSTON Aug^t 21st 1803

SIR, I have the honor to inform you that this day we launched [the *Argus*], after an unsuccessful attempt made yesterday, it is supposed the cause of her not going off yesterday, was owing to the ways not having a sufficiency of descent; I cannot help expressing my mortification at having written you we should be able to launch much earlier than we have, I had the assurances of the builder to that effect & I trust no censure will be attached to me for the delay. —

In the last I had the honor to write you, I mentioned I should be ready for sea in ten days after launching, which time I shall not exceed, & I am in great hopes I shall be ready in a shorter time —

The officers that have joined the *Argus* are Lieut^t Blake, Lovington & Vanskoit, M^t M^cGraugh, M^t Winn, M^t Bainbridge, M^t Stewart, M^t Pitegru & M^t Man — according to your directions I have engaged a Boatswain, Gunner, & Carpenter, their names are Geo. Nicholson Boatswain, Rob^t Huntress Gunner, & John Gay carpenter, they have been in the situations they are now in before & have all been highly recommended; from what I have observed since they have been under my command, I conceive they are highly qualified for the situations, they have engaged to go in the Brig provided they get warrants previous to sailing, should you think proper to grant those men warrants, I would be glad if they could be forwarded as soon as convenient —

D^r Tisdale has not joined the brig & I conceive it doubtful whether he will or no, if he does not we may be placed in a very awkward situation, most of our men will be from New-York where it is certain a contagious disorder exists, Lieut^t Blake who is recruiting at New York has informed me four of the men he has entered have dyed with this disorder, should no surgeon or mate get on by the time I am ready, I shall proceede to sea without one — I have enclosed you a letter I have received from D^r Tisdale & have the honor to be

[NDA. Officers LB, 1802-1805.]

To Lieutenant Stephen Decatur, Jr., U. S. Navy, commanding U. S. Brig *Argus*, Boston, Mass., from Secretary of the Navy

NAVY DEP^t August 22d. 1803 —

By the mail which will convey to you this letter, you will receive from the Treasurer the sum of 30,000\$. This sum you are to take in silver and gold of foreign coinage, to the Mediterranean & there deliver to Commodore Ed^d Preble with the accompanying letter addressed to him. On delivering this money to Commodore Preble you will take his receipt therefor and transmit it to this department. —

[NDA. OSW, Vol. 6, 1802-1805.]

To Captain Edward Preble, U. S. Navy, from Secretary of the Navy

NAVY DEP^t August 22, 1803 —

Commodore PREBLE — *Mediterranean* —

By Lieut^t Decatur you will receive thirty thousand dollars — This sum I send to you to be applied to the disbursements of the squadron.

You will use it economically and distribute it among the vessels of the squadron under your command, charging their respective Commanders to spend no part of it unnecessarily and to be economical in what they do expend. —

My reason for sending you this sum of money, is this. You would otherwise in all probability be constrained to draw bills to a great disadvantage so long as the present war continues in Europe. This sum by being judiciously distributed among the squadron, may render it unnecessary for the Commanders to draw on either of the places where a credit is deposited for them, or it will so far abridge the amount of their drafts, that no considerable loss in the Exchange will be experienced. — The Carronades for the *Argus* having been procured in this country, you will have nearly the whole of the sum transmitted to you at Boston on the 13th ult^o to be applied in like manner with the present sum. —

In distributing these monies, you will give the requisite instructions to the respective Commanders as to their application and they are to forbear drawing to a disadvantage in all cases where it can be avoided. —

A provision Ship will sail from Balt^o for the Mediterranean with provisions for the squadron under your command, about the 15th of the ensuing month. — Her cargo will consist of Beef, Pork, Bread, Flour, Rice, and Beans or Pease. —

[NDA. LB, 1799-1807.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, Wednesday, 24 August 1803

At 3 P M Signalled for the convoy to get under sail. Fired a shot . . . At 4 P M got under sail . . . At sunset about 12 miles from Livorno. Gorgona to the N W. Cape Corse to the NW. Capraia to the S W. Cape St. André to the W . . . the convoy astern of us. Five vessels under convoy . . . At sunrise the convoy astern of us . . . At 8 A M . . . about 2 leagues from Gorgona to the east. Standing to the west . . . At 10 A M exercised the guns. At noon . . . the convoy astern of us, proceeding on our course . . .

[LC. EPP, Journal 1803.]

[25 August 1803]

To the Prime Minister of Tripoli from Captain Richard V. Morris,
U. S. Navy

Richard Valentine Morris Esq^r Commander in chief of the United States Squadron stationed in the mediterranean Sea, unto the Siddi Mohammed D'guize prime Minister to his Excellency the Bashaw of Tripoli in Barbary. —

HEALTH.

Whereas it hath pleased the almighty disposer of all sublunary events to entrust me with the power of giving efficient protection to my fellow Citizens trading in those seas as well as to chastize the arrogance of those who in defiance of our friendly overtures dare continue to menace our flag. — We have nevertheless deem'd it expedient in order to prevent the further effusion of blood at which humanity must recoil to inform you that M^r James Leander Cathcart who is now bound to Tunis upon business of the United States with

that Regency & who probably may remain there some time, has full powers vested in him by the President of the United States of America jointly with me, or seperately, to enter into & conclude a Treaty of perpetual peace & Amity between the United States of America, & the Regency of Tripoli, and I request that you may place implicit faith and reliance on what he, the said James Leander Cathcart shall write or say on behalf of the U States of America & rest assured that such arrangements that he may make with your Recency though subject to the control of the constituted authority of the said United States will be duly ratified. —

In testimony of which I have hereunto subscribed my name on board the United States Ship *Newyork* at Sea this twenty fi[f]th day of August 1803. —

[NA. SDA. CL, Tripoli, Vol. 2, 1801-1805.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding, from Thursday, 25 to Friday, 26 August 1803

Afternoon . . . sighted a brig near the island of Gorgona. The boat went alongside. She was an English brig, proceeding to Gorgona every day to fetch provisions. Said that we were American. Stood out to sea. At sunset observed Gorgona east, Capraia south, Cape Corse W S W. Livorno the point W of the island of Elba south . . . At 8 A M sighted a small lateen three-master heading for us with two other vessels to the N E. At noon the boat went alongside. She was an English privateer fitted out at Gibraltar, come to ask for provisions, having taken a prize . . . The convoy astern. Gorgona to the East, Capraia, Cape Corse to the S W. Gave her a barrel of bread, a barrel of meat and a barrel of rum.

Latitude observed 32°5' N.

[LC. EPP, Journal 1803.]

[26 August 1803]

To James Simpson, U. S. Consul, Tangier, Morocco, from Captain William Bainbridge, U. S. Navy

(Copy)

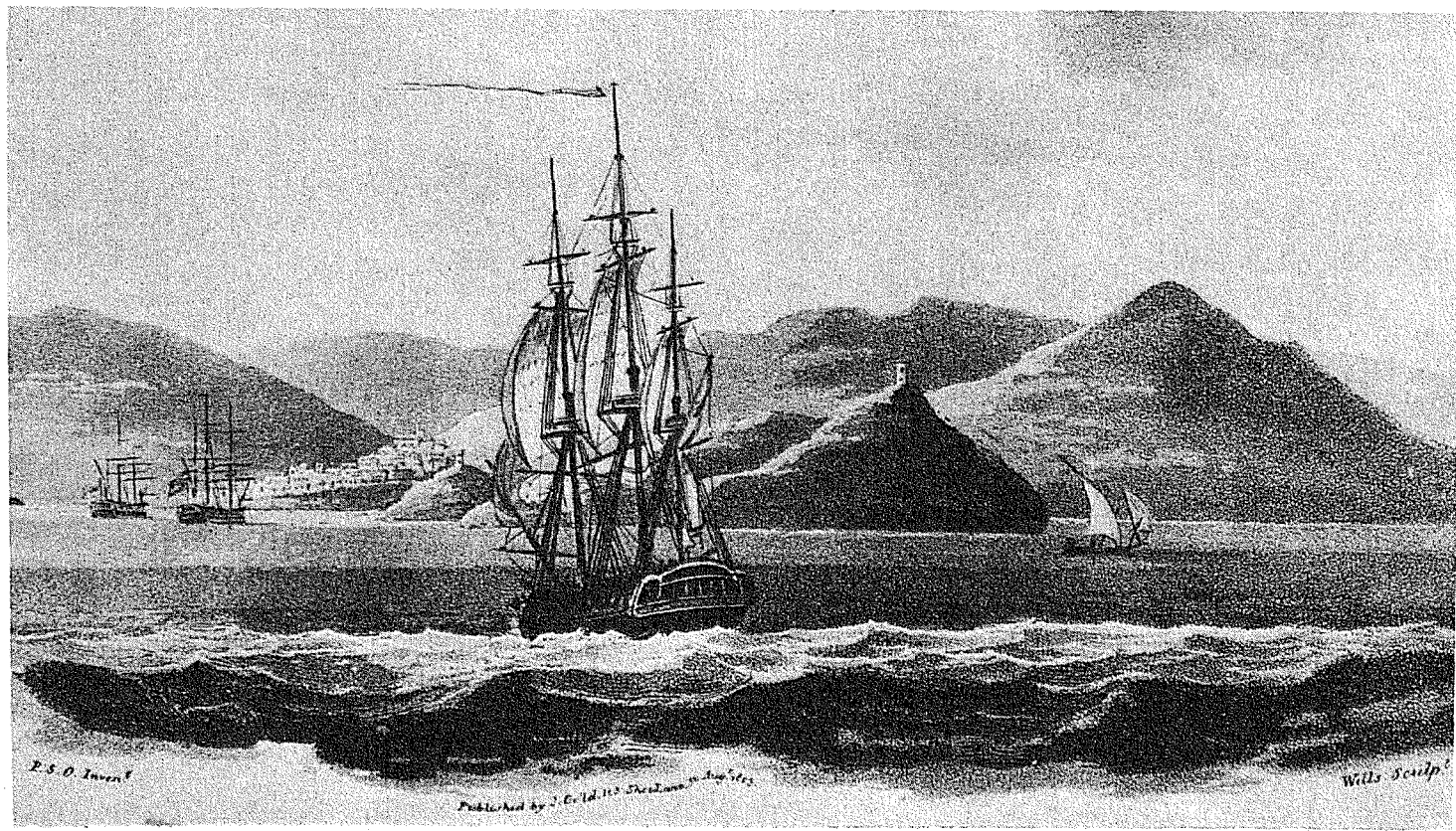
U. S. FRIGATE *Philad*^a

East of Malaga a 10 Mils

Monday 29th Aug^t 1803

D^r SIR I wrote you from Gibraltar on the 24th Ins^t mentioning that we should sail the next Morning for Malta —

Hearing at the Rock that two Tripolitans were off Cape de Gatt made me proceed with all Expedition to Examine that part of the Spanish Coast. On the 26th blowing very fresh at 8 P. M. being nearly up with Cape de Gatt fell in with a ship carrying only her foresail & had a Brig in Company under the same sail, it being night & her Guns housed prevented an imediate discovering her to be a Cruiser, after hailing for some time found that she was a Vessel of Warr from Barbary, on which information I caused her Boat to be sent on board the frigate *Philad*^a with her Pass ports — from w^{ch} I discovered that she was a Cruiser belonging to the Emp^r of Morrocco Calld *Mesboha* [*Mirboka**] Commanded by Ibrahim Lubarez Mounting 22 Guns & Mand with 100 Men, by not making ourselves known to the officer who came on board he Confessed that the Brig [*Celia*] in Company was an American & had been with them 3 or 4 days, was bound to some Port in Spain, had been boarded by them, but not



U. S. FRIGATE PHILADELPHIA OFF TETUAN, MOROCCO.

detaind, the low sail in w^{ch} the Brig was under induced me to suspect that they had Captured her notwithstanding their having your Passport which must appear from the sequel was only obtaind to protect them against the American ships of Warr —

I sent my first Lieu^t on board to Examin if they had any American Prisoners, on his attempting to Execute my orders, he was prevented by the Capⁿ of the Cruiser, this increased my suspition and I sent a Boat with armd Men to inforce my Intentions, after they were on board they found Capⁿ Richard Bowen of the American Brig *Celia* Ound by M^r Amasas Th[al]yer of Boston and several of his Crew, who was taken the 17th Ins^t from Barcelona — bound to Malaga within 2 or 3 Leagues of the Spanish shore, & about 25 Miles to the Eastward of Malaga, the Capⁿ & the Crew they had Confined below Deck which they always did when speaking a Vessel, after Making this Discovery I instantly ordered all the Moorish Officers on board the frigate, for I made no hesitation in Capturing her after such proceedings on their part and Violation of the faith of Passports which ought to be Sacred — Oweing to the high Wind and Sea it took me the greatest part of the Night to get the Prisoners on board and Man the Prize which detention Occasiond loosing sight of the Brig, the following Morning discovering many Vessels in diver directions the Day was spent by the frigate & Prize in chasing to find the Captured Brig about 4 P M. made her coming round Cape de Gatt from the Eastward, standing close in shore for Almeria Bay, oweing to the wind being very fresh we was going slow in approaching her, all the greatest Exertions was made by Lieu^t Cox in Towing & Rowing the Prize, fortunately the Wind increased in the Evening and we recapturd her at 12 oClock at Night. — The Moors Confess that they came out aCruising for the sole purpose of Capturing Americans to be sent to Tanger. I have rec^d a paper from them writen in Moorish w^{ch} they say is their authority from the Gov^t of Tanger for so doing — I inclose this to John Gavino Esq^t with a particular request to have it safely Conveyd to you that you may be informed of the Circumstance and act accordingly. I beleive the Govenour of Tanger is much disposed for Hostilities with the U. S., the Moorish Prisoners accuse him as the sole cause of their present Cituation. I sincerely hope that this Capture may be productive of good Effects to the U. S. with the Emp^r who may be assured that if he injustly goes to Warr with the U. S. he will loose every large Cruiser he has, & God grant that it may not in the least prove a disadvantage to you. My Officers and self have made it a Markd point to treat the Prisoners not only with the lenity that is due from Humanity but with particular attention of Civility to impress on their mind a favourable Opinion of the American Character —

That you may receive this information as Early as possible I dispatch my Boat on shore at Malaga to request W. Kirkpatrick Esq^t Consul to forward it by Express to Gib^t I shall be Extremely anxieuse to hear from you, as also for the arrival of Comodor Prible to receive his Instructions relative to the Captured ship. I am bound to Gibraltar Bay with the Prize, but am fearfull we shall be detaind for want of an Easterly wind.

[*This word is spelled with an "H" and "K" due, it is believed, to the phonetic similarity of these letters in Arabic.]

[26 August 1803]

To Captain Edward Preble, U. S. Navy, U. S. Frigate *Constitution*, from Captain
William Bainbridge, U. S. Navy

UNITED STATES FRIGATE *Philad^a*
Gibraltar Bay 12th Sept^r 1803

SIR I have the honor to inform you that I arrived in this place from the United States on the 24th ult^o, my orders being to place myself under the command of the Commanding Officer on the Mediterranean Station and hearing that Commodore Morris was off Tripoli I proceeded the next day for that Coast. Having received news at Gibraltar that two Tripolitan Cruisers were off Cape de Gatt we ran the Spanish Shore close on board to endeavour to fall in with them. on the 26th at 8 P M being nearly up with the Cape we fell in with and captured the Moorish Ship of War called *Mirboka* commanded by Captⁿ Ibrahim Luberaz mounting 22 Guns and manned with 98 Men, she had captured the American Brig *Celia* of Boston Richard Bowen Master, whom we recaptured the following night; for particulars of this Capture I refer you to the enclosed, being a copy of my letter to James Simpson Esqr Consul for the United States to Morocco; I also enclose a copy of the Translation of Captⁿ Luberaz orders to Capture American Vessells and property.

On the 1st ins^t after seeing the Cruiser and Brig at Anchor in this Bay I immediately proceeded through the Straits to Cruise a few days between Cadiz and Cape S^t Vincent for a Moorish Frigate of 30 Guns said to be thereabouts; Without the good fortune of seeing her we returned yesterday to this place.

[LC. EPP, Vol. 6, 1803.]

[26 August 1803]

Deposition of Master of American Brig *Celia*

(SEAL)

CONSULAR OFFICE OF THE U. S.
OF AMERICA AT GIBRALTAR —

On this third day of September 1803 Personally appeared in my Consular Office Richard Bowen Master of the Brig *Celia* of Boston in the U. S. of America who after being solemnly sworn did Declare on Oath that he sailed from the Port of Barcelona, on the Coast of Cathaluna[?], on the Sixth day of August last, in and with the said Brig *Celia* destined for Malaga with about four thousand staves for Barrils & Ballast That he Continued on said Voyage with light Airs untill the Seventeenth day of said Month, when the said Brig with every thing on board was taken & Captured at the Distance of about Eight Leagues to the Eastward of Malaga, and about two distant from the shore, by the Moorish Ship of Warr *Marboka*, Commanded by Ebrahim Lubari, Mounting Twenty two Guns & one hundred Men, belonging to the Emperour of Morrocco, who took him the Deponent and the Crew of the said Brig (the Mate Excepted) on board said ship, and put thirteen Moors on board the Capturd Brig. That the said Moorish Commander told him the Deponent that he was Captured and intended to take him and the Brig to Tangier. That he the Deponent Continued on board said Moorish Cruiser untill the Twenty Seventh of said Month, when the United States Ship *Philadelphia*, William Baimbridge Esq^r Commander fell in with the aforesaid Moorish Ship *Marboka* and Captured her. That on the Twenty Eighth day of said

Month the said U. S. Ship *Philadelphia* Recaptured the aforesaid Brig *Celia* which had been taken from the Deponent. after which the *Philadelphia* proceeded with the Captured Cruiser, and Recaptured Brig *Celia* for Gibraltar Bay, taking them occasionally in Tow. That they all anchord in said Bay the first Instant and the said Brig was delivered up to he the Deponent by Cap^t Baimbridge and was yesterday admitted to Prattick

RICHARD BOWEN

Thus Done, Sworn and Declared in
Gibraltar, the Day and Year first within
written in my presence.
Witness my hand and Seal of Office —

JOHN GAVINO
Consul of the U. S. of America

[LC. EPP, Vol. 6, 1803.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding

Friday, 26 to Saturday, 27 August 1803

At noon . . . the convoy astern of us. At sunset observed Cape Corse to the S W, Gorgona east. Capraia . . . At sunrise . . . rain. At 7 A M . . . rain. At 8 A M lightning and thunder. A thunder-bolt slightly injured two seamen. At 9 A M rain ceased . . . sighted a vessel to the east. Made sail to make her out. Fired shot and hoisted the flag. She hoisted the Spanish flag. At 10 A M . . . spoke to her. She was coming from Livorno and bound for Spain. Stood on to rally . . . At noon rallied with the convoy [assembled the ships of the convoy] . . . standing to the west.

Saturday, 27 to Sunday, 28 August 1803

Afternoon . . . sighted a polacca to the west ahead of us. Gave chase. Came quite close. She hoisted the Russian flag. She was coming from Toulon and was bound for Smyrna. Stood on to rally the convoy . . . At 5 P M rallied with the convoy . . . At sunrise sighted a Spanish polacca. At 8 A M spoke with her. She proved to be from Genoa and bound for Barcelona. Sighted the Hyères islands to the N E . . . the convoy astern of us. At 10 A M sighted a sail ahead of us. Crowded sail to make her out. At noon . . . the Hyères islands N E . . .

Latitude observed 42° 29' N.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman Henry Wadsworth, U. S. Navy, on board U. S. S. *New York*, Captain Richard V. Morris, U. S. Navy, commanding, 27 August 1803

Leghorn A second time your Sir I visit this place — my fav'rite part in the Mediterranean. I am in arrears to you for the pleasures of Leghorn & my duty have taken up all my time since our arrival; therefore let me return and relate circumstances as they occurred. The Squadron passed between Elba & the Main land of Italy on their way to this port; they are about 10 miles distant & in this passage there are two little lumps of high land with castles on them which command the passage.

The *Adams* being order'd to lead was close to one of these islands when they fir'd upon her, — soon after fired 3 more guns, but none hit her, it was nearly calm — the Com^r was without gunshot the *Adams* sent her boat on shore, we spoke the *Enterprise*. Capt Hull informd us that the French officer had demanded a guinea for each gun fired & detained Lieut Dent as a security for the Money: the Boat returned & M^r Smith, lately our envoy at Lisbon now a passenger in the *Adams* went in her — & the money was paid. We spoke the *Adams*. The Com^r asked Capt Campbell "if he paid for those guns" Yes sir: — "Well, by God if they had fired at me I would have returned it." The Com^r was in a great rage. Capt Campbell assum'd great liberty in transacting any affairs directly under the nose of the Com^r — & thro' his damn'd foolishness our country is insulted & we pay for it too. Blast him — if I were Com^r I'd arrest him & pack him off to the United States for Trial. — * * *

Information arriv'd, that the U. S Schooner *Nautilus* is in the Mediterranean, the *Enterprise* dispatched in quest of her.

[H. W. L. Dana Col.]

Extract from journal of Midshipman F. Cornelius deKrafft, U. S. Navy, in U. S. Brig *Siren* of 18 guns, Lieutenant Charles Stewart, U. S. Navy, commanding, Saturday, 27 August 1803

Light breezes from the S^e warm & sultry. At 8 A. M. weigh'd the Starboard bower Anchor & brought up on the larboard anchor at $\frac{1}{2}$ past meridian weigh'd the larboard anchor & got under way, came too at flood tide with the bower abreast of Red Bank in $4\frac{1}{2}$ fathoms water with about a range of 35 fathom of Cable. —

[NDA.]

To Secretary of the Navy from Captain William Bainbridge, U. S. Navy

UNITED STATES FRIGATE *Philadelphia*
at Sea 3 leagues from Malaga 29 Aug^t 1803

SIR, I had the honor of writing you on the 24th inst. informing I had that day arriv'd in the Bay of Gibraltar & received news of Tripolitan cruisers being off cape de Gatt, which made me proceed the next day with all expedition to examine that part of the Spanish coast.

On the 26th at 8 p. m. abreast of Almeria Bay we fell in with and captured the Moorish Ship of War *Mirboka* of 22 guns & 100 men, commanded by captain Ibrahim Lubarez, who had in company the American Brig *Ceilia* of Boston, Richard Bowen master, her prize; that night blowing fresh with a high sea detention in getting the prisoners on board and Manning the cruiser occasioned our losing sight of the Brig; but the following night at 12 o'clock being close in with cape de Gatt fell in with & recaptured her.

I am now bound with both vessels to Gibraltar. For further particulars I refer you to the enclosed copy of my letter to James Simpson Esq^r Consul for the United States to Morocco.

I trust that the circumstances relating to the capture will appear in the opinion of the President of the United States, proper justification for my conduct in detaining the Ship without a declaration of War.

I hope Sir that you will do me justice in believing that no pecuniary motives influenced me but was solely actuated by the Honor & protection of the American Flag

[LC. EPP, Vol. 6, 1803.]

Extract and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U.S. Navy, commanding, from Monday, 29 to Tuesday, 30 August 1803

. . . At 3 PM Crowded sail to join the vessel astern of the convoy. The rest of the convoy ahead . . . At sunset towing the vessel . . . At 6 A M sighted a sail ahead of us. At 8 A M the said vessel chased us to make us out. At 10 A M saw that she was a ship of the line. At 11 A M the boat came alongside. Hoisted the British flag. Spoke. Then she headed N W. Continued on our course . . . At noon latitude observed 42° 33' N.

[LC. EPP, Journal 1803.]

Extract from journal of Midshipman F. Cornelius deKraft, U. S. Navy, in U. S. Brig *Siren* of 18 guns, Lieutenant Charles Stewart, U. S. Navy, commanding, Monday, 29 August 1803

Light winds & variable. At ½ past 12 got under way Abreast o New Castle & stood for New Castle, got the boats ahead. At 1 A. M. (the wind being extremely light) came too with the larboard bower, about 1 mile to the E^d of N. Castle. At ½ past 1 A. M. John Adams (ships barber) in a fit of Insanity attempted to kill himself, succeeded only in cutting a small gash in his throat, found it necessary to send on shore for a Doctor, who after sewing up the gash advised sending him to the hospital, which was done at past 12 P. M. At ½ past 4 P M. weighed the larboard bower, & stood for New Castle. At 5 came too abreast the town, moored ship with the stream Anchor to the S^d & W^d ends with light winds from the W^d —

[NDA.]

To Secretary of State from James Leander Cathcart, appointed U. S. Consul, Tunis
N^o 11

FRIGATE *Adams* AT SEA
August 30th 1803 —

SIR In my last communications N^{os} 9 & 10, I intimated to you that I should be necessitated to draw upon the department of State for \$20,000 in order to facilitate a negotiation between the United States and the Regency of Tripoli as it would have been of no service what ever but the reverse, to have proceeded to Tripoli without funds or credit, the Bashaw as in a former instance would increase his demands in proportion to the length of time that must necessarily elapse between the agreement taking place & its completion & on the contrary would moderate his terms in proportion to the apparent certainty of our speedily complying with them.

I likewise had the honor to inform you that I had taken my passage on board a greek ship, in order to join our Squadron at Malta, to put in execution the Presidents orders of the 9th of April. Enclosures 1 to 6 will give you the particulars of the cash negotiation in detail, & my letter to Comodore Morris of the 1st of August enclosure A, will inform you of the reasons which prevented my proceeding to Malta which eventually has been a fortunate circumstance

On the 13th ins^t the whole American Squadron stationed in the mediterranean anchor'd in the road of Leghorn I went on board the Comodore & presented him with enclosure A, and an extract from my instructions of the 9th of April, in course of conversation I found that after the termination of Comodore Morris' negotiation at Tripoli, that the *John Adams* had totally destroy'd a Tripoline

Cruiser of 22 Guns which blew up & that the Squadron left the coast of Tripoli on the latter end of June, & has since been at Malta Messina & Naples, on board the *Newyork* came passengers M^r Morris & her two children, on board the *John Adams* two Neapolitan princes, & on board the *Adams* M^r Smith late Minister at the Court of Portugal, who all arrived in the most perfect state of health —

On the 15th I sent Comodore Morris enclosure B, & receiv'd his answer to mine of the 1st of Aug^t — enclosure C, I cant conceive what part of my letter he construes to allude to a suspension of his superintending Agency, but the very observation is sufficient proof of his jealousy that any other person should be empower'd to negotiate with the Barbary States but himself — On the 16th I wrote to Comodore Morris again (see enclosure D) in answer to his of the 15th to which as well as to enclosure B he only gave me a verbal answer, specifying that it was not in his power to comply with my request, as it would interfere with prior arrangements & observed that he would endeavor to send me over to Tunis in the *Adams* & would order Cap^{tn} Campbell to remain three or four days for my dispatches; I gave the Comodore the perusal of my instructions & the Presidents letters to the Bashaw of Tunis; my last letter of the 16th naturally brought on a small explanation which was my wish, I candidly inform'd the Comodore that I conceived that he had treated me very ill in having taken me all round the mediterranean & then sent me to Leghorn at the moment which offer'd for the putting my instructions into execution & his proceeding before Tripoli to negotiate without me, I inform'd him was an act which it was impossible for me to reconcile to my ideas of propriety; he declared he had not the least intention to wound my feelings, that he conceiv'd he could negotiate with those powers without my assistance & that consequently my services were unnecessary, of the result government are the best judges; though it is worthy of remark that in his communication to M^r Nissen of the 5th of June he acknowledges his being unacquainted with the usages of Barbary, how extraordinary then doth it appear that at the moment he contemplated a negotiation he should refuse to accept the assistance of a person legally authorized by government for that purpose & who was perfectly acquainted with their views usages and intrigues —

* * * * *

Comodore Morris opens his negotiation with that Regency by betraying that unfortunate mans intentions to his brother the reigning Bashaw of Tripoli & thus signs his death warrant, as he has given under his sign manual that the Bey of Derna has solicited his aid against the present Bashaw which is sufficient cause to induce that Tyrant to destroy him, & will even justify him in so doing, as it is proof positive that altho he is not at this moment in open rebellion against the Bashaw, that he is only awaiting a proper opportunity to declare himself & has a party ready to join him when circumstances should appear most likely to promote his interests; * * *

Thursday 18th ins^t Com^o Morris dispatch'd the Schooner *Enterprize* to Malta in quest of a vessel sent with dispatches from the United States which had sail'd from Gibraltar some time before in quest of the Squadron.

Sunday 21st Com^o Morris set out for Florence in company with M^r Smith in consequence of a decree of the French gov^t declaring

that all British manufactures & colonial produce ship'd on board neutrals will not be admitted to entry in any of the ports of the French Republic & that any goods of said description being found on board vessels of a neutral power within their ports will be confiscated, this decree induced the Com^e to request the French general Oliviere to inform him whether he consider'd the port of Leghorn a french port or not, he answer'd in the affirmative and added that the decree of his government would be put in a full force at Leghorn as in any of the ports of France Com^e Morris's motive for going to Florence is to know in what point of view the Queen of Etruria will consider gen^l Olivieri declaration! poor woman; her answer I presume will be Sir you see our situation, the French troops are in possession of Leghorn, I therefore must defer giving a decisive answer untill a more favorable opportunity —

Wednesday 24th Sailed the *John Adams* & Tripoline prize with some merchant vessels under convoy bound to the westward — A few days ago a report was circulated here that two Tripolitan Cruisers were fitted out at Algiers & had sailed to cruise against our commerce, if this report is true the *John Adams* will stand a fair chance to fall in with them —

On the 27th I embark'd on board the *Adams* Cap^{tn} Campbell & sail'd bound to Tunis, leaving the *Newyork* at Leghorn, on my arrival I will do myself the honor to communicate to you every occurrence worthy your attention as well as the different stages of the negotiation; I intend dispatching a Courier to Tripoli immediately after my first audience from the Bashaw of Tunis, & I have some reason to hope that my negotiation with Tripoli will be attended with success, though I must candidly confess, that I would much sooner be employ'd in battering down their walls than in paying them money

* * * * *

You desired me to give you some information relative to an adequate compensation for M^r Nissen, he has been very serviceable to us, and I recommend that a letter of thanks accompanied with a snuff box adorn'd with the arms of the United States set in brilliants of the value of five or six hundred dollars may be sent him as a token of the Presidents approbation of his conduct; this would likewise be returning the King of Denmark's compliment who made a similar present to M^r Eaton who had render'd the Danes some services at Tunis —

* * * * *

[NA. SDA. CL, Tripoli, Vol. 2, June 1801–Sept. 1805.]

Extracts and translation from a journal kept in French by an unknown person on board the U. S. Frigate *John Adams*, Captain John Rodgers, U. S. Navy, commanding,

Tuesday, 30 to Wednesday, 31 August 1803

Afternoon . . . sighted the British squadron composed of nine vessels about 25 miles to the N W of us . . . Towing a vessel. At sunset . . . waited for the vessel astern . . . At sunrise . . . sighted the entire British squadron to the north of us. At 8 A M . . . Ceased to tow[?] the vessel. Rejoined . . . At noon . . . heading S W . . . the convoy to windward of us. . .

Latitude observed 42°27' N.

Wednesday, 31 August to Thursday, 1 September 1803

Afternoon . . . the convoy astern of us . . . At 4 P M . . . waiting for the convoy. At sunset sighted Cape San Sebastian to the N W distance about 20 miles . . . At sunrise . . . sighted the Materoni [?] mountains to the NW distance about 25 miles. At 6 A M . . . Crowded sail to approach the shore. At 8 A M sighted Fort Monjuich to the N N E . . . At noon . . . sighted the city of Barcelona. Sighted several vessels heading west.

Latitude observed 41°13' N.

[LC. EPP, Journal 1803.]

[31 August 1803]

Concerning Commodore Morris' squadron in the Mediterranean

On the 29th of May, 1803, he [Commodore Morris] addressed a letter to N. Nissen, esq. his Danish majesty's consul at Tripoli, "soliciting" him to communicate to the Bashaw of Tripoli, "that he was authorized by his government to negotiate with him," and that he was "ready to commence a treaty immediately, should he (the Bashaw) be disposed for peace."

On the 31st May the Bashaw informed him, that he had named "his trusty minister Mahamed Dghies," with full power to negotiate; and closed his communication with the following observation: "I do not fear war — it is my trade — I understand it better than any body."

The commodore proposed that the negotiation should be conducted on board the *New York*; which arrangement, however could not be agreed to, in consequence of the indisposition of Mahamed Dghies. It was therefore decided, upon the commercial agent of the French Republic, then resident at Tripoli, becoming responsible for the safety of the commodore's person, that the business should be conducted on shore. An interview took place on the 7th June; and on the 8th the minister, Dghies, informed commodore Morris that his master, the Bashaw, demanded two hundred thousand Spanish milled dollars and the expenses of the war "for a peace;" intimating his disposition to "employ his influence" to induce his master to lower his demands.

On the same day commodore Morris offered a present of five thousand dollars in specie, on condition of the Bashaw's agreeing to the project of a treaty of peace which had been prepared, and was submitted. To this offer he received "a verbal message" informing him "that the business was at an end, and that he must depart immediately," and thus ended the negotiation.

On the 10th June, commodore Morris, with the *New-York* and *Enterprise*, quitted the coast of Tripoli, and proceeded to Malta, leaving the *John Adams* and *Adams* to continue the blockade of that port. It appears to have been the intention of commodore Morris, to leave these two ships off Tripoli, and to proceed with the *New-York* and *Enterprise* down the north side of the Mediterranean, touching at the several ports, for the purpose of affording convoy to such of our merchantmen as he should find in them; but on his arrival at Malta, he receive a letter from Mr. Davis, charge des affaires at Tunis, (dated 24th March, 1803,) informing him, that there was a "strong armament fitting out at Tunis, and that a junction was intended between the fleet of that power and the Algerines." This informa-

tion rendered it expedient, in the commodore's opinion, to keep the "whole of his squadron together," that he might "be prepared to meet so formidable a force," expecting that they only waited a favorable opportunity to declare war. Under these circumstances, he "raised the blockade of Tripoli;" on the 26th June, 1803, collected his whole force at Malta, and thence proceeded to Messina, Naples, and Leghorn, where he arrived on the 13th August, from which place he despatched the *John Adams* with convoy to Gibraltar — the *Adams* with Mr. Cathcart, to Tunis, and thence to Gibraltar — and the *Enterprize* back to Malta for despatches, (which he had understood had passed up to Malta for him,) to be brought to him off cape De Gatt. Having made these arrangements, the commodore left Leghorn, in the *New York*, for Gibraltar, and touching at Malaga on his way thither, he received his letter of suspension dated 21st June — which transferred the command of the squadron, and of the frigate *New York* to commodore Rodgers, and directed commodore Morris to take charge of the *Adams*, and return without delay to the United States, where he arrived on the 21st November, 1803.

On his arrival, he was called on for an explanation of his conduct during his command. The considerations which had induced the President to direct his suspension were frankly and explicitly stated to him; but he could offer no explanation that was deemed satisfactory. It was therefore determined to institute a solemn inquiry into his conduct; and as from the warrant, convening the court on this occasion, we may see the causes of his suspension, it is here given at length:

To Samuel Barron, esq. a captain in the Navy of the United States.

"Whereas, the President of the United States did send a squadron of ships of war to the Mediterranean, and did give the command thereof to Richard V. Morris, a captain in the Navy of the United States, with orders and instructions to subdue, seize, and make prize of all vessels, goods, and effects belonging to the Bashaw of Tripoli, or to his subjects; and to exert such other efforts as should be judged most proper for annoying the enemy and for protecting the commerce and seamen of the United States; and whereas Richard V. Morris was specially instructed to proceed with the squadron under his command and lay off against Tripoli, and closely and vigorously blockade that port; all which will, by our several instructions hereto annexed, more fully appear. And whereas, a close and vigorous blockade of the port of Tripoli hath not been made; and all practicable means have not been used to annoy the enemy: concerning the cause of which disobedience and neglect, we think it necessary that inquiry should be made, in order that we may have a faithful report made to us of the causes thereof, for our better information. The President of the United States has therefore charged me to call a court of inquiry, for the purpose aforesaid; and you are hereby accordingly ordered to proceed to this place, to act as a member of the said court, and being the senior officer called, you will be the President thereof. Notifications are also transmitted to captain Hugh G. Campbell and lieutenant John Cassin, with orders to appear at this place, on or before the first day of April next, as members of the court; and the court is hereby directed and empowered to summon such persons as may be necessary to give information touching the said matters; and is moreover author-

ized, empowered, and required, strictly to examine into the matters before mentioned, and to report a statement thereof as it shall appear to them, together with their opinion thereon; all which you are to transmit to me, to be laid before the President of the United States, for his consideration; and for so doing, this shall be to you and to our other said officers, and all others concerned, a sufficient warrant.

Given under my hand and seal of the Department of the Navy, this 10th March, 1804.

R. SMITH, *Secretary of the Navy*

Under this precept the court, consisting of
 Capt. Samuel Baron, President.
 Capt H. G. Campbell } Members, and
 Lieut. John Cassin, }
 Walter Jones, Jr. Esq. Judge Advocate.

Convened in the City of Washington, on the 3d April, 1804, and continued its sessions, by adjournment from day to day, till the 13th April, 1804 — and its finding was as follows:

Friday, 13th April, 1804. Present all the members and the Judge Advocate.

“The court was cleared, and proceeded to form and pronounce their opinion, as follows. viz.

“This court having carefully examined, and deliberately weighed, the evidence produced, and all that was alleged by captain Richard V. Morris, in explanation or in vindication of his conduct, do report, as their opinion:

“That the said captain Morris did not conduct himself, in his command of the Mediterranean squadron, with the diligence or activity necessary to execute the important duties of his station; but that he is censurable for his inactive and dilatory conduct of the squadron under his command, in these instances, viz.

“1. In remaining with, and detaining his squadron at Malta, without necessity, or any adequate object, answerable to the length of his stay and detention aforesaid: that is to say, from the 5th to the 30th day of January, 1803; and from the 11th to the 19th day of February, 1803; and also from the 1st to the 21st day of May, 1803.

“2. In carrying his whole squadron, on the 19th February, 1803, from Malta to Tunis bay, and thence down to Gibraltar, and not returning with, or sending back any part of his squadron till the month of May following, having, in the mean time, no part of his squadron on the station aloft, to cruise off the coast of Tripoli, or otherwise protect our commerce in that quarter, as occasion might serve.

“3. In remaining with, and detaining his squadron at Gibraltar without necessity, or any adequate object, till too late a period in the spring of the year 1803; that is to say, from the 23d March to the 11th April, 1803.

“4. In not proceeding with, or sending any part of his squadron (after the one unsuccessful attempt in the month of January, 1803) to the coast of Tripoli, till he sent captain Rodgers from Malta with the frigate *John Adams* alone, on the 5th May, 1803; who arrived with his frigate on the 8th May following.

“5. In not going sooner than the 22d May, 1803, to the coast of Tripoli.

"6. In quitting the blockade of Tripoli, on the 10th June 1803, in the frigate *New York*, accompanied by the schooner *Enterprise*, without necessity or any adequate object, and never afterwards appearing on the coast of Tripoli.

"7. In raising the blockade of Tripoli, on the 26th June 1803, and carrying the whole squadron from thence to Malta, Messina, Naples, Leghorn, &c. without necessity or any adequate object; and never afterwards sending any part of the squadron to the coast of Tripoli.

"And this court do further report, that, as to the period that the Mediterranean squadron was under the command of captain Morris, from 25th May, 1802, when he first arrived in the Mediterranean, to the 5th January, 1803, when he was joined at Malta by Captain James Barron, with the frigate *New York*, and by captain John Rodgers, with the frigate *John Adams*, there are no facts disclosed by the evidence, sufficiently clear and explicit, whereon to ground any censure of the conduct of captain Morris, in his command aforesaid, or whereon to form any specific opinion, sufficiently satisfactory to the judgment and conscience of this court. Wherefore they have limited the expression of their opinion to such periods of his command, and to such parts of his conduct, as they could, from the evidence, fairly and clearly pass an opinion upon."

Given under our hands, this 13th April, 1804.

(Signed) S. BARRON, President,
HUGH G. CAMPBELL,
JOHN CASSIN.

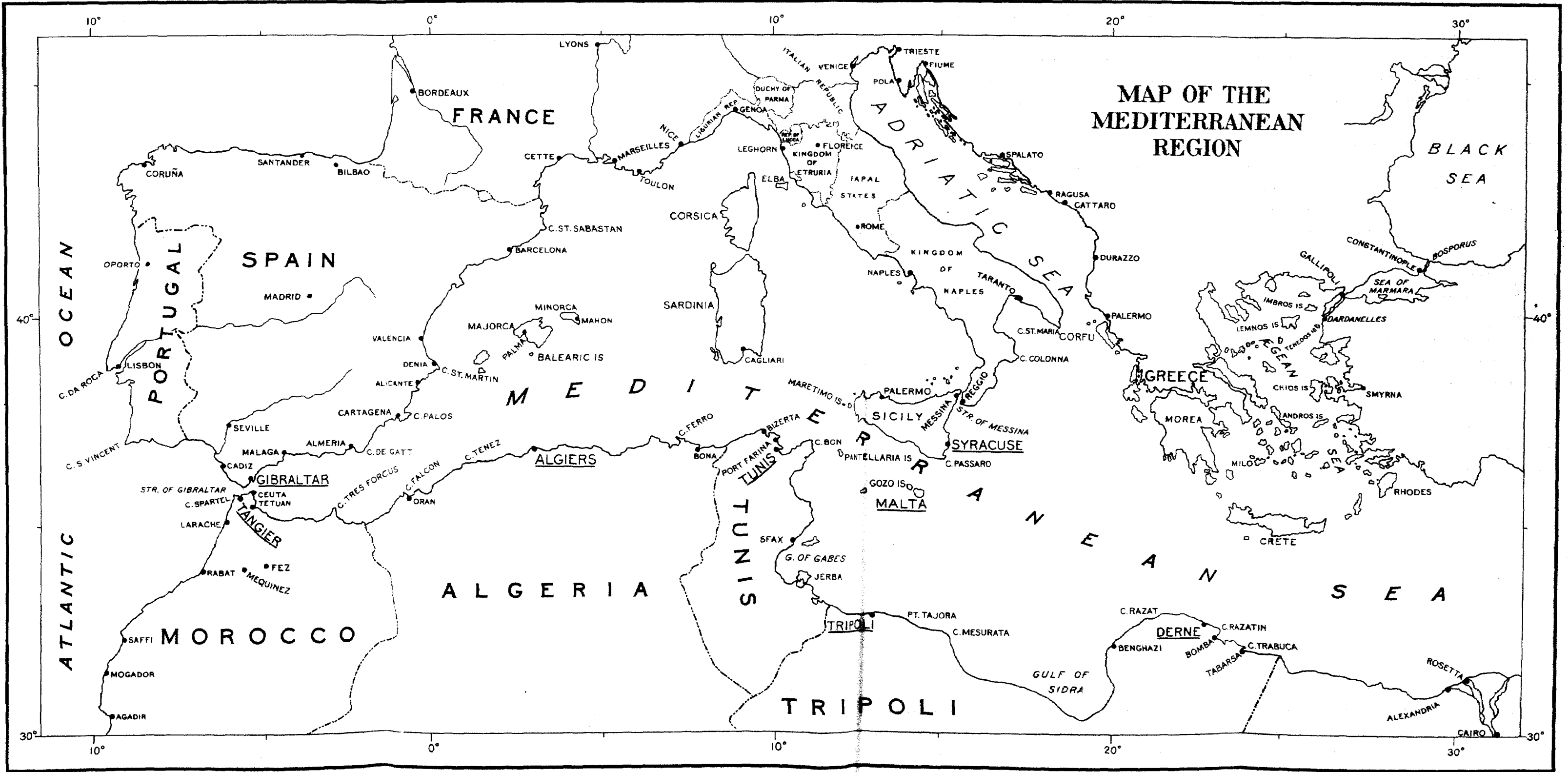
When commodore Morris arrived near the coast of Tripoli [22 May 1803], with his squadron, a number of merchant vessels, convoyed by several gunboats, were discovered, making for Tripoli. Chase was immediately given. The gun boats escaped into Tripoli. The merchant vessels, eleven in number, loaded with wheat, were driven into Old Tripoli. Lieutenant David Porter proposed to the commodore to take the boats of the squadron, the following night, and attack these vessels, then defended by a number of men stationed near a large stone building; but the commodore, calculating that his force would enable him to obtain them by "negotiation," declined concurring in the proposition. — He, however, permitted lieutenant Porter, in the course of the night, to proceed with four men in an open boat and muffled oars, to reconnoitre the position of the vessels, preparatory to an attack, in the event of "negotiation" failing. Lieutenant Porter completed his observations without interruption — not a single shot having been fired at him, till he put about to row off, when innumerable volleys of musketry were discharged towards him — he escaped, however, without having sustained the slightest injury; owing, no doubt, to the darkness of the night, which, while it served him, served the enemy also, so effectually as to prevent a discovery of the operations they were then carrying on. The next morning it was perceived that the enemy had, during the night, hauled up all the vessels at high tide, and erected extensive breast works from both sides of the stone building; and that the vessels were lying side by side, high and dry, their sterns within twenty feet of the breast work, so as to render it impossible for them to be cut out. Previously to being hauled up, the vessels were unloaded, and their cargoes (bags of wheat) with stones collected in the neighborhood, formed the breastwork, which was on a bank, fifteen to eighteen feet high, and

behind which it was perceived a great number of armed men, collected during the night, were stationed, ready to defend the vessels; and a multitude of cavalry covered the high grounds, presenting a grand and formidable appearance. It is supposed, indeed, that almost the whole force of Tripoli had been drawn to this point during the night. Under these circumstances, the boats of the squadron under the command of lieutenant Porter, were manned and ordered to attack and set fire to the vessels. Unappalled by the preparations made to receive them, they proceeded on this service, in open day. As soon as they arrived within musket shot, the men behind the breastwork commenced a heavy fire upon them, which could only be returned occasionally, as they showed their heads above the works, or came out from behind them. As the boats approached, several of our men were killed and wounded — among the latter, lieutenant Porter, who received a slight wound in the right thigh, and a ball through the left, which, however, did not occasion one moment's intermission of his exertions. Proceeding steadily to their object, they were so near the works, that five or six of the enemy stepped from behind them, picked up handfuls of pebbles and earth, threw at them, and then discharged their pieces. The moment, however, of their discovery was the moment of their fate — the whole of them were shot down — the boats advanced within pocket-pistol shot of the breastwork, and their crews leaped from them, boarded the vessels, and set fire to the whole of them — then, agreeably to a preconcerted arrangement, they retired to the right and left, so as to leave an opening for the fire of our ships, they lying within point blank shot — the ships accordingly opened upon the enemy, in the expectation of completing the work so gallantly commenced by the boats; but the enemy, in apparent disregard of the many broadsides discharged at them, came in bodies from behind their breastwork, extinguished the flames, and preserved their vessels.

Lieutenant Porter, altho' severely wounded, proposed to renew the attempt; but the commodore considered the service too hazardous, and the enterprize was abandoned.

The service performed by the boats of the squadron, reflected honor upon their several commanders and crews—the names of all were never reported; but those of lieutenant David Porter, lieut. James Lawrence, and midshipman John Downes, were mentioned as deserving particular distinction. Many thousand balls were fired by the enemy from muskets and *pistols*, and yet, astonishing to relate, our whole loss in killed and wounded, did not, it is believed, exceed fourteen — the loss of the enemy from the fire of the boats and ships, is unknown to us; but it has been estimated as far greater than ours, notwithstanding the decided advantages under which they fought, behind a breast work, proof against musket ball at least, and with numbers probably twenty times greater than that of the boats. Several of their horses were cut in two by cannon shot, from our ships, and their riders were seen to fall as if dead.

It is to be regretted, that the proposition of lieutenant Porter to attack the vessels the first night, was not acceded to — it would have resulted, without question, in the capture or destruction of the vessels, with their valuable cargoes. A promise made by the Tripolitans, to deliver up the vessels the next day, in which the commodore unfortunately confided, may, considering his ignorance of the character of



those people, probably be received as an excuse for the check he imposed upon the enterprize of his officers in the first instance.

On the 28 May, it was decided to make an attack on the gun boats off Tripoli; but the result was not calculated to produce any serious effect upon the enemy, owing, it is presumed, to the very unskilful and awkward manner in which the attack was commenced. The *John Adams*, captain Rodgers, then considerably in the rear of the other ships was ordered to lead the van, and that ship accordingly bore up, and gained a position as near to the enemy as possible, and opened upon them. The position of the commodore's ship, (the *New York*,) at that point of time, was about three cables length on the weather bow of the *John Adams*, and the position of the *Adams* was about one cable's length on her weather beam, which rendered it impossible for their fire to reach the enemy, without endangering the *John Adams*, she being directly in their line of fire. This extraordinary mismanagement on the part of commodore Morris drew upon him much censure. In defence of himself, he says, "It was my wish and intention to destroy the enemy and their boats, and if the disposition of the ships was not at one time exactly as I could have wished it to have been, still I cannot impute it to myself as an offence, but to causes that I could not controul. The same might, and no doubt has happened to abler and better seamen than myself; the escape of the enemy, under their batteries, was entirely owing to the calmness of the weather, and the fast approach of night."

The commodore expressed great satisfaction in being able to state, that during the whole period of his command in the Mediterranean, "there was not a citizen of the United States in those seas, who either lost his property or was made a captive," and so far as regarded the protection of our trade in that distant sea, his squadron certainly rendered essential services, although no incidents (other than those above men[tion]ed,) calculated to throw any degree of lustre upon our arms. occurred during his command. This is to be ascribed, not to any deficiency in personal courage on the part of the commodore, but to his indolence, and want of capacity. He might have acquitted himself well in the command of a single ship, under the orders of a superior, but he was not competent to the command of a squadron.

[See note dated 27 April 1802.]

[NR&L. "The Naval Chronicle".]

INDEX

533

INDEX

	Page
Abbreviations index to sources.....	vii
Abercrombie, General.....	111
Abrahams, Lawrence, <i>Essex</i>	3, 5, 7
Accountant of the Navy, correspondence with Secretary of Navy.....	13, 344
Achach, Hadge Abdashaman. <i>See</i> Morocco, Governor of.	
Ackerman, David, <i>Essex</i>	3, 6, 9, 10
Active, brig, Capt. Jacob Noyes.....	216
Acton, General, Prime Minister of State, Two Sicilies:	
Correspondence with Lt. John Shaw.....	14, 22, 23
References to.....	14, 18, 57, 75, 278
Acts of Congress:	
Authorizing four ships-of-war and fifteen gunboats.....	366
Authorizing publication of these documents.....	iv
Naval appropriation.....	141, 344, 369
Protection against Tripolitan cruisers.....	51, 52
Protection of seamen.....	367
Restorations to France.....	103
Sale of land at Navy Yard, Charlestown, Mass.....	361
Adams, John, boatswain, <i>Essex</i>	317
Adams, U. S. S., Capt. Edward Preble, Capt. Hugh G. Campbell, and Capt. Richard V. Morris:	
Arrived at Gibraltar.....	210
Arrived at Malta.....	464
Bearing dispatches for Cathcart.....	126
Blockading Tripoli.....	423, 526
Blockading Tripoline ship at Gibraltar.....	237, 241, 250, 271, 286, 320, 335
Boats from, attacked Tripolitans.....	436
Brought to a British ketch off Tripoli.....	441
Campbell, Hugh G., relieves Preble in command of.....	123, 313
Cathcart, James L., on board.....	399, 514, 525
Complement for.....	101, 133
Convoy duty.....	223, 389, 449
Engagement off Tripoli.....	432, 435-437, 459, 460, 465, 466, 531
Fired on by French fort near Elba.....	522
Fired on <i>John Adams</i> (by mistake).....	432
Guns.....	70
Health of marines aboard.....	271
Hull, Isaac, Lt., ordered to.....	100, 101, 133
In ordinary at Washington.....	137
Marines for.....	19, 20, 44
Morris, Richard V., Capt., to command on return trip.....	457, 479, 527
Movements of.....	137, 268, 399
Off Morocco.....	221
Officers.....	119
Ordered for duty in the Mediterranean.....	102, 130
Part of Squadron in the Mediterranean.....	136
Preble relieved of command of, on account of illness.....	122, 313
Preble resigns command of, due to illness.....	113
Preble to command.....	19, 40
Preparing to join Mediterranean Squadron.....	62, 63, 92, 93, 100
Prize (<i>Meshouda</i>) in tow of.....	490, 495, 497, 498, 506
Recommendation for sale of.....	49
References to.....	43,
137, 141, 142, 147, 158, 162, 173, 181, 183-185, 186, 192, 195,	
205, 207, 232, 236, 237, 245, 257, 265, 286, 288, 296, 320, 324, 328,	
332, 335-337, 342, 343, 358, 384, 387, 418, 425, 430, 450, 453-455,	
460, 489, 490, 493, 504, 508, 524, 527	
Repairs to.....	43, 268, 313, 314

Adams, U. S. S., Capt. Edward Preble, etc.—Continued.	
See Capt. Edward Preble, Capt. Hugh G. Campbell, and Capt. Richard V. Morris, and Lt. Isaac Hull.	Page
Spoken by U. S. S. <i>New York</i>	522
Survey of repairs to; condition of; guns, officers and crew for.....	62, 63
To be loaded with stores at Gibraltar.....	324, 325
To operate against Moroccan vessels.....	211
To return to U. S.....	136, 306, 331, 457, 474, 479
Two men wounded during attack on Tripolitans.....	436
Admiral in Navy, establishment of, not expected.....	330
Advances in pay for Officers on duty in the Mediterranean.....	261, 262
Agents and Consuls in Europe advised American vessels should avoid Moorish cruisers.....	181, 183, 184
Agusta. See Augusta.	
Alcayde Abdashaman Hashash. See Morocco, Governor of.	
Alexander, Allen, Essex.....	3, 7
Alexander, Philip, Lt., U. S. M. C., Essex.....	1, 11
Alexandria, Va., bread to be procured at.....	25
Alexis, Louis, Midshipman, New York.....	243, 403
Algeziras:	
Governor of, desires convoy.....	116
Model of vessel of, desired.....	347
Algiers:	
Cathcart, James L.—	
Appointment as consul at, not acceptable.....	128,
289, 301, 348, 376, 379, 380, 399	147, 208
To succeed O'Brien as consul at.....	184
Circular to consul at, from James Simpson.....	198
Commerce of.....	482
Consulate at, considered most important in Barbary.....	72, 73
Customs observed by U. S. vessels at.....	321
Demands made on United States by.....	
Dey of (Hassan Bashaw)—	
Correspondence with President, U. S. A.....	301
Demands stores instead of cash.....	321, 348, 356, 377, 380, 385, 386
Mediator for peace with Tripoli.....	148, 288, 289
References to.....	III, 279
Refuses to accept J. L. Cathcart as U. S. Consul.....	128,
289, 301, 348, 376, 379, 380, 399	244,
U. S. prisoners released through mediation of.....	279, 281, 282, 288, 293, 297, 301, 305, 306, 320, 331, 348, 349
Exactions demanded of France.....	199
Exactions demanded of Naples.....	199
Exactions demanded of Portugal.....	198, 199
Exactions demanded of Spain.....	198
Fighting strength of.....	71
France at peace with.....	335, 379
Jews of, debt due.....	386
Lear, Tobias, appointed Consul General to.....	431, 468, 476, 482-485
Morocco at peace with.....	341
Negotiating peace with Portugal.....	380
Peace terms with Tripoli proposed by.....	289
Population of.....	198
Portugal at war with.....	116, 180
Portuguese Squadron to cruise off.....	241
Presents from Spain.....	357
Presents, stores and tribute to.....	147,
211, 212, 217, 221, 232, 244, 257, 289, 321, 376, 384-386, 389, 406, 412,	431, 432, 437, 449, 451, 452, 461, 482, 483, 485
Report on affairs of, by Richard O'Brien.....	198-200
Salutes fired by, cost of.....	72, 73
Slaves in.....	198
Spain, peace with.....	335
Spoiliations by.....	199, 200
Treaty with.....	204
Tunis to join, in action against Americans.....	526, 527
Two Tripolitan corsairs escaped to.....	172-174

Algiers—Continued.

	Page
Vessels of—	
Blocked at Gibraltar	210
Capture Neopolitan and Genoese vessels	147, 162
Capture Portuguese frigate	155, 156, 162, 163, 173, 264
Captures by	180
In Bay of Tunis	454
Movements of	147
Nine corsairs sailed from	393
Ships-of-War, list of	71
Spanish vessels, two, taken by	147, 156
Strength of	71, 198
Twelve ships-of-war cruising	155
Two corsairs to sail	357
Wealth of	198
Alicante, Spain. Circular to Consul at, from James Simpson	184
Allegro, Ambrose	363
Allen, Mr	445
Allen, Drury M., Midshipman, U. S. N., correspondence with Secretary of Navy	500, 501
Allen, Mary	320
Allen, Samuel C., <i>Essex</i>	2, 6, 10
Allen, Sarah	320
Allen, Thomas	320
Allen, Williams, General, correspondence with Mid'n William Henry Allen	320, 331
Allen, William Henry, Mid'n., correspondence with General William Allen	320, 331
Alline, Benjamin, Purser, <i>John Adams</i>	372, 415
Allyne, Mr	392
Alton. <i>See</i> Acton.	
Aly Pacha	250
American Packet, master Charles Barnard, supplies for Mediterranean Squadron	23
American State Papers, claims data obtained from	248, 469
Amory, William, Lt., U. S. M. C.	11, 52, 78, 194, 294
Amphetrite, brig	342
Amphion, British frigate	453
Amsterdam, Holland. Circular to Consul at, from James Simpson	184
Anderson, John, <i>Essex</i>	4, 9, 10
Anderson, Thomas O., Mid., <i>Siren</i>	420
Anderson, Walter G., Midshipman, U. S. N., correspondence with Secretary of Navy	500, 501
Andrews, Seth, <i>Essex</i>	3, 8
Angel, James, <i>Essex</i>	3, 7, 8
Angus, Samuel, Midshipman, <i>President</i>	121, 243
Ann, Brig., Capt. Robinson, convoyed by <i>Constellation</i>	302, 307, 335
Ann, schooner, Capt. Samuel Caleff, supplies for Gibraltar	209
Antonio, Joseph, <i>Essex</i>	5, 10
Appleton, Thomas, U. S. Consul, Leghorn:	
Correspondence with Capt. Richard Dale	28, 50, 51
References to	205, 254
Release of alleged French citizen from crew of <i>Constellation</i> demanded of	292
Appropriations:	
Amount needed to repair public ships	129
Authorizing printing of these documents	iv
Making restorations to France	103
Naval service	48, 49, 132, 141, 344, 366, 369
Request for	125, 126
Archer, John, Capt., <i>Sally</i>	462
Argus, U. S. brig, Lt. Stephen Decatur, and Lt. Isaac Hull:	
Building at Boston	418, 502
Complement for	480
Conveying \$30,000 to Commander of Mediterranean Squadron	516
Crew for	503, 505

Argus, U. S. brig, Lt. Stephen Decatur, and Lt. Isaac Hull—Continued.	Page
Decatur, Stephen, Jr., Lt., to command.....	424, 457
Formerly <i>Merrimack</i>	411, 414, 418, 422, 424, 438
Guns for.....	411, 413, 467, 473, 493, 502, 517
Hull, Isaac, Lt., to command.....	424, 474
Keel laid.....	402
Launched.....	516
Marines for.....	422
Officers of.....	516
One of Mediterranean Squadron.....	457, 474, 478, 482
Ordered to the Mediterranean.....	478
Preparing for Mediterranean.....	411, 414, 448, 472, 516
Recruiting instructions for.....	480, 481
References to.....	423, 446, 463, 501
<i>See</i> Lt. Stephen Decatur and Lt. Isaac Hull.	
Supplies for.....	431
Vanschaick, Sybrant, appointed Master.....	448
Armorer, duties of, defined by navy regulations.....	35, 36
Arreez Omar, Capt. Meshouda.....	275, 283
Ashford, Washington, Essex.....	4, 8, 10
Augusta, ship.....	124, 464
Azulai, Algerine Jew.....	224, 279, 306
Bacca, Manuel, Don.....	227, 281, 315, 434
Bacon, Isaih, Essex.....	3, 7, 8
Bacri and Busmach, Jewish brokers, Algiers.....	198, 200, 485
Bacri, Solomon.....	200
Baily, James, Gunner, Vizen.....	467
Bainbridge, Joseph, Mid'n., President, New York and Argus.....	121, 362, 516
Fought duel.....	362
Bainbridge, William, Capt. Essex and Philadelphia:	
<i>Betsy</i> to be examined by, with a view to purchase.....	362, 365
Correspondence with—	
Dale, Richard, Capt.....	77
Gavino, John, U. S. Consul, Gibraltar.....	59
Murray, Alexander, Capt.....	150
Navy, Secretary of.....	201,
235, 337, 365, 370, 371, 375, 376-379, 397, 410, 412, 419, 441,	
442, 455, 473, 477, 478, 522	
Preble, Edward, Capt.....	520
Simpson, James.....	518, 519
Examine applicant for promotion.....	239
Extracts from journal of.....	1-10,
12, 15, 16, 22, 42, 47, 50, 57, 59, 63, 65, 68, 82, 83, 85, 93, 94, 96,	
97, 99, 105, 106, 109, 111, 113, 114, 121, 123, 126, 129, 131, 133,	
134, 141, 145, 146, 151, 153, 154, 157-159, 161, 165, 176, 180,	
181, 193, 203, 205, 210, 223, 225, 226	
Prove guns manufactured by Hughes.....	235
References to.....	22,
45, 56, 70, 99, 105, 106, 109, 111, 116, 118, 146, 161, 162, 166,	
180, 181, 182, 193, 240, 241, 362, 374, 391, 394, 397, 401, 420,	
424, 429, 438, 444, 457, 469, 474, 478, 482	
<i>See</i> <i>Essex</i> and <i>Philadelphia</i> .	
Superintend building of brig at Philadelphia.....	377
Superintend building of schooner at Baltimore.....	376
Superintend repairs to <i>Philadelphia</i>	372
To command the <i>Philadelphia</i>	412, 419, 420
To return to United States.....	150
Vessel under supervision of.....	378
Baker, Nathan, purser, Siren.....	420
Baldwin, Samuel, Lt., U. S. M. C.....	11, 295
Ball, Alexander, Sir. See Malta, Governor of.	
Ball, Joseph. See Pettit, Charles.	
Ballard, Edward, sailing master, Chesapeake.....	26
Ballard, William, Midshipman, Vizen.....	444, 467
Baltimore, Md., schooner to be built at.....	376
Banning, Freeborn, Lt., Chesapeake.....	26

	Page
Barbary States:	
Living conditions in.....	253
Relations with Morocco.....	338, 341
Barcelona, Spain. Circular to Consul at, from James Simpson.....	184
Barclay, Thomas, Lt., U. S. M. C.	11
Barkwell, John, U. S. S. Essex	4, 5, 7, 8
Barlow, Robert, Sir. Commander of English Squadron.....	180, 199
Barnard, Charles, master <i>American Packet</i>	23
Barnet, British Major General	151
Barnett, James, Private, U. S. M. C.	58
Barron, James, Captain, New York:	
Correspondence with Secretary of Navy.....	233, 239, 260, 261, 277
Money for Algiers.....	321
Ordered survey of <i>New York</i>	323, 325
Orders to.....	260
References to.....	45, 118, 244, 259, 260, 270, 333, 348, 356, 398, 424, 442, 478
Relieved by Capt. Richard V. Morris as commodore of Mediterranean Squadron.....	137
See <i>New York</i> .	
To command the <i>New York</i>	233
To join Mediterranean Squadron.....	232
Barron, Samuel, Capt., Philadelphia:	
At Gibraltar homeward bound.....	144
Correspondence with—	
Cathcart, James Leander, U. S. ex. consul, Tripoli.....	15, 16
Dale, Richard, Capt.....	24, 56, 70, 73
Murray, Alexander, Capt.....	150
Navy, Secretary of.....	366, 370, 371, 377, 527, 528
Orders to.....	28, 45, 66, 69, 70, 73
President, Court of Inquiry in case of Capt. Richard V. Morris.....	527-529
References to.....	20,
25, 28, 41, 50, 53, 79, 87, 99, 117, 118, 119, 138, 141, 146, 162,	
163, 166, 241, 316, 379, 384, 385, 464, 509	
See <i>Philadelphia</i> .	
To return to the United States.....	150
Barry, John, Capt. U. S. N.:	
Correspondence with Secretary of Navy.....	160,
216, 217, 230, 239, 240, 321, 322, 337	
Guns manufactured by Lane to be proved by.....	160
Guns of Colonel Hughes to be proved by.....	216, 217
Guns of Hughes need not be approved by.....	230
Guns of Mr. Lane have been proved.....	216
Ordered to command force in the Mediterranean.....	337
References to.....	90, 433
To examine applicant for promotion.....	239
Truxtun medal presented to.....	321, 322
Barry, Richard, Franklin	247
Barry, Richard, Seaman, Constellation	238
Bartlett, Benjamin C., Essex	4, 8
Bashaw, Hackmaw	186, 285
Bashaw of Tripoli. See <i>Tripoli</i> .	
Batavia. See <i>Holland</i> .	
Batterman, Mr., master Caroline	497
Bayly, Louis C., master, Adams	119
Beatty, Mr.	404
Beaussier, Mr.	274
Bedinger, Daniel, Navy Agent, Norfolk, Va.:	
Appointed Navy Agent at Norfolk, Va.....	135
Correspondence with Secretary of Navy.....	135,
203, 259, 260, 281, 346, 378, 390, 406, 420, 437, 438, 451, 452, 461,	
462.	
References To.....	136, 157, 197, 254, 260, 276, 371, 400, 478
Beebe, Eliphalet, Capt., may contract for building gunboats.....	375
Ben Abdullah	220
Ben Ismael	220
Ben Mohamet	220
Ben Ottoman	285
Bennett, James, part owner of <i>William and Mary</i>	395

	Page
Bennett, William, part owner of <i>William and Mary</i>	395
Bentley, P. E., midshipman, <i>Chesapeake</i>	26
Benton, Mr., British Consul, Tripoli and Algiers.....	349
Betsy, Captain White, Purchase of, contemplated.....	362
Betsy Walk, Ship, Capt. Henry Brown:	
Passport for.....	438
Presents for Algiers..... 395, 437, 438, 448, 449, 451, 452,	462
Provisions for Mediterranean Squadron.....	437
Beverly, Owner of <i>Betsy Walk</i> , correspondence with Secretary of Navy.....	448, 449
Bey of Tripoli. See Tripoli, Bashaw of.	
Bey of Tunis. See Tunis.	
Bickerton, J., Sir, British Admiral.....	404, 409, 454
Bickerton, Richard, Sir, British Admiral.....	236, 243, 247
Biddle, Clement, Notary Public.....	140, 156
Biddle, James, Midshipman, <i>Constellation</i> and <i>Philadelphia</i>	27, 419
Bilbao, Spain. Circular to Consul at, from James Simpson.....	184
Bille, Mr., Consul General, Denmark.....	323
Billings, Elisha, <i>Essex</i>	2, 9, 10
Bills, George, acting boatswain, <i>Adams</i>	63, 70
Bird, Savage and Bird, London.....	304
Bird, Thomas, O. S., <i>Constellation</i>	236
Bizerte, <i>Franklin</i> , brig, captured and taken to.....	194, 196
Blaine, E. B., midshipman, <i>Constellation</i>	27
Blake, Joshua, Lt., <i>Argus</i> and <i>Constitution</i> :	
Correspondence with Capt. Edward Preble..... 414, 468, 471, 472, 481, 487	
Recruiting for <i>Constitution</i> 467, 468, 471, 472, 494, 496	
References to..... 391, 406, 416, 463, 516	
To the <i>Argus</i> 418, 472, 501	
To the <i>Constitution</i> 413, 414, 468	
Blakeley, Johnston, midshipman, <i>President</i>	121
Blanchard, Peter, <i>Essex</i>	4, 7
Blanchard, Samuel, U. S. M. C., <i>Essex</i>	1
Blodget, Samuel G., Midshipman, <i>Constellation</i>	27, 297
Blonet, S., See Blodget.	
Blue, William <i>Essex</i>	2, 5, 7, 8
Boaman, John, seaman, <i>Constitution</i>	498
Board of Admiralty established.....	330
Board of Examiners:	
First appointments to.....	239
To examine applicants for Lieutenantcy.....	238
Boatswain, duties of, defined by navy regulations.....	35
Bogerson, <i>Essex</i>	3, 8
Bograra, Cidi Mohammed, Saint.....	111
Bonaparte (Napoleon, French General):	
Presents to Tripoli.....	290, 305
References to..... 42, 111, 199, 298, 335, 357, 449	
Bordeaux, France. Circular to Consul at, from James Simpson.....	184
Bosdict, David, U. S. M. C., <i>Essex</i>	1, 9, 10
Boston, British frigate, bowsprit for.....	346
Boston, Mass.:	
Marine Hospital to be established at.....	183
Navy Yard (Charlestown)—	
Acknowledgment to.....	iv
Estimated cost.....	108, 109
Marine guard for.....	157
Sale of parcel of land at.....	361
Site for.....	49, 106-109
Boston, U. S. S., Capt. Daniel McNeill:	
Arrived at Toulon.....	17, 20
Blockading Tripoli..... 45, 77, 157, 167, 192	
Convoy duty in the Mediterranean.....	232, 241
Crushing ground..... 45, 69, 81, 98	
Engagement with Tripolitan boats.....	154
En route home.....	284, 296
In company with Swedish frigates.....	157, 170
Joined Mediterranean Squadron.....	118, 119
Livingston, Minister to France, sailed in.....	118, 119

Boston, U. S. S., Capt. Daniel McNeill—Continued.	Page
McNeill, Daniel, Capt., to relinquish command of.....	232, 233
Movements of.....	41, 43, 52, 54, 98, 99, 143, 215
Officers of, while in ordinary.....	317
Orders and instructions for.....	25, 27, 28, 79
Provisions for.....	187, 218, 267
References to.....	16, 43, 44, 77, 78, 87, 94, 95, 98, 117, 138, 150, 161, 169, 194, 195, 203, 219, 223, 237, 239, 240, 244, 248, 263, 268, 349, 433
Repairs to.....	143, 187
Resumé of.....	119
See McNeill, Daniel, Capt.	
To be placed in ordinary.....	201
To continue blockade of Tripolitan ship at Gibraltar.....	150
To remain in Mediterranean Squadron.....	232
To return Home.....	99
Boulware, Joe W., Lt., U. S. N., acknowledgment to.....	iv
Bounds, Joseph, Capt., Ship <i>Gloria</i> :	
Bearing dispatches from William Eaton.....	304
Correspondence with—	
Eaton, William, U. S. Consul, Tunis.....	94, 95, 105, 273
McNeill, Daniel, Capt.....	98, 99
Murray, Alexander, Capt.....	145
Orders and instructions for.....	95, 98, 99, 104, 105, 273
References to.....	99, 144, 154, 168, 216, 240, 241, 248
Warrant to.....	98
Bourne, L., Capt., Ship <i>Cora</i> , correspondence with Secretary of Navy.....	304
Bowen, Benjamin, <i>Essex</i>	3, 8
Bowen, Richard, Master, <i>Celia</i> :	
Deposition of.....	520, 521
Taken prisoner by Moroccan vessel.....	519, 520
Bowers, Mr.....	90, 375
Boyd, James, surgeon's mate, <i>Adams</i>	63
Boyd, Walter, midshipman, <i>Enterprize</i>	21
Boyle, William, <i>Essex</i>	4, 6, 7
Bradley, John, seaman, <i>Essex</i> , lost overboard.....	203
Bradley, Joseph, <i>Essex</i>	3
Brandt, Richard B., Sailing Master, <i>Constellation</i>	27
Brent, Daniel.....	246, 333
Brent, William, to furnish stores for Mediterranean Squadron.....	504
Brewin, John, gunner, <i>Essex</i>	317
Bridge. See Rundell & Bridge.	
Briggs, John, <i>Essex</i>	3, 6, 7
Brinley, James, <i>Essex</i>	3, 5, 8, 10
Bromley, Aaron C., U. S. M. C., <i>Essex</i>	1, 9, 10
Brooke, Samuel B., correspondence with Secretary of Navy.....	515
Brown, Mid'n., <i>Siren</i>	439
Brown and Sumner. See Summert and Brown.	
Brown. See Summert and Brown.	
Brown, Henry, Capt., <i>Betsy Walk</i>	438
Brown, James, <i>Essex</i>	8
Brown, John, Midshipman, <i>Essex</i>	5
Brown, John, U. S. M. C., <i>Constellation</i> , died.....	335
Brown, John, U. S. M. C., <i>Essex</i>	1, 3, 4, 7, 8
Brown, Matthew, Carpenter, <i>Philadelphia</i>	441
Brown, Peter, <i>Essex</i>	4, 5, 8, 10
Brown, Samuel, Navy Agent, Boston, Mass.:	
Building of vessel at Boston.....	393
Camboose for brig building at Boston.....	400
Charters the schooner <i>Federal Eagle</i>	394, 395
Correspondence with—	
Haraden, Nathaniel, Sailing Master.....	329
Navy, Secretary of.....	64, 106-109, 174, 176, 183, 390-392, 400, 426, 430, 431, 438
Guns and provisions for <i>Constitution</i>	430, 431
Guns for <i>Argus</i>	493
References to.....	405, 411, 413, 414, 425, 443, 446, 447, 473, 480
Site for Marine Hospital.....	183

	Page
Brown, Thomas, Midshipman, <i>Siren</i>:	
Correspondence with Secretary of Navy.....	243
Furlough countermanded.....	243
To the U. S. S. <i>Siren</i>	420
Brown, William, boatswain's mate, <i>Essex</i>.....	2, 5
Bruney, Robert, <i>Essex</i>.....	7
Brussels, Josh., quartermaster, <i>Constellation</i>, died.....	343
Bulkeley, Thomas, correspondence with Capt. Alexander Murray.....	155
Bulkley, Francis, Capt. brig <i>Lucretia</i>.....	216
Bullock, Archibald, Navy Agent, Savannah, Ga., Correspondence with Secretary of Navy.....	157
Bullus, John, surgeon, U. S. Navy:	
Correspondence with Secretary of Navy.....	123
References to.....	295, 374
Bumpers, Josiah, <i>Essex</i>.....	3, 7
Buonaparte. See Bonaparte.	
Burney, Robert, <i>Essex</i>.....	4
Burns, James, Lt. (<i>Constellation</i>).....	24
Burns, John, <i>Essex</i>.....	1, 6, 8, 10
Burns, Michael, <i>Essex</i>.....	4
Burns, Patrick, Marine Corps.....	343
Burns, Timothy, Landsman, <i>Constellation</i>.....	302
Burns, William, seaman, <i>Sophia</i>.....	64
Burr, Aaron. See Vice President, U. S. A.	
Burr, Francis, <i>Essex</i>.....	4, 8
Burrell, Sylvanus, <i>Essex</i>.....	2, 5, 9, 10
Burrows, Miss.....	58, 301
Burrows, William, midshipman, <i>Philadelphia</i> and <i>Constitution</i>.....	122, 418
Burrows, William W., Lt. Col. Commandant, U. S. M. C.:	
Correspondence with—	
Campbell, Hugh G., Capt.....	335
Carmick, Daniel, Capt., U. S. M. C.....	58, 292-296, 326, 327
Fenwick, John R., 1st Lt., U. S. M. C.....	47
Hall, Edward, 2d Lt., U. S. M. C.....	300, 301
Hooper, Thomas W., Lt., U. S. M. C.....	334
Johnson, John, Lt., U. S. M. C.....	143, 144
McKnight, James, Capt., U. S. M. C.....	194, 195
Navy, Secretary of.....	19, 20, 44, 157, 398, 400, 422
O'Bannon, Presley N., Lt., U. S. M. C.....	271
Osborn, William L., Lt., U. S. M. C.....	117, 118, 270
Marines for <i>Enterprize</i>	23
Marines under jurisdiction of.....	206
Orders to.....	44
References to.....	11, 388, 443, 455, 480, 481, 505
Burrows (Wm. W.), Mrs.....	58, 118, 271, 301
Burstroem, Consul.....	67
Buskin, Conrad, boatswain, <i>Congress</i>.....	317
Busnach. See Baeri & Busnach.	
Busnach, David.....	200
Butler, Richard, master, <i>Essex</i>.....	1, 317
Butler, Richard, Sailing Master, <i>Vixen</i>.....	467
Butler, Silas, Purser, <i>Enterprize</i>.....	21
Butman, Joseph, <i>Essex</i>.....	4, 7
Butt, Thomas, Private, U. S. M. C.....	58
Byrne, Michael, <i>Essex</i>.....	5
Byrnes, Caleb.....	178, 274
Cadet, Crassons. See Luce & Crassons Cadet.	
Cadiz, Spain:	
Circular to Consul at, from James Simpson.....	184
Merchant vessels advised to rendezvous at.....	184, 185
Cadwell, James, <i>Essex</i>.....	4, 8, 10
Caesar, British frigate, Sir James Saumeraze.....	139, 141, 189
Cald Du Charne, French Poleacre Ship, spoken by <i>Constellation</i>.....	193
Calder, George, midshipman, <i>Cheapeake</i>.....	26
Caldwell, Henry, Lt., U. S. M. C.....	11
Caldwell, James B., Lt., <i>Constellation</i> and <i>Siren</i>.....	24, 27, 420, 439
Caleff, Samuel, Capt., schooner <i>Ann</i>, correspondence with Secretary of Navy.....	209

	Page
Cambooses for brig building at Boston.....	400
Cambridge, Wm., Quarter Master, <i>Adams</i>	268
Camden, schooner, Capt. Nathaniel Cannon.....	216
Cammillieri, Nicolai, artist.....	v
Campbell, Hugh, G., Capt., <i>Adams</i> :	
<i>Adams</i> to be commanded by.....	123, 313, 314
Appointed a timber inspector.....	120
Commended by Capt. John Rodgers.....	465
Conduct criticized.....	271
Correspondence with—	
Burrows, William W., Lt. Col. Comdt., U. S. M. C.....	335
Murray, Alexander, Capt.....	315, 316, 336
Navy, Secretary of.....	119-121,
123, 130, 131, 133, 268, 269, 286, 287, 478	
<i>John Adams</i> to be commanded by.....	457
Member, Court of Inquiry to try Capt. Richard Morris.....	527-529
Ordered home.....	478
Ordered to join Mediterranean Squadron.....	130
References to.....	76, 126,
142, 210, 211, 223, 236, 237, 241, 265, 286, 319, 324, 325, 327, 335,	
337, 338, 342, 378, 379, 399, 459, 522, 524, 525	
Rodgers, Capt. John, relieved by.....	137
Sailing instructions to.....	133
<i>See Adams</i> .	
Went ashore at Tripoli.....	442
Campbell, John, <i>Essex</i>	4, 8, 9, 10
Cannon, John N. Boatswain <i>New York</i>	271
Cannon, Nathaniel, Capt., schooner <i>Camden</i>	216
Cannon. <i>See</i> Guns.	
Cantwell, Michael, <i>Essex</i>	2, 9, 10
Captain, duties of, defined by Navy regulations.....	30-33
Captain's uniform, regulations prescribing.....	255, 256
Captures by:	
Algerine vessels. <i>See</i> Algiers.	
French vessels. <i>See</i> France.	
Tripolitan vessels. <i>See</i> Tripoli.	
United States vessels. <i>See</i> Prizes.	
Caramanli Family.....	111
Caramanli. <i>See</i> Sidi Mohamet Bashaw and Tripoli, Bashaw of.	
Carleton, Osgood, Plan for Navy Yard, Charlestown, Mass., made by..	106-109
Carmick, Daniel, Capt., U. S. M. C.:	
Correspondence with, Lt. Col. William W. Burrows... 58, 292-296, 326, 327	
References to.....	11, 301
Caroline, sloop, Master Batterman, stores for <i>Constitution</i>	497-499, 510, 511
Carpenter, duties of, defined by Navy regulations.....	36
Carr, Robert, <i>Essex</i>	4, 7
Carroll, Michael B., Lt., <i>Constellation</i> and <i>Siren</i> :	
Appointed acting lieutenant on <i>Constellation</i>	299, 300, 311
Correspondence with, Capt. Alexander Murray.....	299, 300
To the <i>Siren</i>	420
Carronades. <i>See</i> Guns.	
Carter, sailing master, <i>Enterprise</i>	21
Carthy, Mogue, carpenter, <i>Boston</i>	317
Casey, Henry T., (or P.), midshipman <i>President</i>	121, 469
Cassin, John, Lt., <i>Philadelphia</i> :	
Appointed Superintendent of Washington Navy Yard.....	388
Correspondence with Secretary of Navy.....	213, 214, 243, 258, 388, 389, 405
Guns for <i>Nautilus</i> and <i>Vixen</i>	401
Member, Court of Inquiry to try Capt. Richard Morris.....	527-529
Order to command the <i>Philadelphia</i>	243
References to.....	211, 258
Cassin, Stephen, Mid'n., <i>Nautilus</i>	397, 402, 406, 421
Casualties:	
Bird, Thomas, O. S., <i>Constellation</i> , died.....	236
Bradley, John, seaman, <i>Essex</i> , lost overboard.....	203
Brown, John, marine, died.....	335
Brussels, Josh., died.....	343

Casualties—Continued.	Page
<i>Enterprise</i> , Midshipman and three sailors drowned.....	294, 295, 300, 301
Goddard, John, Surgeon, <i>Boston</i> , died.....	215
Guise, Mathias, O. S., <i>Constellation</i> , died.....	270
Hamilton, David, Boy, <i>New York</i>	403
In Tripolitan cruiser explosion.....	469
Jennison, James, Captain's Clerk, <i>New York</i>	403
Joyce, John, Mariner, brig <i>Lucretia</i> , died.....	216
McKnight, James, Capt., U. S. M. C., <i>Constellation</i> , killed in duel.....	293,
294, 297, 300, 311, 327	
Morrill, Richard, Gunner, <i>New York</i>	403
Munroe, Samuel, marine, <i>Constellation</i> , died.....	102
<i>New York</i> , man aboard.....	270
Portuguese crew killed by Algerines.....	155, 156, 163
Prince, William, died.....	334
Shults, John, Secretary to Commodore Morris, <i>New York</i>	403
Swartwout, Thomas, midshipman, killed in a duel.....	96
Sweeny, Frances, Marine, died.....	329
Thomas, John, O. S., <i>Constellation</i> , lost overboard.....	364
Tripolitans in engagements with U. S. vessels.....	239,
242, 270, 320, 430-432, 446, 459, 460, 466	
United States, wounded in attack on Tripolitans.....	436
Vandyke, Henry, Lt., died as result of duel.....	356
Westman, Mathias, seaman, <i>Constellation</i> , died.....	102
Weyant, John, seaman, <i>Essex</i> , lost overboard.....	203
Williams, —, Marine, <i>Constellation</i> , died.....	102
Cathalan, Stephen, Jr. , U. S. Commercial Agent, Marseilles:	
Appointment as Consul to Toulon and Marseilles offered to.....	318
Bills in favor of.....	12
Correspondence with—	
Cathcart, James Leander, U. S. ex-Consul, Tripoli.....	259
Dale, Richard, Capt.....	13
Morris, Andrew, Capt.....	274
Navy, Secretary of.....	318
State, Secretary of.....	87, 232
References to.....	17, 53, 475, 478
Cathcart, James L. , U. S. Consul, Tripoli, Algiers and Tunis:	
Algiers refused to accept him as Consul... 128, 289, 301, 348, 376, 379, 380, 399	
Appointed Consul to Tunis.....	487, 488, 496, 523
Authorized to negotiate treaty with Tripoli.....	126-128,
130, 207, 322, 323, 383, 398, 484, 496, 503, 504, 511, 512, 517, 518,	
523-525	
Commissioned Consul General to Algiers.....	322, 323
Correspondence with—	
Barron, Samuel, Capt.....	15, 16
Cathalan, Stephen, jr., U. S. Commercial Agent, Marseilles.....	259
Dale, Richard, Capt.....	20
Eaton, William, U. S. Consul, Tunis.....	97,
111, 112, 134, 135, 157, 158, 170, 172, 194	
Morris, Andrew, Capt., <i>Franklin</i>	176-178, 214, 215
Morris, Richard V.....	290-292, 370, 503, 504, 511-514
Nissen, Nicholas C., Danish Consul, Tripoli.....	66,
67, 148, 149, 195, 229, 230, 261, 281, 282, 439, 440, 447, 486, 487	
O'Brien, Richard.....	322, 323
State, Secretary of.....	78,
126-128, 147, 189-191, 204, 205, 211, 212, 244, 250-254, 287, 288,	
348-355, 379-381, 398, 399, 487, 488, 496, 523-525.	
Criticizes actions of Capt. Alexander Murray.....	252
Excluded from country by Bey of Tunis.....	135
Financial statement found in State Department's records.....	58
Held as hostage by Bey of Tunis.....	355, 370
Journal of.....	350-355
Money for Algiers.....	485
Morris, R. V., Capt. to get advice of, for negotiating peace with Tripoli.....	257
Peace negotiations with Tripoli and Tunis.....	503, 504
Protests lack of vigor in operations against Tripoli.....	251, 252
Protests unfair treatment, by Capt. Richard V. Morris.....	523, 524

Cathcart, James L., U. S. Consul, Tripoli, Algiers and Tunis—Con.	Page
References to.....	95,
168, 212, 213, 215, 219, 237, 240, 242, 245, 296, 298, 336, 346, 354,	
360, 364, 368, 369, 483, 484, 485, 527	
Requests distinction between duties of Consuls and commanders of	
vessels of war.....	253
Suggests bombardment of Tripoli.....	291, 292
To succeed Richard O'Brien as U. S. Consul General at Algiers.....	147, 208
Tripoli wants him to negotiate peace.....	195
Cathcart, James L., Mrs.	16, 215
Cederstroem, Swedish Admiral. See Soderstrom.	
Celia, brig, Capt. Richard Bowen:	
At Gibraltar.....	520, 521
Captured by Moorish vessel <i>Mirboka</i>	518-520, 522
Crew of, prisoners of Moorish vessel <i>Mirboka</i>	519, 520
Restored to Richard Bowen, Master.....	521
Retaken by <i>Philadelphia</i>	518, 522
Cesar, British frigate. See <i>Caesar</i> .	
Chandler, Ebenezar, Master, James.	59
Chandler, James, Essex.	5, 8
Chandler, Winthrop, U. S. M. C., Essex.	1, 9, 10
Channing, Mr. See Gibbs & Channing.	
Chaplain, duties of, defined by navy regulations.	34
Charles, John, Essex.	2, 5, 6, 10
Charlestown (Boston), Mass., Navy Yard. See Boston, Mass.	
Charter:	
<i>Betsy Walk</i> for voyage to Algiers.....	395
<i>Federal Eagle</i> , American schooner.....	394-396
<i>William and Mary</i> for voyage to the Mediterranean.....	395
<i>Woodrop Simms</i> for voyage to the Mediterranean.....	395
Chatham, John, Essex.	3, 7
Chauncey, Isaac, Lt., General Greene and New York:	
Conveying gun carriages to Morocco.....	207
Correspondence with Secretary of Navy.....	206
Instructed to deliver tribute to Algiers and gun carriages to Morocco..	221
Ordered to command <i>General Greene</i>	206
References to.....	212, 217, 254
See <i>General Greene</i> .	
Transferred to the <i>New York</i>	233
Chesapeake, U. S. S., Capt. Richard V. Morris:	
Arrival at Tripoli delayed.....	192
Arrived at Gibraltar.....	161, 162
Bread for.....	25
Complement of.....	43
Convoy duty.....	191,
210, 222, 223, 237, 241, 250, 263, 292, 314, 381	
Correspondence with Secretary of Navy.....	26, 27, 43, 96-98
En route home.....	388, 405
Extracts from journal of Midshipman Henry Wadsworth aboard.....	175,
183, 189, 191, 210, 250, 263, 264, 273, 274, 282, 286, 288, 297,	
310, 314, 327, 328, 342, 343, 356, 362, 364, 367, 374, 377, 387-	
390, 403, 404, 409, 410, 416, 417, 422, 423, 425, 427, 429, 430,	
432, 433, 435, 436, 441, 442, 445, 446, 449, 453, 454, 469, 486,	
495, 502, 507, 509	
Fitting out at Norfolk.....	26, 27, 103
In company with <i>Enterprise</i>	250, 348
In company with U. S. S. <i>New York</i> and U. S. S. <i>John Adams</i>	350,
356, 364, 382	
In ordinary at Washington.....	137
Low, Melanethon Woolsey, born aboard.....	387
Marines for.....	19, 20, 44
Medical and hospital supplies for.....	14
Morris, Richard V., Capt., to command.....	82, 83
Movements of.....	43, 137, 236, 237, 296, 297, 381-385
Off Tunis.....	364, 365
Officers of.....	26
Ordered home.....	331, 334
Ordered to the Mediterranean.....	99, 102

Chesapeake, U. S. S., Capt. Richard V. Morris—Continued.		Page
Part of Mediterranean Squadron.....		136
Preparing for sea.....		56, 76, 110
References to.....		43,
50, 137, 158, 165, 185, 190, 194, 195, 230, 237, 242, 287, 291, 296,		297, 300, 307, 328, 331, 332, 342, 350, 351, 353, 355, 356, 358, 369,
370, 374, 379, 384, 385, 387, 398, 399, 418, 455, 487, 493		76, 160, 162, 163, 173, 326, 327
Repairs needed by.....		136, 417
Returned to United States.....		83
See Morris, Richard V., Capt.		
Smith, William, Lt., under temporary command of.....		264
Speaks a Portuguese Squadron.....		160
Spoken by U. S. S. <i>Essex</i>		306
To return to U. S.		19
Truxtun, Thomas, Capt., to command.....		83
Truxtun, Thomas, Capt., to relinquish command of.....		381, 382
Wind-bound at Malta.....		1, 9, 10
Chiney, Elijah, U. S. M. C., <i>Essex</i>		2, 6, 9, 10
Christo, Andrew, <i>Essex</i>		iii
Chronological arrangement of documents followed.....		
Ciddi. See Sidi.		
Circulars:		
Gavino, John, to U. S. Consuls.....		181, 189
Navy, Secretary of, to—		
Midshipman, U. S. Navy.....		500, 501
Navy Agents.....		64
O'Brien, Richard, to William Willis.....		314
Simpson, James, to U. S. consuls and agents.....		183, 184
<i>Cisne</i> , Portuguese frigate, captured by Algiers... 155, 156, 162, 163, 173, 198,		264
Citizen, ship, chartered to carry supplies to Mediterranean Squadron....		396
Clark, Henry, charge of affairs, H. B. Majesty, Tunis.....		305
Clarke, John, Boatswain, <i>Vixen</i>		467
Clayton, John, <i>Essex</i>		4, 5, 7
Cleveland, Captain, <i>Margaret</i>		364
Clinch, Bartholomew, Lt., U. S. M. C.		11
Clinton, De Witt, U. S. Senate, correspondence with Secretary of Navy..		362,
		363
Clothing, Marine Corps, estimate.....		115
Cobb, Samuel, <i>Essex</i>		3, 8
Cochran, Robert, <i>Essex</i>		3, 7, 8
Cochran, Secretary to Governor of Malta, killed in duel with Midshipman		
Joseph Bainbridge.....		362
Cochran, W.....		395
Cocke, Buller, purser, <i>Chesapeake</i>		26
Codertrem, Swedish Admiral. See Soderstrom.		
Coffin, Mr., supercargo, <i>Margaret</i>		264, 364
Coffin, Bodwell, U. S. M. C., <i>Essex</i>		1, 9, 10
Coffin, (George G.), Capt.....		154, 161, 168, 247, 248
Collins, Clara B., Mrs., acknowledgement to.....		iv
Colman, Benjamin, U. S. M. C., <i>Essex</i>		1, 9
Colors. See Flags.		
Colver, Hiram, <i>Essex</i>		4, 5, 8, 10
Commander, duties of, defined by navy regulations.....		30-33
Commander-in-Chief, duties of, defined by navy regulations.....		29
Commerce, foreign policy toward.....		305
Complement for a frigate when placed in ordinary.....		213
Comptroller of the Treasury. See Steele, John.		
Conchlin, Isaac, Ordinary Seaman, <i>Adams</i>		268
Congdon, Andrew, <i>Essex</i>		2, 5, 9, 10
Congress of the United States:		
Act for protection of commerce.....		51, 52
Appropriations requested of.....		125, 126, 129, 132, 344, 362, 363
Asked to authorize small vessels for use against Barbary Powers.....		346
Marine Corps, data concerning.....		357, 358
Reports to.....		42, 43, 48-50

Congress, U. S. S.:	Page
In ordinary.....	43
Officers of, while in ordinary.....	317
Repairs to, held up for lack of funds.....	176
Constellation, U. S. S., Capt. Alexander Murray:	
Anchors, lost and supplied.....	79, 139, 140, 144, 146
Arrival in Mediterranean.....	139
At Gibraltar.....	144
At Tunis.....	160, 163, 164, 166, 271, 172
Beating out of Port Mahon, picture of.....	Facing page 246
Boarded <i>L'Eperanza</i> and <i>La Viggatrice</i>	223
Boarded <i>Madona Gratia</i>	203
Carroll, Michael B., appointed Acting Lieutenant on.....	299, 300, 311
Convoy duty.....	153, 242, 286, 302, 307
Cruising ground.....	146, 243
Engagement with Tripolitan gunboats.....	209, 218, 242, 270, 320
En route home.....	348
Extracts from journal of.....	83,
84, 102, 121, 131, 133, 134, 138, 139, 141, 144, 145, 151, 153, 154,	
156, 160, 161, 164, 170, 174, 183, 193, 203, 206, 207, 209, 219-221,	
223, 230, 235, 236, 238, 264, 266, 267, 269-271, 274, 275, 282, 286,	
287, 292, 293, 300, 302, 307, 316, 318-320, 325, 326, 329, 330, 334,	
335, 342, 343, 346, 350, 357, 361, 362, 364, 366, 369, 372.	
France demands release of an alleged citizen on board.....	292
<i>Franklin</i> , two members of crew of, aboard.....	266, 320
In company with the <i>Philadelphia</i> and <i>Essex</i>	144
In company with <i>Thetis</i>	193, 207, 219
In ordinary at Washington.....	137
Instructions to take Tripolitan prizes.....	60
McKnight, James, Capt., U. S. M. C., killed in duel.....	293, 294, 297, 300, 311
Marines for.....	19, 20, 44, 301
Movements of.....	43,
61, 83, 137, 139, 140, 141, 155, 172, 192, 194, 195, 220, 221, 238,	
246, 264, 266, 277, 279, 343, 372, 373.	
Off Tripoli.....	202, 203, 206, 207, 217, 219
Officers of.....	27, 310
Ordered to the Mediterranean.....	63, 102
Part of Mediterranean Squadron.....	136
Preparing for sea.....	19, 56
Provisions for.....	324, 336
Ready to proceed to sea.....	68
References to.....	43,
100, 124, 141, 145, 150, 151, 155, 158, 159, 166, 169, 170, 187,	
212, 213, 223, 229, 232, 241, 252, 288, 291, 293, 294, 295, 297,	
299, 300, 302, 304, 308, 326, 331, 358, 373, 382, 384	
Repairs needed.....	296, 310, 315, 316, 318-320, 324, 328, 333
Returned to United States.....	136, 372
Rules issued by Capt. Murray concerning preparation for battle.....	84
Salutes Lord Keith at Gibraltar.....	145
Salutes Spanish Squadron.....	275
<i>See</i> Murray, Alexander, Capt.	
Sickness aboard.....	79, 326, 374
Spoke brig <i>Port Mahone</i> in company with the <i>Cesar</i>	141
Supplies needed for.....	234
Taking presents for Tunis.....	163
To remain on Mediterranean station.....	100
To return to U. S.....	306, 330-332, 334, 342
Underway to the Mediterranean.....	85
Constitution, U. S. S., Capt. Edward Preble:	
Ballast for.....	501
Black men not to be engaged in crew.....	479
Boats for.....	446
Commissioned May 20, 1803.....	410
Complement for.....	443, 468, 469, 470, 471, 511
Condition of.....	329
Copper on bottom worn out.....	413, 414, 416
En route to the Mediterranean.....	511, 515, 516

Constitution, U. S. S., Capt. Edward Preble—Continued.		Page
Extract from diary	-----	402
Extracts from log of	-----	413,
416, 427-430, 434, 435, 440, 445, 450, 452, 454, 455, 459, 460,		462, 479, 486, 488, 489, 495-499, 501, 505, 506, 510, 511, 515
Extract from Preble's memorandum book	-----	511
Furniture for	-----	468, 488
Gun carriages require alteration	-----	501
Guns	----- 430, 440, 467, 468, 473, 501, 511	511
Haraden, Nathaniel, to command while in ordinary	-----	179, 180
Marines for	-----	422, 497
Medicine chest for	-----	471
Morris to command	-----	19
Nicholson, Samuel, Capt., to superintend repairs to	-----	100
Officers for	----- 406, 418, 469	469
On shore near Cape Francois	-----	329
Ordered to the Mediterranean	-----	474
Powder of to be examined	-----	438
Preble, Edward, Capt., to command	----- 405, 408, 410, 411, 413	413
Preparing for Mediterranean	-----	43,
107, 131, 142, 405-409, 414, 421, 423, 426-429, 434, 435, 440,		445-448, 450, 452, 454, 455, 459, 460, 462, 467, 479, 488, 491,
492, 498, 501, 508, 510, 511		479
Qualifications for seamen	-----	479
Recruiting for	----- 462, 467, 468, 469, 470-472, 494, 496	496
References to	----- 43, 142, 158, 195, 411, 468, 476, 502, 520	520
Repairs to held up	-----	146, 176
Seamen employed on	-----	421
Seamen for	-----	495-497
<i>See Captains Morris and Preble.</i>		
To be placed in ordinary	-----	179, 180
To form part of Mediterranean Squadron	-----	474, 482
To sail for the Mediterranean	-----	457
Truxtun to command	-----	58
Wages to be paid crew of	----- 443, 468, 469	465
Watches for	-----	511
Water for	-----	187
Consul, U. S., Leghorn, correspondence with Richard O'Brien	-----	187
Consuls in Europe. Circulars to, from James Simpson, U. S. Consul,		
Tangier	-----	183, 184
Contingent Expenses:		
Appropriations for	-----	132
Marine Corps, estimate	-----	115
Contractions	-----	6
Convoys:		
<i>Adams. See Adams, U. S. S.</i>		
<i>Boston. See Boston, U. S. S.</i>		
<i>Chesapeake. See Chesapeake, U. S. S.</i>		
<i>Constellation. See Constellation, U. S. S.</i>		
<i>Enterprize. See Enterprize, U. S. S.</i>		
<i>Essex. See Essex, U. S. S.</i>		
<i>George Washington. See George Washington, U. S. S.</i>		
<i>John Adams. See John Adams, U. S. S.</i>		
Needed for protection of trade in Mediterranean	-----	181, 193
<i>Philadelphia. See Philadelphia, U. S. S.</i>		
Regulations respecting	-----	39
Cook, duties of, defined by navy regulations	-----	36
Cooper, Thomas, Jr., Midshipman, U. S. N., correspondence with, Secre-		
tary of Navy	-----	500, 501
Cora, Capt. L. Bourne, carrying provisions to Gibraltar	-----	304
Cornelius, Bartlett, Essex	-----	3, 7, 8, 10
Corporal, duties of, defined by navy regulations	-----	36
Corsairs of Tripoli. See Tripoli, vessels of.		
Court of Inquiry for Capt. Richard V. Morris	-----	527-529
Courtney, storeship, Capt. Fryer:		
Arrived at Gibraltar with supplies	-----	254
Orders and instructions for	-----	191, 192
Stores for Mediterranean Squadron	-----	191, 192, 197, 203

	Page
Courts Martial, regulations respecting.....	39
Cowdery, Jonathan, Surgeon's Mate, <i>Philadelphia</i>	419
Cowper (William), Lt., <i>Chesapeake</i>	26
Cox (Edward Noel), midshipman, <i>Vixen</i>	401
Cox, George, Lt., <i>Constellation</i>	27
Cox, John S. H., Lt., <i>New York, Philadelphia and Nautilus</i>	44,
391, 406, 418, 419, 421, 433, 519	519
Cox, William, mate, <i>Sophia</i>	64
Craig, John P. D. H., <i>Essex</i>	3
Cram. <i>See</i> Crane.	
Crane, William, midshipman, <i>Chesapeake</i>	26, 356
Crassons Cadet. <i>See</i> Luce and Crassons Cadet.	
Crawford, John, <i>Essex</i>	2, 5, 9, 10
Creighton, John A., midshipman, <i>President</i>	121
Crippen, Thomas, sailmaker, <i>Constellation and Siren</i>	68, 439, 448
Cromwell, Oliver, <i>Essex</i>	3, 10
Crosby, Mrs.....	387
Crosby, James, Corp., U. S. M. C.....	58
Crossman, John, <i>Essex</i>	3, 7
Curren, James, <i>Essex</i>	2, 6, 8, 10
Currency, U. S., rate of exchange.....	399
Cushing. <i>See</i> Samadet and Cushing.	
Cushing, Isaac.....	17, 53
Cutbush (Edward), surgeon, <i>Constellation and Philadelphia</i>	27, 311, 373, 419
Cutbush, William, midshipman, <i>Constellation and Philadelphia</i>	27, 419
Daguize. <i>See</i> Sidi Mahomet Daguize.	
Dale, Richard, Capt., U. S. S. <i>President</i> , Commodore, Mediterranean Squadron:	
Correspondence with—	
Amory, William, Lt., U. S. M. C.....	78
Appleton, Thomas.....	28, 50, 51
Bainbridge, William, Capt.....	77
Barron, Samuel, Capt.....	24, 56, 70, 73
Cathalan, Stephen, Jr., U. S. Commercial Agent, Marseilles.....	13
Cathcart, James L.....	20
DeButts and Purviance.....	20
King, Rufus, U. S. Minister to London.....	13, 14, 54
Kirkpatrick, William, U. S. Consul, Malaga.....	65, 66
Livingston, Robert R., U. S. Minister to Paris, France.....	52, 53
Mackenzie & Glennie.....	12, 56
McNeill, Daniel, Capt.....	25, 26, 44, 45
Morris, Richard V., Captain.....	68
Navy, Secretary of.....	16,
23, 27, 28, 60, 61, 81, 82, 115-117, 326, 330, 336, 337	337
O'Brien, Richard, U. S. Consul General, Algiers.....	41, 42
Saint Roque, Spain, Governor of.....	79, 80
Sadamet and Cushing, Marseilles, France.....	53
Shaw, John, Lt., Commanding, U. S. S. <i>Geo. Washington</i>	17, 18, 57, 73
Simpson, James, U. S. Consul, Tangier, Morocco.....	77, 80, 81
Soderstrom, Rear Admiral.....	45-47
U. S. Mediterranean Squadron, Commodore of.....	79, 82
Willis, William, U. S. Consul, Barcelona, Spain.....	53, 54
Wyer, Edward, Lt.....	78
Exchange of prisoners with Tripoli.....	213, 215, 224, 259, 261, 279, 290, 322
Morris, Richard V., Captain, receives command from.....	III
Orders and instructions to.....	60, 61
References to.....	22,
41, 42, 68, 74, 78, 87, 91, 92, 99, 100, 114, 119, 126, 167, 178, 188,	201, 204, 213, 229, 259, 291, 427
Refuses permission to move Tripolitan ships from Gibraltar.....	114
Relieved by Morris as Commodore of Mediterranean Squadron.....	III, 118
Resignation accepted.....	336, 337
Resumé of Mediterranean Squadron.....	118, 119
Returning home in the <i>President</i>	26, 82
<i>See President</i> , U. S. S.	
To command Mediterranean Squadron.....	326
To examine applicant for promotion.....	239

	Page
Dale, William, <i>Essex</i>	3, 8
Dana, Henry W. L.:	
Acknowledgement to.....	IV
Records published by courtesy of.....	175,
180, 183, 189, 191, 210, 250, 264, 274, 282, 286, 288, 297, 310,	
314, 328, 330, 343, 348, 356, 362, 364, 368, 374, 377, 387, 388,	
390, 404, 409, 410, 417, 422, 423, 426, 427, 429, 430, 432, 437,	
441, 442, 446, 449, 454, 469, 486, 490, 493, 495, 502, 507, 509,	
522	
Daniels, John, <i>Essex</i>	4
Dart, ship.....	190
Davis, <i>Enterprize</i> , drowned.....	295
Davis, George, Surgeon, <i>Enterprize</i> :	
In charge of affairs at Tunis.....	355, 369, 370, 374, 383, 393
References to.....	21, 106, 454, 495, 526
Davis, John, Jr., <i>Essex</i>	3, 6, 8, 10
Davis, John, midshipman, <i>Constitution</i> :	
Correspondence with Secretary of Navy.....	243
Furlough countermanded.....	243
To the <i>Constitution</i>	418
Dearborn, Henry, Mrs.....	492
Dearborn, Henry, Secretary of War, correspondence with Capt. Edward Preble.....	491, 492
Deaths. <i>See</i> Casualties.	
de Bacca, Manuel, Don.....	275
De Barthe, Chevalier.....	360
Deblois, James S., purser, <i>Constitution</i>	418, 468-470
De Butts and Purviance, Leghorn, Italy:	
Correspondence with Capt. Richard Dale.....	20
References to.....	100, 101, 131
Decatur, James, Lt.....	378, 421
Decatur, Stephen. Records published by courtesy of.....	487
Decatur, Stephen, Jr., Lt., <i>Essex</i> and <i>Argus</i> :	
Correspondence with Secretary of Navy.....	424
472, 478, 480, 481, 493, 502, 503, 505, 516	
Granted 2 week's furlough.....	424
References to.....	3, 5, 42, 90, 96, 433, 446, 474, 482, 501
<i>See</i> <i>Argus</i> and <i>Essex</i> .	
Survey of <i>New York</i>	271, 323, 325
To command the <i>Argus</i>	424, 457
To command the <i>Enterprize</i>	424, 457, 474
Decker, John, <i>Essex</i>	2, 5, 8
Decordy, Thomas, gunner, <i>United States</i>	317
Degan, Mr.....	18
Degen, Purviance & Co., Leghorn, Italy:	
Correspondence with Secretary of Navy.....	432, 482
References to.....	18, 260, 263, 273, 276, 318, 475, 478, 513
De Jaundenes, Joseph, Don, Intendent General of the Island of Majorca, correspondence with Capt. Alexander Murray.....	155, 156
de Krafft, F. Cornelius, mid., <i>Siren</i> , extracts from journal of.....	506, 522, 523
Denmark:	
Consul at Tripoli, no longer in charge of U. S. affairs.....	279
Eaton, William, services of, recognized by the King.....	311
Peace with Tripoli.....	304, 314
To send frigates to Tripoli.....	148
Tribute paid to Morocco.....	339
Tribute paid to Tripoli.....	289
Vessels of—	
At Tripoli.....	234
Bearing tribute to Tripoli.....	221
Dent, John H., Lt., <i>Essex</i> and <i>Constitution</i> :	
Detained as security by French near Elba.....	522
References to.....	3, 65, 158, 418
To U. S. S. <i>Constitution</i>	469
Derne, Tripoli:	
<i>Boston</i> cruising off.....	98
Promised to Sidi Mohamet by the Tripolitan usurper.....	240, 247, 248, 352

	Page
Devoize, Mr., French Agent, Tunis.....	353
Devouix, Captain.....	302
De Winter, Dutch Admiral.....	290, 312, 339
Dexter, Daniel S., midshipman.....	406, 414, 418
Dey of Algiers. <i>See</i> Algiers, Dey of.	
Dill, Eli, <i>Essex</i>	2, 5
Dinan, Robert, <i>Essex</i>	4, 5, 8, 10
Doane, Nancy, correspondence with Mid'n Henry Wadsworth.....	180
Docks, appropriation for.....	48, 49
Dodge, Allen, part owner of <i>Citizen</i>	396
Dodge, Francis, part owner of <i>Citizen</i>	396
Dogen, Mr.....	278
Dorsey, John, mid., <i>Siren</i>	420
Douglass, James, schoolmaster, <i>Adams</i>	268
Douglass Joseph, sailmaker, <i>Philadelphia</i>	419
Downes, John, mid'n, <i>New York</i>	436, 530
Doyle, Peter, <i>Essex</i>	2, 5, 9, 10
Dragon, H. B. M. S.....	210
Dry dock for Navy Yard, Washington, D. C.....	202, 308, 309
Dublin, Ireland. Circular to Consul at, from James Simpson.....	184, 186
Duels:	
Bainbridge, Joseph, midshipman and Cochran.....	362
Hall (Edward?) wounded in.....	295
McKnight, James, Capt., U. S. M. C., killed by Lawson, Richard, H. L. Lt.....	293, 294, 297, 300, 311, 327
Swartwout, Thomas, killed by James L. Higinbothom.....	96
Vandyke, Henry, Lt., killed by Osborn, William S., Lt., U. S. M. C.....	356
Duffey, Peter, <i>Essex</i>	2, 5, 9, 10
Duke of Kent. <i>See</i> Kent, Duke of.	
Dumanch, John, <i>Essex</i>	3
Dunaven, Thomas, seaman, <i>Constellation</i>	292
D'Witt, Mr.....	111, 229
East India Company, London.....	86
Eaton, William, U. S. Consul, Tunis:	
Accused of duplicity by Capt. R. V. Morris.....	383, 384
Activities of, on behalf of Sidi Mohamet Bashaw.....	97, 227-229, 247, 248
Affairs in Tunis.....	227-229
Correspondence with—	
Bounds, Joseph, Capt., <i>Gloria</i>	94, 95, 105, 273
Cathcart, James Leander, U. S. ex-Consul, Tripoli.....	97, 111, 112, 134, 135, 157, 158, 170, 172, 194
Commander or Agent in the Mediterranean.....	97, 152, 153, 200, 201
Hooper, Thomas W., Lt., U. S. M. C.....	415
King, Rufus, U. S. Minister to London.....	166
McNeill, Daniel, Capt.....	41, 95, 98
Manucie, Guisepe, U. S. Vice Consul, Bizerte.....	194
Morris, Richard V., Capt.....	297, 298, 312, 344-346, 356
Murray, Alex., Capt.....	145, 160, 238, 239, 266
Niessen, Nicholas C., Danish Consul, Tripoli.....	212, 213
Sidi Mohamet Caramanli, deposed Bashaw of Tripoli.....	227
Smith, Samuel, Gen.....	240, 241
State, Secretary of.....	90, 91, 104, 105, 142, 143, 159, 166-170, 223-225, 227-229, 245, 248, 249, 271-273, 304-306, 311, 312, 335, 336, 358-361
Summert and Brown.....	196, 197
Tripoli, Bashaw of.....	279, 280
Wadsworth, Charles, purser.....	99, 154, 161, 215, 216
Criticised for measures taken in behalf of Mohamet Bashaw.....	146, 166
Debts contracted by.....	352, 353, 354, 370, 374
Employment of <i>Gloria</i> , unauthorized.....	145
Expelled by Bey of Tunis.....	354, 379, 380
Health of.....	240
Left Tunis.....	25, 383, 393
Money paid on account of.....	485
Murray, Alexander, Captain, dissension with.....	146, 249
Order to quit court retracted by Bey of Tunis.....	134
Proposed for mediator of peace between United States and Tripoli.....	191

	Page
Eaton, William, U. S. Consul, Tunis—Continued.	
Protests treatment accorded.....	248, 249
References to.....	15,
18, 20, 41, 74, 78, 98, 144, 162, 163, 202, 229, 251, 252, 254, 257,	
267, 269, 270, 277, 279, 336, 349, 350, 351, 352, 353, 354, 355,	
363, 364, 367, 368, 374, 380, 382, 525	
Requests protection for Sidi Mohamet Bashaw.....	97
Requests support or replacement.....	305, 306
Services of, recognized by King of Denmark.....	311
Urges more active operations in the Mediterranean.....	248, 249
Urges more energetic warfare at Tripoli.....	169, 272
Went aboard <i>Constellation</i>	161
Edison, Charles, Secretary of Navy	1
Edwards, Henry, U. S. M. C., Essex	1, 9, 10
Edwards, Thomas, Essex	3, 8, 10
Egglestone, Perez, U. S. M. C., Essex	1, 8
Egypt, possession of, taken by Tripoli.....	66
Elbert, Samuel, Lt., Constitution	418
Elgin, Keith, Lord	200
Eliza	348
Eliza, Capt. Devoux, convoyed by Constellation	302, 307
Ellery, William, Hon., U. S. Senator, correspondence with Secretary of Navy	132
Elsinore (Elsineur), Denmark. Circular to Consul at, from James Simpson	184
Engagements:	
<i>Adams</i> with Tripolitans.....	432, 435-437, 459, 460, 465, 466, 531
<i>Boston</i> with Tripolitan gunboats.....	154
<i>Constellation</i> with Tripolitan gun boats.....	209, 218, 242, 320
<i>Enterprize</i> with Tripolitans.....	416,
417, 421, 422, 432, 435-437, 441, 459, 460, 465, 466, 469	
<i>John Adams</i> with Tripolitans.....	400,
401, 415, 416, 417, 421, 422, 425-427, 446, 459, 460, 465, 466, 469	
<i>New York</i> with Tripolitans.....	415-
417, 421, 422, 425-427, 435-437, 459, 460, 465, 466	
U. S. vessels with Tripolitans.....	416, 417,
421, 422, 425, 426, 432, 435-437, 439, 446, 465, 466, 469, 529-531	
England. See Great Britain.	
English, George, Essex	1, 6, 9, 10
Ennis. See Innes.	
Enterprize, U. S. S., Lt. Andrew Sterett and Lt. Isaac Hull:	
Arrived at Tangier, Morrocco, with Simpson.....	211
At Gibraltar.....	99
At Malta.....	320, 330
At Tripoli.....	442, 445, 447, 461
At Tunis.....	157, 164, 367
Bearing letter for Mediterranean Station.....	55
Casualties aboard.....	294, 295, 300, 301
Convoy duty.....	163, 164, 218, 241, 258, 292, 313, 319
Copper for, on <i>Constitution</i>	507
Decatur, Stephen, Jr., Lt. to command.....	424, 457, 474
Departed from Tripoli.....	526
Departs from Gibraltar in search of <i>Chesapeake</i>	190
Engagement with Tripolitan boats.....	416,
417, 421, 422, 432, 435-437, 441, 459, 460, 465, 466, 469	
Extract from journal of Mid. Jonathan Thorn, aboard.....	460
French sloop captured by.....	430, 447
Hull, Isaac, Lt., in command of.....	424
In company with <i>Chesapeake</i>	250, 348
In company with the <i>New York</i> and the <i>John Adams</i>	410
In quest of the <i>Nautilus</i>	422, 524
Marines for.....	19, 20, 23
Midshipman and three sailors drowned.....	294, 295, 300, 301
<i>Morning Star</i> in convoy of.....	164
Movements of.....	43, 328, 333, 410
Neapolitan vessels spoken by.....	507
Needs repairs.....	473
Officers and crew, awards for.....	125

Enterprise, U. S. S., Lt. Andrew Sterett and Lt. Isaac Hull—Con.	Page
Officers of.....	20, 21
Off Morocco.....	221
One man wounded during attack on Tripolitans.....	436
One of Mediterranean Squadron.....	118, 136, 389, 410-412, 474, 482
Orders and instructions for.....	55, 102, 325
<i>Paulina</i> (Paolina) with Tunisian cargo captured by.....	344,
348, 349, 364, 368, 383, 455, 461	
Privates from, do violence at Tunis.....	152, 158
Prize in tow of.....	489
Provisions for.....	324, 325
References to.....	III
43, 81, 105, 111, 130, 193, 195, 196, 207, 235, 236, 239, 275, 294,	
295, 296, 297, 320, 326, 331, 332, 350, 355, 356, 364, 365, 376,	
382, 384, 393, 410, 421, 422, 428, 438, 455, 493, 506-508, 527, 529	
Resumé of.....	119
Sardinian galley brought to by.....	509
Schooner similar to, to be built at Baltimore.....	378
See Lieutenants Sterett and Hull.	
Spoken by <i>New York</i>	522
Sterett, Lt. Andrew, to continue in command of.....	20, 21
Sterett to prepare her for another cruise.....	20, 21
Talbot, Cyrus, Capt., declines command of.....	18
To convey Consul Jas. L. Cathcart to Tunis.....	512
To remain in Mediterranean.....	100, 306, 307, 457, 474
<i>Tripoli</i> , Tripolitan cruiser captured by.....	III
Enwright, Thomas, Essex	2, 7, 8
Essex Institute, Salem, Mass., acknowledgment to	IV
Essex, U. S. S., Capt. William Bainbridge:	
Arrived in Chesapeake Bay.....	223
Blockading Tripolitan Cossairs at Gibraltar.....	45, 77
Convoying American merchant vessels.....	65
Extracts from journal of.....	1-10,
12, 15, 16, 22, 42, 47, 50, 57, 59, 63, 65, 68, 82, 83, 85, 93, 94, 96,	
97, 99, 105, 106, 109, 111, 113, 114, 121, 123, 126, 129, 131, 133,	
134, 141, 145, 146, 151, 153, 154, 157-159, 161, 165, 176, 180,	
181, 193, 203, 205, 210, 223, 225, 226	
Fouled by anchor of Portuguese frigate.....	129
Guns on board of.....	3
In company with the <i>Constellation</i> and <i>Philadelphia</i>	144
<i>Leda</i> , British frigate, spoken by.....	96
Morris, Commodore, hoisted his flag aboard.....	161
Movements of.....	43, 93, 94, 141, 158, 161, 167, 225, 226
Mutiny among crew.....	210
Officers of, while in ordinary.....	317
One of Mediterranean Squadron.....	118
Quarter bill.....	1-10
<i>Rebecca</i> spoken by.....	205
References to.....	43,
77, 81, 116, 138, 141, 144, 145, 146, 151, 162, 168, 182, 203, 207,	
367, 389	
Resumé of.....	118
Saluted Duke of Sussex.....	154
Seamen John Bradley and John Weyant lost overboard.....	203
See Bainbridge, William, Capt.	
Speaks the <i>Chesapeake</i> , Commo. Morris.....	160
Station Bill for tacking and wearing ship by watches.....	7-10
Supplies for.....	59
To be placed in ordinary.....	201
To return to United States.....	99, 150, 173, 176, 210
Estimate for expense of Marine Corps	114, 115
Europe, relations of powers of, with Morocco	338-341
Eustis, William, Hon., U. S. Congressman, correspondence with Secretary of Navy	129, 346
Evans, Samuel, Lt., John Adams	138, 372
Examination for promotion	239
Explosion, aboard <i>New York</i>	403

	Page
Fair Play, U. S. lighter, stores aboard for <i>Constitution</i>	497, 511
Falcon, Consul.....	200
Famin.....	354
Federal Eagle, American schooner, chartered to carry supplies to Mediterranean Squadron.....	394-396
Fell, Robert, carpenter, <i>Nautilus</i>	433
Felt, John, carpenter, <i>Siren</i>	439, 448
Fenwick, John B., Lt., U. S. M. C.:	
Correspondence with William W. Burrows.....	47
Reference to.....	11
Ferrall, P., auditors office.....	64
Fever epidemic in Philadelphia.....	312, 313
Figurehead for U. S. S. <i>Siren</i>	396
Firearms presented to Bey of Tunis.....	86
Fire boats from U. S. vessels set fire to Tripolitan boats.....	436
Fisher, Harman, <i>Essex</i>	3, 8
Fitzsimons, Mr.....	90
Flags for <i>Nautilus</i>	442
Flags on board <i>New York</i>	493
Fletcher, James, <i>Essex</i>	3, 5, 7
Flint, Elijah, <i>Essex</i>	4, 8
Foot, John, Lt., <i>Enterprize</i>	21
Forage, Marine Corps, estimate for.....	115
Fort Pitt, gun boats to be built at.....	374, 375
Foster, James, <i>Essex</i>	4, 6, 8, 9, 10
Foudroyant, British frigate, Admiral Lord Keith.....	123, 150
Fox, Josiah, naval constructor, Norfolk, Va., estimate for finishing Norfolk Navy Yard.....	124, 125
France:	
At odds with Great Britain.....	524, 525
Blockade against vessels carrying British products.....	524, 525
Demands an alleged French citizen from crew of <i>Constellation</i>	292
Demands upon by Algiers.....	199
Fort near Elba fired on <i>Adams</i>	521, 522
Mediator between Sweden and Tripoli.....	148, 305, 306, 333
Passports for U. S. vessels.....	461
Peace with Algiers.....	335, 379
Presents a corsair and cash to Tripoli.....	290, 305
Prisoners of. <i>See</i> Prisoners.	
Relations with Tripoli.....	304, 305
To negotiate peace between Sweden and Tripoli.....	290
Tribute never paid to Morocco by.....	340
Vessels of—	
<i>Minerva</i> detained by.....	503
Sloop captured by <i>Enterprize</i>	447
Squadron bound to St. Domingo.....	196
Franklin, brig, Capt. Andrew Morris:	
Capture of, delayed conclusion of peace with Tripoli.....	204
Capture of, by Tripolitan corsairs.....	176-178,
187, 194-197, 208, 224, 234, 237, 320, 413	
Crew of, prisoners of Tripoli.....	176-178,
187, 194, 196, 200, 207, 208, 212, 224, 239, 242, 259, 261, 281,	
282, 288-290, 293, 297, 301, 305, 306, 320, 322, 331, 348, 349	
Part of crew escape from Tripoli.....	239, 242, 247, 266
Two members of crew aboard <i>Constellation</i>	266
Franklin, ship, Capt. Tucker, loss of confirmed.....	122
Fraser, Mr., British Consul, Algiers.....	349
Friendship, U. S. lighter, stores aboard for <i>Constitution</i>	497
Friers, —, Colonel.....	180
Frothingham, T. G., Capt., acknowledgment to.....	v
Froya, Swedish frigate.....	266
Fry, James, carpenter, <i>President</i>	317
Fryer, Richard, Capt., American brig <i>Courtney</i> :	
Correspondence with Secretary of the Navy.....	191, 192
Instructions to.....	191, 192
References to.....	197, 203, 254
Fulton, Anthony, private, U. S. M. C.....	58

	Page
Ferguson, John, seaman, <i>Adams</i>	268
Furloughs countermanded.....	243
Furney, Peter, <i>Essex</i>	4, 7
Gadsden, Christopher, Jr., mid.....	419, 469
Gale, Anthony, Lt., U. S. M. C.....	11
Gallatin, Albert. See Secretary of the Treasury.	
Galley, U. S., at Wilmington, N. C., to be sold.....	12
Galloway, John, Lt. <i>Cheapeake</i> and <i>Vixen</i>	183, 444
Galloway, John, mid'n, <i>Enterprize</i> , captured by Tunisians, released for ransom.....	367
Gamble, Robert, midshipman, <i>Philadelphia</i>	419
Gantheaume, French General.....	302, 303, 310
Gardner, Gideon, <i>Essex</i>	3, 6, 7
Gardner, John M., Act. Lt., <i>John Adams</i>	372
Gavino, John, U. S. Consul, Gibraltar:	
Authorized to use merchant vessels for supplying Mediterranean Squadron.....	458, 459
Correspondence with—	
Bainbridge, William, Capt.....	59
Consuls in Europe.....	181, 189
McNeill, Daniel, Capt.....	267
Murray, Alexander, Capt.....	140
Navy, Secretary of.....	102, 254, 347, 425, 458, 459
O'Brien, Rich.....	172, 173, 356, 357, 504
Simpson, James.....	178, 179
State, Secretary of.....	144, 162, 163, 189, 195, 196, 241, 242
Terry, Anthony, Consul, Cadiz, Spain.....	208
Dispatches to, from State Department.....	55
Financial assistance given by, to Simpson.....	191
<i>Gloria</i> to obtain stores from.....	105
<i>John Adams</i> to obtain stores from.....	325
<i>Nautilus</i> , stores for.....	502
Receipt to, for provisions.....	267
References to.....	66,
73, 74, 79, 81, 116, 131, 138, 139, 162, 208, 222, 231, 237, 260, 276, 284, 286,	
316, 342, 381, 432, 457, 475, 476, 478, 514, 519, 521	
Stores for Mediterranean Squadron.....	59,
100, 105, 191, 192, 197, 209, 254, 276, 304, 392, 396, 424, 425, 437, 462,	
476, 504, 510	
Gay, John, carpenter, <i>Argus</i>	516
Genealogical Society of Pennsylvania:	
Acknowledgment to.....	iv
Records published by courtesy of.....	154, 161
General Accounting Office, data obtained from.....	64
General Greene, U. S. S., Lt. Isaac Chauncey:	
Chauncey, Isaac, Lt., ordered to command of.....	206
Conveying gun carriages to Morocco.....	207, 217, 258
Conveying tribute to Algiers.....	211, 212, 217
Crew of, to be transferred to <i>New York</i>	233
Hackley, George S., midshipman, to command.....	316
In ordinary.....	43, 316
Officers of, while in ordinary.....	317
Recommendation for sale of.....	49
See. Chauncey, Isaac, Lt.	
To be used as hospital ship.....	374
To join Mediterranean Squadron.....	206
Genoa, Italy:	
At war with Tunis.....	345
Circular to Consul at, from James Simpson.....	184
No treaty with Morocco.....	341
George Washington, U. S. S., Lt. John Shaw:	
Condition of.....	138
Convoy duty in the Mediterranean.....	14,
17, 22, 40, 45, 53, 54, 69, 74, 75, 77, 78, 87, 140, 156, 166, 175	
Crew to be paid off.....	138
Damaged in gale off Naples.....	18, 54, 75
Description of.....	153

George Washington, U. S. S., Lt. John Shaw—Continued.	Page
Eaton, William, took passage in.....	240
Insurance on cargo of.....	165, 174, 175
Marines for.....	122
Movements of.....	17, 18, 40, 41, 43, 45, 53, 74-76, 78, 85, 140, 156
Orders and instructions for.....	73
<i>Peace and Plenty</i> convoyed by.....	17, 40, 74, 140, 156, 166, 175
<i>Piegoen</i> , in company with.....	57
References to.....	III,
14, 16, 23, 28, 47, 56, 66, 81, 147, 166, 167, 184, 199, 200, 224,	
350, 386	
Sale of.....	113, 164
See Shaw, John, Lt.	
Germany has no treaty with Morocco	341
Getchill, Jeremiah, Essex	2, 5, 9, 10
Gibbon, James , midshipman, <i>Constellation</i> , <i>Nautilus</i> and <i>Philadelphia</i>	27,
407, 408, 419, 421	
Gibbs & Channing , former navy agents at Newport, R. I.....	48
Gibraltar:	
Algerine vessels blockaded at, by Portuguese and English.....	210
<i>Celia</i> at.....	520, 521
Governor of. See Kent, Duke of.	
Map of straits of.....	Facing page 80
<i>Mirboka</i> , prize, taken to.....	520, 521
Stores for Mediterranean Squadron deposited at.....	100,
105, 192, 197, 209, 276, 304, 392, 396, 424, 425, 437, 462, 476,	
504, 510	
Tripolitan ship blockaded at. See Meshouda.	
U. S. Squadron at.....	381
Gibson, F. , artist.....	v
Gifts. See Presents.	
Giles, Edward , midshipman, <i>President</i>	121
Glashier, Obadiah, Essex	2, 5, 9, 10
Glaster, James , sailmaker, <i>Nautilus</i>	433
Glenn, M. , midshipman, <i>Chesapeake</i>	26
Glenn, Noble W. , midshipman, U. S. N., correspondence with Secretary of Navy.....	500, 501
Glennie, A. See Mackenzie & Glennie.	
Gloria , ship, Capt. Joseph Bounds:	
Arrives at Gibraltar from Tunis.....	144
Bearing dispatches from William Eaton.....	161, 273
Disemployed from public service.....	145
Employment of, by Eaton.....	94, 95, 104, 105, 240, 241, 248
Movements of.....	104, 105
Orders and instructions for.....	94, 95, 99, 105, 273
References to.....	160, 168, 200, 272, 277
Supplies for.....	99
To return to Tunis.....	98
Two of crew taken on board <i>Constellation</i>	238
Glover, John, Essex	4, 5, 10
Godby, William , carpenter, <i>Constellation</i>	27
Goddard, John , surgeon, <i>Boston</i> , died.....	215
Godwin, John , midshipman, <i>Chesapeake</i>	26, 243
Goff , See Gough.	
Goff, J. , London, publisher.....	v
Goldsborough, Charles W. , Chief Clerk, Navy Department:	
Appointment of.....	102
Duties of.....	102
Reference to.....	136
Signs for Secretary of Navy.....	332, 455, 461
Goletta (Goulette) , Tunis, guns (fortifications) at.....	367, 368
Gordon, Charles, Lt. , <i>Constitution</i>	418, 469
Gosport, Va. , Navy Yard. See Norfolk.	
Gough, John , pilot.....	201, 226, 372
Grace, Richard, Essex	1, 6, 7
Graham, John , U. S. Secretary of Legation, Madrid, Spain, correspond- ence with Capt. Alexander Murray.....	332
Graham, Michael , surgeon, <i>Constellation</i> and <i>Vixen</i>	68, 444

	Page
Grandquest, John, Essex	2, 9, 10
Gray, Guy, Franklin	247
Gray, Guy, seaman, Constellation	238
Great Britain:	
Aid Morad Reis to escape.....	228
Consuls in are advised of declaration of war against United States by Morocco.....	184, 186
Extensive trade with Morocco.....	339, 340
France at odds with.....	320, 524, 525
French ports blockaded to vessels carrying products from.....	524, 525
Sold a corsair to Tripoli.....	290
To evacuate Malta.....	158
Vessels of—	
At Malta.....	328
Blockading Algerine vessels at Gibraltar.....	210
Fleet at Valletta.....	403, 404
Fleet left Malta.....	409
Merchant ships captured by Algiers.....	180
Sloop permitted to pass to Tripoli.....	415
Squadron sent to Algiers to demand return of captured vessels.....	180
Two frigates with troops aboard, bound for Malta.....	320
Greaton, John W., correspondence with Secretary of Navy	286
Greece, vessels of, Polacre driven ashore at Naples	18
Green, Samuel S., Essex	2, 5, 8
Greenleaf, Robert, Lt., U. S. M. C.	11
Grenell, Sloss H., midshipman, President	121
Grier, John, Essex	4, 6, 7
Grime Job, Essex	4, 8
Grominos of Madrid	340
Grubb, G. G., midshipman, Chesapeake	26
Guidron, Robert, Essex	4, 8
Guise, Mathias, O. S., Constellation, died	270
Gun carriage designed by Lt. Charles Stewart	420, 429, 453, 464
Gun carriages for Morocco ... 206, 207, 217, 220-222, 244, 246, 258, 338, 378, 379	
Gunboats, purchase of abroad authorized	261
Gunner, duties of, defined by navy regulations	35, 36
Guns:	
<i>Argus</i>	411, 413, 467, 473, 493, 502, 517
Barry, Capt., to prove some manufactured by Lane.....	160
Carronade carriage proven.....	453
<i>Constitution</i>	430, 440, 467, 468, 473, 501, 511
<i>Essex</i>	3
For U. S. ships-of-war under construction.....	378, 391
For 74-gun ships.....	142
Fort Pitt, to be built at.....	374, 375
Manufactured by Hughes, proving of.....	230, 235
May be purchased in Mediterranean.....	493
Mortars recommended for use against Barbary towns.....	437
<i>Nautilus</i>	401
Presents to Bey of Tunis.....	86, 159, 163, 166, 169
Proved by Capt. John Barry.....	216, 217
Sea mortars may be placed in brigs as ballast.....	424
Tunis, the Goulette, fortification of.....	367, 368
<i>Vixen</i>	401, 431
Gunsmith, duties of, defined by navy regulations	35, 36
Guthrie, J. J., midshipman, sketch by	v
Guthrie, Joseph A., Lt. Comdr., U. S. N., acknowledgment to	v
Guyer, Peter	284
Gwyn, Peter	263
Hackley, George S., (H.), mid'n Essex and General Greene:	
Correspondence with Secretary of Navy.....	316
To command guns on <i>Essex</i>	3, 5
To command <i>General Greene</i> while in ordinary.....	316, 317
Hackmaw, Bashaw	186, 285
Hadge Abdashaman Hashash. See Morocco, Governor of.	
Hadgi Abdel-Wahed Nasar, correspondence with Emperor of Morocco	434
Hadgi Unis Ben Unis, Commercial Agent, Tunis	352-355, 384

	Page
Hagburg, Olager, <i>Essex</i>	2
Haggerty, Joseph, <i>Essex</i>	4, 6, 9, 10
Hall, Edward, Lt., U. S. M. C.:	
Correspondence with—	
Burrows, Wm. W., Lt. Col. Comdt., U. S. M. C.....	300, 301
Murray, Alexander, Capt.....	299
References to.....	11, 343
Wounded in a duel.....	295
Hall, John, boatswain, <i>Constellation</i>	27
Hall, John, Capt., U. S. M. C.:	
Correspondence with Capt. Edward Preble.....	497
References to.....	11, 58, 270
Hall, John, ordinary seaman, <i>Adams</i>	268
Hall, Luke, master, <i>Federal Eagle</i> :	
Charter for Schooner <i>Federal Eagle</i>	394
Correspondence with Secretary of Navy.....	397
Hall, Mary D., Miss, acknowledgment to.....	iv
Hamburg, Germany. Circular to Consul at, from James Simpson.....	184, 186
Hamed Curamanli. <i>See</i> Sidi Mohamet Bashaw.	
Hamet Bashaw. <i>See</i> Sidi Mohamet Bashaw.	
Hamet Guirgies.....	352
Hamet Pacha. <i>See</i> Sidi Mohamet Bashaw.	
Hamilton, David, boy, <i>New York</i> , died.....	403
Hamouda (Hamud) Bashaw. <i>See</i> Tunis, Bey of.	
Hampton Roads considered best harbor in U. S. for ships of war.....	124
Hancock, Oliver, U. S. M. C., <i>Essex</i>	1, 9, 10
Hancock, sloop. Seamen aboard for <i>Constitution</i>	497
Hannah, John, <i>Essex</i>	2, 9, 10
Hanrahan, Jeremiah, ordinary seaman, <i>Adams</i>	268
Haraden, Nathaniel, sailing master, <i>Constitution</i> :	
<i>Constitution</i> to be commanded by, while in ordinary.....	179, 180
Correspondence with—	
Brown, Samuel, Navy Agent, Boston.....	329
Navy, Secretary of.....	179
Preble, Edward, Capt.....	410
Extracts from log book of.....	413,
416, 427-430, 434, 435, 440, 445, 450, 452, 454, 455, 459, 460, 462,	
479, 486, 488, 489, 495-499, 501, 505, 506, 510, 511, 515	
References.....	414, 418
Hargreaves.....	354
Hargreaves, Lewis, suggested as Consul to Tunis.....	168, 225
Harriden. <i>See</i> Haraden.	
Harriman, Moses, <i>Essex</i>	1, 6
Harrington, James, <i>Essex</i>	4
Harrington, John, <i>Essex</i>	8, 10
Harriott, Miss.....	58, 301
Harris, John.....	107
Harris, Nicholas, <i>Essex</i>	2
Harrison, Alexander C., midshipman, <i>Essex</i>	2, 5, 6
Harrison, George, Navy Agent, Philadelphia, Pa.:	
Correspondence with Secretary of Navy.....	40,
50, 64, 89, 90, 113, 114, 153, 164, 211, 258, 362, 372, 374-377, 391,	
396, 412, 413	
Guns for schooners building at Baltimore and Norfolk.....	378
<i>Philadelphia</i> to be repaired.....	258
References to.....	19,
24, 44, 76, 79, 160, 201, 214, 375, 410-412, 420, 437, 451, 455, 481	
To contract for building one vessel.....	371
Hart, Martin, <i>Essex</i>	3, 8, 10
Hartley, John, midshipman, <i>Chesapeake</i>	26
Hart's (Ship Yard), Boston.....	402
Hartt, Mr.....	329
Hashash. <i>See</i> Morocco, Governor of.	
Haswell, John M., midshipman, <i>Constitution</i>	418
Hatch, Mr.....	329
Havens, Cornelius, <i>Essex</i>	3, 5, 7
Hayes (John), Mrs.....	387

	Page
Hazard, Alfred, midshipman, <i>Philadelphia</i>	214
Heath, D. C., midshipman, <i>Constellation</i>	27
Heather, W., London, publisher.....	v
Henley, John, mid'n, <i>Adams and Vixen</i>	63, 444, 467
Hennell, Andrew, <i>Essex</i>	1, 6, 7
Henry, Bernard, mid'n, <i>Essex</i> and <i>Philadelphia</i>	2, 6, 419
Hepburn, Earle. Records published by courtesy of.....	405
Hewit, Solomon, <i>Essex</i>	2, 5, 9, 10
Higginbotham, James S., mid'n, <i>Essex</i> and <i>New York</i> : Duel with mid'n Thomas Swartwout.....	96
On the <i>New York</i>	436
Hill, John, <i>Essex</i>	2, 6, 9, 10
Hill, Thomas, supercargo, brig <i>Traveller</i>	14, 57, 75
Historical Society of Maine. See Maine Historical Society.	
Historical Society of New York. See New York Historical Society.	
Historical Society of Pennsylvania. Records published by courtesy of.....	76, 94, 215, 216, 356, 370
Hitchings, John, <i>Essex</i>	9
Hitchings, Thomas, <i>Essex</i>	2, 5, 6, 8
Hodges, Alexander, U. S. M. C., <i>Essex</i>	1, 9, 10
Hodgkins, William, <i>Essex</i>	3, 8
Hoff, William Bainbridge, Capt., copy of drawing by.....	v, Frontispiece
Hogan, Patrick, <i>Essex</i>	4, 5, 8
Holch, Capt., Danish Consul at Tunis.....	225, 354, 355
Holden, Thomas, gunner, <i>General Greene</i>	317
Holland: Flag of, first hoisted at Tripoli.....	66
Morocco, relations with.....	339
Tripoli, relations with.....	304, 314
Vessels of— Expected at Tripoli.....	149
Squadron in the Mediterranean.....	312, 334
Holsten, Dennis, <i>Essex</i>	2
Hooper, Thomas W., Lt., U. S. M. C., <i>Essex</i> and <i>John Adams</i> : Correspondence with— Burrows, William W., Lt. Col. Comdt., U. S. M. C.....	334
Eaton, William.....	415
References to.....	2, 5, 11, 372
Hopkins, John, <i>Essex</i>	3, 5, 7
Hopper, Jacob, <i>Essex</i>	3, 7
Horwell, John, U. S. M. C., <i>Essex</i>	1
Hospitals: Marine— Estimate.....	115
Site selected at Boston, Mass.....	183
Mediterranean region.....	106, 123, 476
House, Mr.....	392
Howard, John, Lt., U. S. M. C.....	11
Howell, William, <i>Essex</i>	4
Hughes, Colonel, guns of, to be proved.....	216, 217, 230, 235, 240
Hull, Isaac, Lt., U. S. S. <i>Adams</i> , <i>Enterprise</i> and <i>Argus</i> : <i>Adams</i> commanded by, temporarily.....	133
<i>Argus</i> , to be commanded by.....	424, 474
Commended by Capt. John Rogers.....	465
Considered for command of <i>Boston</i>	232
Correspondence with Secretary of Navy.....	101, 141, 142
<i>Enterprise</i> commanded by.....	424
Ordered to the <i>Adams</i>	100, 101
References to.....	389, 416, 429, 435, 466, 457, 459, 474, 482, 509, 512, 522
Resignation from Navy, may be accepted.....	141
See <i>Argus</i> , <i>Adams</i> and <i>Enterprise</i> .	
Humbert, Capt.....	225
Humphrey, Edward.....	286
Humphreys, David, U. S. Minister, Spain.....	68
Humphreys, Joshua.....	90
Humphreys, Samuel, timber inspector.....	120
Hunt, Clement S., purser, <i>Vixen</i>	444, 467

	Page
Hunt, Lewis, Mid'n, correspondence with Secretary of Navy.....	500, 501
Hunt, Theodore, Lt., <i>Philadelphia</i>	419
Hunt, Thomas, Mid., <i>Constitution</i>	406, 418
Hunter, Thomas, carpenter, <i>General Greene</i>	317
Hunter, William, agent at Savannah, Ga.....	120
Hunter, William, boatswain, <i>United States</i>	317
Huntington, Henry E., Library and Art Gallery, records published by courtesy of.....	60, 86, 87, 105, 158, 188, 189, 201, 273, 280, 298, 308, 320, 331, 361, 363, 415.
Huntress, Robert, gunner, <i>Argus</i>	516
Hutchins, John, <i>Essex</i>	2, 5, 9, 10
Hutson, Samuel, <i>Essex</i>	3
Hutton, Nathan, Philadelphia, Pa.: Building a brig.....	377, 438
<i>Siren</i> launched at yard of.....	506
Hutton, Peter, <i>Essex</i>	3, 7
Hyer, Andrew, <i>Essex</i>	4
Innes, Robert, midshipman, <i>Enterprize</i>	21, 294
Inyard, Daniel, <i>Essex</i>	1, 6, 9, 10
Iomich, Thomas, Capt., Tripolitan brig <i>Monarca</i>	293
Ireland, Consuls in are advised of declaration of war against United States by Morocco.....	184, 186
Isis, H. B. M. S.....	151
Israel, Jos., midshipman, <i>Chesapeake</i>	26, 469
Italy, no treaty with Morocco.....	341
Isard, Balph, mid'n., <i>Constitution</i> and <i>United States</i> : Arrived Boston with seamen for <i>Constitution</i>	496
To command <i>United States</i> , while in ordinary.....	314, 317
To the <i>Constitution</i>	418
Jacksley, Edward, <i>Essex</i>	2, 6, 7, 8
Jackson, Joseph, <i>Essex</i>	3
Jacques, Gershom B., surgeon's mate, <i>Constellation</i> and <i>Nautilus</i>	68, 397, 402, 406, 421
Jaffe, Capt., <i>Pigeon</i>	57
James, ship, capt. Ebenezer Chandler, provisions for Mediterranean Squadron.....	59
James, William, <i>Essex</i>	4, 8
Jamido Ben Ali Casem, Agent of Bey of Tripoli at Tunis.....	434
Jaques. See Jacques.	
Jefferson, Thomas. See President of the United States.	
Jenckes, Wm. C., Lt., <i>Boston</i> and <i>Constitution</i> : Correspondence with Capt. Edward Preble.....	470, 479
Recruiting service at Providence for <i>Constitution</i>	470
References to.....	52, 77, 391, 406, 418, 463, 494, 501
Jennison, James, Captain's Clerk, <i>New York</i> , died.....	403
Jewet, Nathaniel H., <i>Essex</i>	2, 5, 9, 10
Jews, debts owing to.....	485
Jincks. See Jenckes.	
Jocelin, Amaziah, Capt. of Galley, correspondence with Secretary of Navy.....	12, 13
John Adams, U. S. S., Capt. John Rodgers: Arrived at Malaga.....	319
Arrived at Malta with prize ship <i>Meshouda</i>	408, 409
Arrived in Mediterranean.....	320, 328, 330
Blockading Tripoli.....	526
Boarded a Sicilian vessel.....	495
Campbell (Hugh), Capt. to command.....	457
Commissioned to reinforce (Mediterranean) Squadron.....	138
Convoy duty.....	517, 518, 521, 525, 527
Engagement with Tripolitan gunboats and forts.....	400, 401, 415-417, 421, 422, 425-427, 446, 459, 460, 465, 466, 469
Extracts from journal of.....	396, 397, 399-402, 405, 407-410, 413, 416, 417, 421, 422, 425, 427, 428, 430-433, 435, 438, 440, 442, 445, 447, 449, 450, 453-455, 459, 460, 461, 463-465, 472, 473, 480, 486, 489, 490, 492-499, 506-511, 517, 518, 521, 523, 525, 526.

John Adams, U. S. S., Capt. John Rodgers—Continued.	Page
Fired on gunboats.....	433
Fired upon by <i>Adams</i>	432
Fitting out.....	281
Illness among Marine guard.....	334
In company with <i>Chesapeake</i> and <i>New York</i>	350, 356, 364, 382
In company with the <i>New York</i> and the <i>Enterprise</i>	410
In ordinary.....	43, 138
Led attack on Tripoli.....	531
<i>Le Voyant Bonaparte</i> brought to by.....	405, 431
Log book of, to afford testimony against conduct of Commodore Richard V. Morris.....	415
<i>Meshouda</i> captured by.....	402, 409, 410, 433, 434, 439, 502
<i>Meshouda</i> , prize, under escort of.....	405, 407-410, 486, 489, 490, 525
Movements of.....	138,
328, 333, 396, 397, 399, 400, 401, 402, 405, 407, 408, 409, 410, 489,	
492, 493, 507, 508, 509, 525, 526.	
Off Tripoli.....	441
Officers of, request increased water allowance.....	372
Orders to.....	276, 325
Picture of.....	Facing page 402
Provisions for <i>Constellation</i> and <i>Enterprise</i> , taken from.....	324
Punishment aboard.....	472
References to.....	iii,
43, 137, 259, 307, 326, 331, 332, 334, 348, 350, 351, 356, 381, 382,	
384, 428, 430, 439, 463, 474, 490, 493, 523, 524, 528, 529.	
Rodgers, John, Capt., to command.....	250
See Capt. John Rodgers.	
To join Mediterranean Squadron.....	136, 258, 303
To return home.....	474, 478, 479
To Tripoli.....	389
Tripolitan soldiers refuse to fire on.....	446
Tripolitan vessel destroyed by.....	523, 524
Two seamen injured by lightning.....	521
Johnson, purser, <i>Adams</i>	63
Johnson, John, Lt., U. S. M. C.....	11, 143, 144, 405
Johnson, William, gunner, <i>Constellation</i>	27
Jolly, Mr.....	274
Jones, Mr.....	90
Jones, Charles, midshipman, U. S. N., correspondence with Secretary of Navy.....	500, 501
Jones, Jacob, Lt., <i>Constellation</i> and <i>Philadelphia</i> :	
Arrested.....	299
Correspondence with Capt. Alexander Murray.....	299
References to.....	24, 27, 419, 487
Jones, James, <i>Essex</i>	3, 8, 10
Jones, Thomas, <i>Essex</i>	4
Jones, W., midshipman, <i>Constellation</i>	297
Jones, Walter, Jr., Judge Advocate of Court to try Capt. Richard V. Morris.....	528, 529
Joseph (Jouseph) Bashaw. See Tripoli, Bashaw of.	
Journal, ships, regulations respecting.....	38, 39
Joyce, John, mariner, brig <i>Lucretia</i> , died.....	216
Jusef Bashaw of Tripoli. See Tripoli, Bashaw of.	
Kearny, Archibald K., midshipman, <i>President</i>	121
Keene, Newton, Lt., U. S. M. C.....	11, 400
Keith, Right Honorable Lord, K. B., Vice Admiral of the Red, R. N.:	
Correspondence with, Capt. Alexander Murray.....	144, 150, 151
Greets Duke of Kent on his arrival at Gibraltar.....	151
Mast for <i>Chesapeake</i>	162
References to.....	116, 123, 146, 189
Saluted at Gibraltar by <i>Constellation</i>	145
Squadron of, at Malta.....	16
Keller, Philippe, Paris, France, acknowledgment to.....	v
Kelly, T., engraver.....	v
Kendal, Jonathan, <i>Essex</i>	5, 6, 8
Kennedy, Mr., purser's steward, <i>New York</i>	403
Kennedy, John, <i>Essex</i>	3, 5, 8, 10

	Page
Kent, Duke of, Governor of Gibraltar	150, 151, 165, 189
Kent, H. B. M. S., frigate, dismasted	15
Kidd, Mr.	123
King, N., Mr.	309
King, Rufus, U. S. Minister to London: Correspondence with—	
Dale, Richard, Capt.	13, 14, 54
Eaton, William, U. S. Consul, Tunis.....	166
Morris, Richard V., Capt., U. S. N.....	184
Invoice from H. W. Mortimer, Son & T. Mortimer.....	86, 87
Presents for Tunis.....	86, 87
References to.....	26, 56, 90, 163
Kippen, William, Essex	4, 6, 9, 10
Kirkpatrick, William, U. S. Consul, Malaga, Spain: Correspondence with—	
Dale, Richard, Capt.	65, 66
Murray, Alexander, Capt.....	139, 140, 315
O'Brien, Richard.....	393
State, Secretary of.....	312, 313, 333, 334
Willis, William, U. S. Consul, Barcelona, Spain.....	263
References to.....	13, 79, 334, 432, 519
Kittere, James, Essex	2, 8, 9, 10
Knight, William, sailing master, President and Philadelphia	138, 317, 419
Knox, Dudley W., Captain, U. S. N. (Ret.): Documents printed under supervision of.....	1
Preface.....	iv
Knox, Thomas, pilot	416, 455, 511
Koran, George Sales, theologian, reference to	111
Lace, James, Essex	2
Lamb, David, Essex	1, 6, 9, 10
Lambertus, Anthony, Capt.	162
Lane, Enoch, S., Lt., U. S. M. C., New York	11, 270, 436
Lane, William, gun manufacturer	142, 160, 216
Langdon, John, offers site for a navy yard	103, 104, 110
Langdon, Woodbury, Navy Agent, Portsmouth, N. H.: Correspondence with Secretary of Navy.....	64, 109, 110
References.....	371, 391-393
Larach, Morocco, old frigate to be fitted out at	191
Larnard, Barnard, Essex	1, 6
Latrobe, Benjamin Henry, architect: Correspondence with President of the United States.....	308, 309
Dry dock at Washington, D. C.....	309
Lattimer, George, Essex	1, 9, 10
La Viggatrice, Capt. Thomaso Nicholorichi, boarded by Constellation	223
Lawrence, James, Lt., Enterprise	436, 530
Lawson, Richard H. L., Lt., Constellation: Arrested.....	299, 301
Confined aboard ship.....	311, 373
Correspondence with Capt. Alexander Murray.....	308
Fought duel with and killed Capt. James McKnight, U. S. M. C.....	293,
297, 300, 311, 327	
References to.....	27, 44
Lazaretto. See Hospital.	
Leach, Zenias, Essex	2, 8, 10
Leamy, John	140, 155
Lear, Tobias, Colonel, U. S. Consul General, Algiers: Appointed Consul General at Algiers.....	431, 468, 476, 482-485
Arrived at Boston.....	494
Correspondence with Secretary of State.....	482-485
En route to Mediterranean aboard <i>Constitution</i>	516
Money furnished to.....	485
Pay and allowances of.....	484
Reference.....	488
Successor to Richard O'Brien.....	431, 487
To adjust terms of conciliations with Bey of Tunis.....	476, 477
To negotiate peace treaty with Tripoli.....	468, 476, 484

Lear, Tobias, Colonel, U. S. Consul General, Algiers—Continued.	Page
To take passage in the <i>Constitution</i>	467, 468, 476
To take presents to Algiers.....	461
Lear (Tobias), Mrs.....	516
Leda, British frigate, spoken by <i>Essex</i>	96
Lee, William, American Agent, Bordeaux.....	274
Leeman, Mary C., Miss, acknowledgment to.....	iv
Leghorn, Italy:	
Blockaded to all vessels carrying British products.....	524, 525
Circular to Consul at, from James Simpson.....	184
Leidster, John, <i>Essex</i>	2
Leonard, James L., midshipman, <i>President</i>	121
L'Eperanza, Capt. Geovance Nicholorichi, boarded by <i>Constellation</i>	223
Lerry, Patrick, <i>Essex</i>	4, 6, 8
Letts, John, U. S. M. C., <i>Essex</i>	1
Livingston. See Livingston.	
Le Vitorieux.....	472
Le Voyant Bonaparte, brought to by John Adams.....	405, 431
Lewellen. See Llewellyn.	
Lewis, Isaac, <i>Essex</i>	4, 8
Lewis (William S.), midshipman, <i>New York</i>	403, 436, 469
Liberty, ship, bearing communications.....	170
Library of Congress:	
Acknowledgment to.....	v
Data obtained from.....	40,
63, 92, 93, 110, 112, 113, 119, 133, 173, 181-183, 208, 237, 238,	
245, 246, 297, 317, 327, 329, 346, 347, 368, 375, 376, 385, 397, 399,	
401, 402, 405, 407-410, 413, 414, 416, 417, 421-423, 425, 427, 428,	
430, 432, 433, 435, 437, 438, 440, 442, 445, 447-456, 459-463, 465,	
466, 468-470, 472, 473, 479-481, 486-490, 492-499, 501, 505-511,	
514-518, 520-523, 526.	
Lieutenant, duties of, defined by navy regulations.....	33
Lieutenants, examination required of, before commissioning.....	228
Lieutenant's uniform, regulations prescribing.....	255, 256
Lincoln, U. S. lighter, provisions aboard for <i>Constitution</i>	497
Linn, Walter, Sgt., U. S. M. C.....	58
Lisbon, Spain. Circular to Consul at, from James Simpson.....	184, 186
Lisle, Peter. See Morad Reis.	
Littleton, Frank, acknowledgment to.....	iv
Living conditions in Barbary.....	253
Livingston, District Attorney.....	42
Livingston, Peter.....	53
Livingston, Robert B., U. S. Minister to Paris, France:	
Correspondence with—	
Dale, Richard, Capt.....	52, 53
Murray, Alexander, Capt.....	302
Sailed in <i>Boston</i>	118, 119
Livingston, William M., Lt., <i>Argus</i>	467, 471, 472, 481, 487, 495, 496, 516
Livorno, Italy, Mediterranean Fleet anchored at.....	510
Llewellyn, Sam'l., Lt., U. S. M. C.....	11, 295, 301, 327
Log book, regulations respecting.....	38, 39
London, England. Circular to Consul at, from James Simpson.....	184-186
Longdon, Abel, carpenter, <i>Essex</i>	317
Lord, A. B., midshipman, master, <i>Boston</i>	317
Love, Marmaduke, acting sailing master, <i>John Adams</i>	372
Lovell, John P., master, <i>New York</i>	271, 323, 325
Low (James), Mrs.....	387
Low, Melancthon Woolsey, birth and christening of, aboard <i>Chesapeake</i> ..	387
Lowther, Robert, <i>Essex</i>	4, 8
Lubarez, Ibrahim, Capt., <i>Mirboka</i>	265, 338, 507, 518, 520, 522
Lubari. See Lubarez.	
Luca. Consul.....	67
Luce and Grassons Cadet, payment of bill to.....	53
Lucretia, brig. Capt. Francis Bulkley.....	216
Ludlow Charles, Lt., <i>Adams</i>	63, 110, 119, 133, 436

Ludlow, Daniel, Navy Agent, New York:	Page
Correspondence with, Secretary of Navy.....	42,
References to.....	64, 88, 89, 276, 313, 314, 391-394
References to.....	70, 101, 110, 471, 481
Lumen, Barney, seaman, <i>Adams</i>	268
Lunenburg, Henry F., acknowledgement to.....	iv
Macay, James, mid., furlough countermanded.....	243
McCarty, Thomas, seaman, <i>Constellation</i>	292
McClaskey, Mr., U. S. M. C.....	58
McClelland, Pilot.....	223
MacCrindle, Loretta I., Miss, acknowledgement to.....	iv
MacDonnell, Catherine M., Miss, acknowledgement to.....	iv
McDonough, Bryan, Charge of Affairs, H. B. Majesty, Tripoli.....	176, 305
McDonough, Thomas, midshipman, <i>Constellation</i> , and <i>Philadelphia</i>	27, 419
McFaden, Hugh, <i>Essex</i>	4, 9, 10
McFarlan, Alex, Rev., <i>Chesapeake</i>	387
McGee, William, Marine, <i>New York</i>	403
McGerry, Dennis, <i>Essex</i>	4, 8
McGlassin, Killed, by Lt. Porter.....	98, 103
McGraugh. <i>See</i> Magrath.	
McIntosh, George, owner, <i>Woodrop Simms</i> , and <i>Betsy Walk</i>	395, 448
McIntosh (William), midshipman, <i>Chesapeake</i>	26
Mackenzie & Glennie, London, England:	
Correspondence with—	
Dale, Richard, Capt.....	12, 56
Navy, Secretary of.....	432, 482
References to.....	13, 54, 100, 101, 131, 138, 254, 260, 276, 425, 475, 478
McKnight, James, Capt., U. S. M. C.:	
Correspondence with—	
Burrows, William, Commandant, U. S. M. C.....	194, 195
Murray, Alexander, Capt.....	292
Killed in duel with Lt. Richard H. L. Lawson.....	293, 294, 297, 300, 311, 327
References.....	11, 295, 299, 301, 373
McLean, Hector, <i>Essex</i>	3, 5, 9, 10
McMullen, John, <i>Essex</i>	2
McNeill, Daniel, Capt., <i>Boston</i> :	
Captured four Tunisian vessels.....	142, 143
Conduct of, disapproved by Dale.....	27, 28, 44
Correspondence with—	
Bounds, Joseph, Capt., <i>Gloria</i>	98, 99
Dale, Richard, Capt.....	25, 26, 44, 45
Eaton, William, U. S. Consul, Tunis.....	41, 95, 98
Gavino, John, U. S. Consul, Gibraltar.....	267
Murray, Alexander, Capt.....	150, 172, 187
Navy, Secretary of.....	201, 233, 307
Dismissed from Navy under Peace Establishment Act.....	307
Has orders to Tunis and Tripoli.....	27, 28
Off Tripoli.....	153
Orders and instructions for.....	45, 69, 95, 150, 229
Plans to intercept Bashaw of Tripoli.....	104
Removed from command of <i>Boston</i>	232, 233
Reported in engagement with Tunisian Squadron.....	257
<i>See</i> <i>Boston</i> , U. S. S.	
To return to U. S.....	233
McNeill, Daniel, midshipman <i>Essex</i>	3, 5
McNeill, Peter, <i>Essex</i>	2, 5, 9, 10
McWilliams (Alexander) surgeon's mate, <i>Enterprise</i>	21
Madeira. Circular to Consul at, from James Simpson.....	184
Madison, James. <i>See</i> State, Secretary of.	
Madona Gratia, brig, boarded by <i>Constellation</i>	203
Madrid, Spain, U. S. Consul advised Morocco is at war with U. S.....	183-185
Magrath, Humphrey, sailing master, <i>Argus</i>	516
Mahamed Dghies, Prime Minister, Tripoli.....	512, 526
Mahamet Bashaw, lawful sovereign of Tripoli. <i>See</i> Sidi Mohamet Bashaw Caramanli.	
Mahomed Bornos.....	308
Mahomet Reis Algerine.....	71
Mahomet Reis Lavantino.....	71

Mahomet. See Sidi Mohamet.	
Mahon, Minorca:	Page
Circular to Consul at.....	184
<i>Constellation</i> beating out of, picture of.....	Facing page 146
Evacuated.....	196
No Tripolitan cruisers fitted out at.....	13, 41
<i>President</i> grounded at.....	12, 13, 18, 41, 68, 69
Maimona, Moroccan ship, passports granted to.....	498, 500
Maine Historical Society. Records published by courtesy of.....	492
Majury, Samuel, Essex.....	4
Majury, Thomas, Essex.....	3, 5, 7
Malaga, Spain:	
Circular to Consul at, from James Simpson.....	184
<i>Constellation</i> repairing at.....	324
<i>Essex</i> sailed from.....	12
Facilities desired for U. S. vessels.....	324
Quarantine maintained against American vessels.....	312, 313
Malta:	
Governor of, Alexander Ball.....	199, 247, 327, 383
Harbor of, condition.....	327
<i>Meshouda</i> taken to, by American cruiser.....	407,
.....	410, 434, 456, 472, 486
No treaty with Morocco.....	341
<i>Paulina</i> , prize ship, conducted to.....	344, 349
Provisions and stores for squadron may be deposited at.....	476
Sidi Mohamet Bashaw to await arrival of American fleet at.....	97
To be evacuated by the English.....	158
U. S. Mediterranean Squadron at.....	136, 472
Mann, George, Mid., Argus.....	516
Manucie, Giuseppe, U. S. Vice Consul, Bizerte, correspondence with William Eaton.....	194
Maps of:	
Gibraltar, Straits of.....	Facing page 80
Mediterranean Region.....	Following page 530
Tangier, Bay of.....	Facing page 230
Tripoli, Port of.....	Facing page 464
Tunis, Gulf of.....	Facing page 162
Marboka. See <i>Mirboka</i> .	
Marcellin (George), midshipman, Nautilus.....	397, 402, 406, 421
Marchant, William, U. S. S.....	5
Margaret, Captain Cleveland.....	364
Margaret, Mr. Coffin, supercargo.....	264, 364
Maria, schooner, master Isaac Stephens.....	174
Marine Barracks, appropriation requested for.....	125
Marine Corps:	
Appropriation needed for.....	132
Data from archives of... 47, 58, 118, 144, 195, 270, 271, 296, 301, 327, 334.....	335
Distribution and employment of officers and privates.....	357, 358
Estimate of expense.....	114, 115
Officers' pay.....	358
Reduction in.....	157
Marines, United States:	
<i>Adams</i>	19, 20, 44
Are under jurisdiction of Colonel Burrows.....	206
<i>Chesapeake</i>	19, 20, 44
Conduct improved.....	400
<i>Constellation</i>	19, 20, 44, 301
<i>Constitution</i>	422, 497
<i>Enterprise</i>	19, 20, 23
<i>George Washington</i>	122
Guards for navy yards.....	157
Hospital to be built for, at Boston, Mass.....	183
Illness among guard of <i>John Adams</i>	334
<i>Merrimack</i>	422
<i>Nautilus</i>	398
One wounded in attack on Tripolitans.....	436
<i>Philadelphia</i>	122, 422

Marines, United States—Continued.		Page
<i>Siren</i>		422, 505
<i>Vixen</i>		422
Markale, John, <i>Essex</i>		3, 5, 10
Marrington, William, <i>Essex</i>		2, 8
Marseilles, France. Circular to consul at, from James Simpson.....		184
Marshall, John.....		64
Marshall, Robert, seaman, <i>Constitution</i>		510
Marshall, Thomas, surgeon's mate, <i>Essex</i> and <i>Adams</i>		5, 63, 113
Martin, Joseph, boatswain, <i>Essex</i>		2
Mary.....		331
Mascara, Bey of.....		341
Meshouda. <i>See Meshouda.</i>		
Master-at-arms, duties of, defined by navy regulations.....		36
Matthew, John, U. S. Consul, Naples, correspondence with Lt. John Shaw.....		14
Maxwell (Joseph I.), sailing master, <i>Siren</i>		420
May, Colonel.....		414
May, Harry, Capt., U. S. N.....		180
Mead, Jos ^h ., <i>Essex</i>		3, 7
Medical supplies:		
For ships.....		451
To be shipped to Mediterranean.....		123
Mediterranean Pilot.....		v
Mediterranean Region:		
Hospital required in.....		106
Map of.....		Following page 530
Mediterranean Squadron. <i>See</i> Vessels, United States.		
Mehammed Ben Absalem Selawy. <i>See</i> Sidi Mohamet Selawy.		
Merrill, George, midshipman, <i>Essex</i>		1, 6
Merrimack, U. S. brig:		
Renamed <i>Argus</i>		411, 414, 418, 422, 424, 438
<i>See Argus.</i>		
Messaouda, prize. <i>See Meshouda.</i>		
Mesboha. <i>See</i> Morocco, Vessels of, <i>Mirboka.</i>		
Meshouda, Tripolitan ship:		
Blockaded at Gibraltar.....		III, 45, 77, 80, 91, 96, 130, 133, 144, 165, 207, 237, 246, 250, 265, 668, 271, 320, 327, 328, 335, 385, 409
Capture of, disapproved by Commodore Richard V. Morris.....		415
Captured by <i>John Adams</i>		402, 409, 410, 433, 434, 439, 502
Claimed by Morocco.....		268, 271, 275, 283, 285, 287, 327, 328, 385, 456, 457, 512
Contraband articles on board.....		408
Description of.....		275
Detention of.....		512, 514
Emperor of Morocco denies knowledge of passport violation by.....		456, 457
Fate of, desired by Consul Simpson.....		492
Leaves Gibraltar under Moorish passport.....		433, 434
Passport issued for.....		283, 285, 286, 313, 320, 373, 379, 385, 409, 433, 434, 456
Passport violated.....		512
Ransomed from Portugal.....		513
References to.....		268, 275, 328, 337, 470, 500
Remains at Gibraltar.....		337, 338
Simpson's advice regarding disposition of.....		456, 457, 470, 471
Stops at Tunis en route to Tripoli.....		433, 434
Taken to Malta by <i>John Adams</i>		407-410, 434, 456, 472, 486
To be used as peace medium with Tripoli.....		513
Value of.....		513
Messina, Sicily, U. S. squadron anchored at.....		490
Messudar. <i>See Meshouda.</i>		
Middleton, Jas. R., Lt., U. S. M. C.....		11
Midshipman, duties of, defined by navy regulations.....		36
Midshipmen's uniform, regulations prescribing.....		255, 256
Miles, Charles, Jr., midshipman, <i>Essex</i>		3, 243
Military Stores, Marine Corps, estimate.....		115
Millar, Charles, <i>Essex</i>		2, 5, 9, 10
Miller, Dr.....		113

Miller, Edward, M.D., statements of, concerning health of Capt. Edward Preble, U. S. N.....	Page 112
Miller, Phineas, and Thomas Shubrick, contractors for timber.....	119
Miller, William, midshipman, <i>Constellation</i> , and <i>Philadelphia</i>	27, 419
Mills, David, <i>Essex</i>	3, 7
Miner, Gordon, <i>Essex</i>	4, 10
Minerva, Ionic ship, detained by France.....	503
Mines, John, seaman, <i>Constellation</i>	287
Mingos, Christopher, <i>Essex</i>	4, 6, 9, 1
Minor, Gordon, <i>Essex</i>	9
Minorca to be evacuated.....	144
Mirboka. See Morocco, vessels of, <i>Mirboka</i> .	
Miribha, Moroccan schooner.....	262, 280, 283
Mitchel, George, midshipman, <i>Enterprise</i>	21
Mitchell, Samuel L., Chairman, Com. on Naval Affairs, correspondence with Secretary of Navy.....	48-50
Mix, James P., U. S. M. C., <i>Essex</i> , and <i>Congress</i>	1, 9, 10, 317
Mix, Nathaniel F., <i>Essex</i>	2, 5
Mohamet Caramalia. See Sidi Mohamet Caramanli.	
Monarca, Tripolitan brig, passport for.....	293
Money conveyed to Mediterranean by Argus.....	516
Money needed for negotiations with Tripoli.....	523
Monsoon, ship, Capt. David Nickerson, loaded with provisions for Mediterranean Squadron.....	424, 425
Montgomery, Liberty, cook, <i>Sophia</i>	64
Montgomery, Robert, <i>Essex</i>	7
Montgomery, Robert, U. S. Consul, Alicante, correspondence with Secretary of State.....	413
Montgomery, Thomas, <i>Essex</i>	4, 5, 8
Morad Reis (Peter Lisle), Tripolitan Admiral: Escape from Gibraltar aided by England.....	228
References to.....	III, 66, 177, 201, 356
Squadron under, ready for sea.....	312
Morens, Admiral, Captain General of the Marine.....	131
Morning Star, ship, in convoy of <i>Enterprise</i>	164
Morocco:	
Affairs of United States in.....	181-183, 189
American vessels not safe from attack by.....	181
At peace with Algiers.....	341
Authorizes capture of American vessels.....	519, 520
Commerce with Tripoli.....	341
Denmark pays annual tribute to.....	339
Emperor of, Muley Soliman Ben Mohamet, Ben Abdallah—	
American Consul Simpson dismissed by.....	183-187, 205, 237
American rice for.....	263, 284
Asks that Consul Simpson remain.....	190, 192, 196
Correspondence with—	
Agent of Bey of Tripoli.....	433, 434
Hadgi Abdel-Wahed Nasar.....	434
Simpson, James, Consul.....	219, 220
Demands of.....	235, 236, 262, 283, 284
Expells American Consul Simpson.....	183-187, 205, 237
Hostile threats of.....	136, 512
Passport for Tripolitan ship, <i>Meshouda</i> , blockaded at Gibraltar.....	77,
80, 91, 92, 114, 165, 173, 181-183, 275, 313, 320	
Presents for.....	232, 244, 246, 258, 285, 303, 338, 514
Recalls American Consul Simpson.....	190, 192, 196
References to.....	66,
116, 117, 130, 186, 220, 222, 227, 244, 245, 262, 264, 265, 271, 284,	
285, 336, 339-341, 379, 456, 457, 470	
Withdraws orders to cruisers for taking American vessels.....	241
England, extensive trade with.....	339, 340
Expells American Consul Simpson.....	183-187, 205, 237
Favors Tripoli.....	470
France never paid tribute to.....	340

Morocco—Continued.		Page
Governor of, Alcayde Abdashaman Hashash—		192
Correspondence with James Simpson		192
References to	149, 186, 219, 221, 222, 226, 262, 263, 265, 283, 284, 337, 338, 341, 379, 456, 470, 514	
Simpson, James, U. S. Consul, Tangier, report of meeting with		237, 238
Gun carriages for		206, 207, 217, 220-222, 244, 246, 258, 338, 378, 379
Holland, no treaties between		339
Making war preparations		116, 117
Mediterranean trade interfered with, by		106, 181, 182
<i>Meshouda</i> claimed by. <i>See Meshouda.</i>		
Minister of, to receive present		285
No treaty with Genoa		341
No treaty with Germany		341
No treaty with Italy		341
No treaty with Malta		341
No treaty with Naples		341
No treaty with Sardinia		341
Passport for wheat for Tripoli	149, 165, 173, 178, 179, 181, 182, 185-187	
Peace proposals offered through James Simpson		192, 219-223, 226, 227
Peace restored with United States		231, 232, 250, 262, 280, 283, 303
Peace terms		303
Peace with Ragusa		341
Portugal, relations with		340
Prussia, no treaty of peace with		339
Relations with Barbary States		338, 341
Relations with European powers		338-341
Relations with Tunis		341
Russia, no political or commercial intercourse with		338
Secretary of State of. <i>See Sidi Mohamet Ben Absalem Selawy.</i>		
Spain makes presents to		340, 341
Sweden, no direct commerce with		339
Threatens hostilities with U. S.		227, 228
Treaty negotiations with		219-223, 226, 227, 236, 262, 263, 283-285, 303
Vessels of—		
<i>Celia</i> , American brig, captured by		518-520, 522
Cruisers not yet obtained for Tangier		153
Endanger U. S. ships		230
Frigates, two, launched at Rhabat		153
<i>Meshouda</i> claimed as. <i>See Meshouda.</i>		
<i>Mirboka (Mirboha)</i> .		
At Gibraltar		520, 521
Captured by U. S. S. <i>Philadelphia</i>		518-520, 522
Captures American brig <i>Celia</i>		518-520, 522
Passport granted		262, 280, 283, 500
Miribha, schooner		262, 280, 283
Passport for. 181-183, 185-187, 222, 262, 265, 280, 283, 293, 337, 498, 500		
Preparing to go to sea		338, 470, 471, 514
Ready for action against U. S. vessels		211
To be fitted out		186, 189, 191, 205
To capture U. S. vessels		221, 237, 514, 519, 520
Violate U. S. passports		518, 519
War declared against U. S.		183-187, 221, 225, 257, 258, 274
Morrill, Richard, gunner, <i>New York</i> , died of burns		403
Morris Andrew, Capt., brig <i>Franklin</i> :		
Bearer of communication to Secretary of State		431
Correspondence with—		
Cathalan, Stephen, Jr.		274
Cathcart, James L.		176-178, 214, 215
<i>Franklin</i> captured by Tripolitan corsair		176-178, 187, 194-197, 208, 224, 234, 237, 320, 413
In temporary charge of U. S. affairs at Tripoli		279
Liberated by Tripoli		281, 282, 288, 293, 297, 348, 431, 449
Prisoner at Tripoli		212, 259
Ransom of		331, 485
References to		194-196, 208, 215, 223, 229, 234, 261, 280, 290, 322, 413
Suggestions for blockading Tripoli		214, 215
Morris, Charles, Jr., midshipman, <i>Constitution</i>		406, 414, 418

	Page
Morris, Gerard	274, 364
Morris, Lewis, Capt., (MC) U. S. N. (Ret.)	136
Morris, Noadiah, chaplain, <i>Constitution</i>	413, 463, 468
Morris, Richard V., Capt., Commo. Mediterranean Squadron:	
Arrested at Tunis	384, 393
Arrival at Algiers	314
Arrival at Gibraltar	216
Arrival at Leghorn	310, 313
Authorized to negotiate treaty with Tripoli	245, 246, 257, 310, 518
Authorized to purchase gunboats abroad	261
Cathcart, James L., presented Commission as Consul General to Algiers, by	323
Causes of his suspension	527, 531
<i>Constitution</i> to be commanded by	19
Correspondence with—	
Cathcart, Jas. L.	290-292, 370, 503, 504, 511-514
Dale, Richard, Commodore	68
Eaton, Wm	297, 298, 312, 344-346, 356
King, Rufus, U. S. Minister, London	184
Murray, Alexander, Capt.	242, 243, 277, 324, 326, 331, 342-344
Navy, Secretary of	19, 82, 92, 99, 100, 103, 106, 114, 130, 161, 162, 173, 181, 185, 232, 236, 237, 257, 258, 261, 262, 296, 297, 306, 307, 327, 381-385, 387, 388, 396, 457, 458, 479.
O'Brien, Richard	376
Preble, Edward, Capt., U. S. N.	110, 111
Rodgers, John, Capt.	465
Sidi Hamet Caramanli (Agent of)	317
Simpson, James, U. S. Consul	181-183, 231, 235, 236, 408, 409, 456, 492, 498
Tripoli, Prime Minister of	517, 518
Tunis, Bey of	364, 365, 369
Yzardy, Josef, U. S. Consul, Cadiz, Spain	222, 223, 230
Court of inquiry ordered in case of	527-529
Detached from <i>New York</i>	479
Disapproved capture of <i>Meshouda</i>	415
En route to America	415
Hoisted his flag aboard <i>Essex</i>	161
In command of Squadron in Mediterranean	318
Instruction for Capt. Hugh G. Campbell	319
Money for Algiers	485
Orders to	82, 83, 92, 99, 130, 136, 257, 307, 479
Papers, private collection, destroyed	136
Protests against, by James Cathcart	523, 524
References to	62, 63, 101, 102, 119, 128, 133, 138, 160, 172, 175, 178, 179, 183, 185, 186, 189-191, 196, 200, 205, 206, 210, 211, 213, 217, 221, 227, 231, 233, 239, 241, 244-247, 250, 259-261, 263, 266, 268, 275, 278, 279, 282, 287, 288, 289, 292, 297, 301, 303, 304, 308, 310, 314, 316, 325, 327, 328, 332, 333, 337, 342, 348, 349, 350-356, 362, 364, 367, 368, 373, 374, 377, 381, 387-389, 393, 398, 399, 410, 415-417, 422, 423, 425, 427-430, 432, 435, 436, 441, 442, 445, 446, 449, 453, 454, 469- 471, 486, 495, 500, 502, 504, 507, 509, 514, 520, 523, 526.
Relieved as Commodore of Mediterranean Squadron by Capt. John Rodgers	iii, 137, 457, 458, 527
Relieved Capt. James Barron as Commodore of Mediterranean Squadron	137
Relieved Dale as Commodore of Mediterranean Squadron	iii, 118
Relieved of command of <i>New York</i>	479, 527
See <i>Adams, Constitution, Chesapeake, and New York</i> .	
Solicited to cooperate with brother of dethroned Bey of Tripoli	383
Squadron of, at Malta	502, 503
Squadron of, resumed	136-138
Squadron of, to rendezvous off Tripoli	126
Suggests use of smaller vessels to combat Tripoli	297
Suspended in command of Mediterranean Squadron and ordered home	136, 457, 479
To command the <i>Adams</i> on homeward voyage	457, 479, 527

Morris, Richard V., Capt., Commo. Mediterranean Squadron—Con.	Page
To command the <i>Chesapeake</i>	82, 83
Transferred to the <i>New York</i>	388
Went ashore at Tripoli to negotiate peace.....	442, 447, 515, 524-526
Morris, Richard V., Mrs.:	
References to.....	110, 180, 236, 273, 274, 331, 364, 409, 457, 492, 524
Son born to.....	453
To accompany her husband to the Mediterranean.....	103
Morse, Mr.	391
Mortars. See Guns.	
Mortimer, H. W., Son & T. Mortimer, London	86, 87
Moshier, William, boatswain, <i>Argus</i>, and <i>Constellation</i>	501, 502
Muley, Moussa	341
Muley Soliman. See Morocco, Emperor of.	
Munier, Lewis, Essex	3, 6, 9, 10
Munroe, Georgia T., Miss, acknowledgment to	iv
Munroe, Samuel, marine, <i>Constellation</i>, died	102
Murad Reis, Tripolitan Admiral. See Morad Reis.	
Murray, Alexander, Capt., <i>Constellation</i>:	
Actions of, criticized by J. L. Cathcart.....	252
Advices continuance of tribute to Barbary Powers.....	235, 288
Advices payment of tribute to Tripoli.....	278
<i>Constellation</i> to be prepared for sea.....	19
Correspondence with—	
Bainbridge, William, Capt.....	150
Barron, Samuel, Capt.....	150
Bounds, Joseph, Capt., <i>Gloria</i>	145
Bulkeley, Thomas.....	155
Campbell, Hugh G., Capt.....	315, 316, 336
Carroll, Michael B., Acting Lt.....	299, 300
De Jaundenes, Joseph, Don, Intendent General, Island of	
Majorca.....	155, 156
Eaton, Wm.....	145, 160, 238, 239, 266
Gantheaume, General.....	302, 303
Gavino, John, U. S. Consul, Gibraltar.....	140
Graham, John, U. S. Secretary of Legation, Madrid, Spain.....	332
Hall, Edward, Lt., U. S. M. C.....	299
Jones, Jacob, Lt.....	299
Keith, Lord.....	144, 150, 151
Kirkpatrick, William, U. S. Consul, Malaga, Spain.....	139, 140, 315
Lawson, Richard H. L., Lt.....	308
Livingston, Robert R., U. S. Minister, Paris.....	302
McKnight, James, Capt., U. S. M. C.....	292
McNeill, Daniel, Capt.....	150, 172, 187
Morris, Richard V., Capt.....	242, 243, 277, 324, 326, 331, 342-344
Navy, Secretary of.....	11,
12, 17, 19, 24, 27, 44, 61, 63, 68, 79, 85, 101, 139, 146, 163, 192,	
193, 217-219, 234, 235, 246, 247, 277-279, 310, 311, 318, 319,	
328, 332, 336, 372, 373	
Nissen, Nicholas C.....	202, 203
Pinckney, Charles, U. S. Minister, Spain.....	324
Rodgers, John, Capt.....	325
Sterett, Andrew, Lt.....	164, 325
Eaton, William, U. S. Consul, dissension with.....	146, 249
Extracts from journal of.....	83,
84, 102, 121, 131, 133, 134, 138, 139, 141, 144, 145, 151, 153, 154,	
156, 160, 161, 164, 170, 174, 183, 193, 203, 206, 207, 209, 219-221	
223, 230, 235, 236, 238, 264, 266, 267, 269-271, 274, 275, 282,	
286, 287, 292, 293, 300, 302, 307, 316, 318-320, 325, 326, 329, 330,	
334, 335, 342, 343, 346, 350, 357, 361, 362, 364, 366, 369, 372.	
Fitting out <i>Constellation</i>	24
Ideas regarding blockade of Tripoli.....	242
Injury to left hand.....	342-344
Objects to payment of fort charges at Toulon.....	302
References to.....	50,
100, 102, 141, 144, 159, 166-169, 183, 185, 193, 195, 200, 212, 216,	
223, 225, 228, 229, 237, 241, 272, 287, 294-296, 301, 306, 333, 334,	
373, 378, 382.	

Murray, Alexander, Capt., Constellation—Continued.	Page
Reported at Gibraltar.....	162
Rules for preparation for battle.....	84
<i>See Constellation.</i>	
Suggests giving up blockade of Tripoli.....	266, 278
To return home.....	331, 332
Murray, Daniel, Midshipman, Essex, and President.	3, 121
Murray, John, Essex.	2, 9, 10
Mustapha Pascha, Algiers.	293, 301
Myers, John A., Private, U. S. M. C.	58
Myers (Robert), Mrs.	387
Naples, Italy:	
At war with Tunis.....	345
Cargo of <i>Traveler</i> held at.....	14, 22, 23, 57
Circular to Consul at, from James Simpson.....	184
Exactions demanded of, by Algiers.....	199
Harbor at, description of.....	280
No treaty with Morocco.....	341
Spanish squadron at.....	275
Vessels of, captured by Algiers.....	147, 162
Nasworthy, Joseph, Essex.	2, 5, 9, 10
National Archives. Data obtained from.	6,
10, 12, 15, 16, 22, 23, 42, 47, 50, 57, 59, 63, 65, 67, 68, 73, 83–85, 87,	
91–99, 102, 105, 106, 109, 111–114, 121, 123, 126, 128, 129, 131,	
133–135, 139, 141, 143–147, 149, 151, 153–161, 163–165, 170, 172–	
174, 176, 178–181, 183, 184, 187, 189, 191, 193–197, 200, 203, 205–	
208, 210–212, 216, 217, 219, 221–223, 225,–227 229–232, 235, 236,	
238, 242, 244, 254, 259, 261, 263, 264, 266, 267, 269–271, 273–275,	
280–283, 286–288, 290, 292, 293, 300–302, 304, 306, 307, 312–316,	
318, 320, 321, 323, 325, 326, 329, 330, 334, 335, 338, 341–343, 346,	
350, 355, 357, 361, 362, 364–366, 369, 370, 372, 379, 381, 386, 393,	
399, 431, 434, 440, 447, 457, 471, 485, 488, 496, 500, 504, 512, 515,	
518, 519, 525.	
Nautilus, U. S. S., Lt. Richard Somers:	
Arrives Gibraltar.....	502
Arrives Hampton Roads.....	464
Bearing dispatches for Captain John Rodgers.....	458
Complement for.....	426
Condition of.....	407, 408
Description of.....	404
En route to the Mediterranean.....	466, 467
Fitting out.....	397, 498, 407, 410–412, 433
Flags for.....	442
Gun carriages for.....	417
Guns for.....	401
Marines for.....	398
Officers for.....	397, 402, 406–408, 421
One of Mediterranean Squadron.....	474, 482, 522
Orders to.....	443, 458
Probable purchase of, by Navy.....	394
Purchased by Navy Department.....	397
Sailing performance of.....	464, 502
<i>See Somers, Richard, Lt.</i>	
Somers, Richard, Lt., to command.....	397, 402
To fit out immediately.....	426
To sail for the Mediterranean.....	457
Wages for crew.....	426
Naval Academy, data obtained from.	20,
23, 24, 26, 28, 42, 45, 47, 51, 53, 54, 66, 70, 73, 77–82, 117.	
Naval Chronicle. Data obtained from.	460, 531
Naval Records and Library, Office of, authority to print.	iv
Naval Regulations, issued by President Thos. Jefferson.	29–40
Navy Accountant. <i>See</i> Accountant of Navy.	
Navy Agents:	
Circular to, from Secretary of Navy.....	64
Compensation for services.....	135
Duties of.....	48, 135

Navy, Secretary of, Robert Smith:

Correspondence with—	Page
Alexis, Louis, Midshipman.....	243
Allen, Drury, M., Midshipman, U. S. N.....	500, 501
Anderson, Walter G., midshipman, U. S. N.....	500, 501
Angus, S(amuel), midshipman.....	243
Bainbridge, William, Capt.....	201,
235, 337, 365, 370, 371, 375, 376-379, 397, 410, 412, 419, 441, 442,	
445, 473, 477, 478, 522.	
Barron, James, Capt.....	233, 239, 260, 261, 277
Barron, Samuel, Capt.....	366, 370, 371, 377, 527, 528
Barry, John, Capt.....	160, 216, 217, 230, 239, 240, 321, 322, 337
Bedinger, Daniel, Navy Agent, Norfolk.....	135,
203, 259, 260, 281, 346, 378, 390, 406, 420, 437, 438, 451, 452, 461,	
462.	
Beverly, Mr.....	448, 449
Bourne, L., Capt.....	304
Brooke, Samuel B.....	515
Brown, Samuel, Navy Agent, Boston.....	64,
106-109, 174, 176, 183, 390-392, 400, 426, 430, 431, 438	
Brown, Thomas, midshipman.....	243
Bullock, Archibald, Navy Agent, Savannah, Ga.....	157
Bullus, John, Surgeon.....	123
Burrows, William W., Lt. Col. Comdt., U. S. M. C.....	19,
20, 44, 157, 398, 400, 422	
Caleff, Samuel, Capt., schooner <i>Ann</i>	209
Campbell, Hugh G., Capt.....	119-121,
123, 130, 131, 133, 268, 269, 286, 287, 478	
Cassin, John, Lt.....	213, 214, 243, 258, 388, 389, 405
Cathalan, Stephen, Jr., U. S. Consul.....	318
Chauncey, Isaac, Lt.....	206
<i>Chesapeake</i> , U. S. S., Commanding Officer of.....	26, 27, 43, 96-98
Clinton, De Witt, Hon., U. S. Senate.....	362, 363
Commanding officer of Mediterranean Squadron.....	55, 56
Cooper, Thomas, Jr., midshipman, U. S. N.....	500, 501
Dale, Richard, Capt.....	16,
23, 27, 28, 60, 61, 81, 82, 115-117, 326, 330, 336, 337	
Davis, John, midshipman.....	243
Decatur, Stephen, Jr., Lt.....	424,
472, 473, 480, 481, 493, 502, 503, 505, 516	
Degen, Purviance & Co.....	432, 482
Ellery, William, Hon., U. S. Senator.....	132
Eustis, William, Hon., U. S. Congressman.....	129, 346
Fryer, Richard, Capt.....	191, 192
Gavino, John, U. S. Consul.....	102, 254, 347, 425, 458, 459
<i>George Washington</i> , Commanding Officer of.....	122
Glenn, Noble W., midshipman, U. S. N.....	500, 501
Godwin, J(ohn), midshipman.....	243
Greaton, John W.....	286
Hackley, George S., midshipman, U. S. N.....	316
Hall, Luke, master, <i>Federal Eagle</i>	396
Haraden, Nathaniel, sailing master, <i>Constitution</i>	179
Harrison, Geo., Navy Agt., Phila., Pa.....	40,
50, 64, 89, 90, 153, 164, 211, 258, 313, 314, 362, 372, 374-377, 391,	
396, 412, 413.	
Hull, Isaac, Lt.....	101, 141, 142
Hunt, Lewis, midshipman, U. S. N.....	500, 501
Izard, Ralph, midshipman.....	314
Jocelin, Amaziah, Capt. of Galley.....	12, 13
Jones, Charles, Midshipman, U. S. N.....	500, 501
Lane, William.....	142
Langdon, John, Navy Agent.....	103, 104
Langdon, Woodbury.....	64, 109, 110
Ludlow, Daniel, Navy Agent, New York, N. Y.....	42,
64, 88, 89, 276, 313, 314, 391-394	
Macay, James, midshipman.....	243
McKenzie & Glennie.....	432, 482
McNeill, Daniel, Capt.....	201, 233, 307

Navy, Secretary of, Robert Smith—Continued.

	Page
Correspondence with—	
Miles, C(harles, Jr.), mid.....	243
Mitchell, Samuel L., Chairman, Com. on Naval Affairs.....	48-50
Morris, Richard V., Capt.....	19,
82, 92, 99, 100, 103, 106, 114, 130, 161, 162, 173, 181, 185, 232,	
236, 237, 257, 258, 261, 262, 296, 297, 306, 307, 327, 381-385,	
387, 388, 396, 457, 458, 479.	
Murray, Alexander, Capt.....	11,
12, 17, 19, 24, 27, 44, 61, 63, 68, 79, 85, 101, 139, 146, 163, 192,	
193, 217-219, 234, 235, 246, 247, 277-279, 310, 311, 318, 319,	
328, 332, 336, 372, 373.	
Navy Accountant.....	13, 344
Navy Agents.....	64
Nicholson, Joseph H., Hon., U. S. Congress.....	357, 358
Nicholson, Samuel, Capt.....	100, 101, 131, 142, 146, 180, 206, 446
Nickerson, David, Capt., <i>Monsoon</i>	424
O'Brien, Richard, U. S. Consul General, Algiers.....	71-73, 198-200
Officer Commanding on the Mediterranean Station.....	55, 56
Oglevie, P. S., midshipman.....	243
Oliver, Andrew, Jr.....	451
Pell, Francis.....	286
Pennock, William.....	64, 123-125
<i>Philadelphia</i> , Commanding Officer of.....	122, 201, 202
Porter, David, Lt.....	98, 103
Preble, Edward, Capt.....	19,
40, 62, 63, 70, 92, 93, 101, 113, 119, 122, 133, 249, 250, 370, 371,	
375, 389, 391, 393, 400, 405, 406, 408, 409, 411, 413, 414, 418,	
423, 424, 437, 443, 446-448, 450, 462, 463, 467-469, 473-477,	
479, 488, 494, 496, 499-501, 505, 508, 515-517.	
President of the United States, Jefferson, Thomas.....	259, 455
Quynn, John, midshipman, U. S. N.....	500, 501
Ramsey, Daniel P., midshipman, U. S. N.....	500, 501
Randolph, John, Chairman of Ways & Means.....	125, 126
Roach, James, midshipman, U. S. N.....	500, 501
Rodgers, John, Capt.....	250, 276, 277, 457, 459, 460, 479
Shaw, John, Lt.....	74-76, 138, 184, 185, 243, 330
Sherwood, J. R., midshipman, U. S. N.....	500, 501
Simmes, Charles.....	386
Smith, John, Lt.....	26, 444, 445, 467, 478, 487, 509
Smith, William, Lt.....	83
Somers, Richard, Lt.....	402,
406-408, 412, 421, 426, 433, 442-444, 458, 464, 466, 467, 502	
Speaker, House of Representatives.....	42, 43
State, Secretary of.....	217, 221
Sterett, Andrew, Lt.....	20, 21, 23, 55, 418
Stewart, Chas., Lt.....	401,
420, 421, 424, 429, 438, 439, 448, 450, 452, 453, 458, 464, 470,	
478, 480, 481, 489, 490, 505	
Stricker, John.....	21,
136, 197, 217, 221, 361, 378, 387, 394, 397, 398, 401, 410, 411,	
417, 431, 449, 461, 510	
Taber, Constant, Navy Agent, Newport, R. I.....	18, 48
Talbot, Cyrus, former Master Commandant.....	18
Tingey, Thomas, Capt.....	25,
64, 176, 202, 206, 316, 317, 332, 347, 374, 388, 504	
Triplett, Thomas, Surgeon, U. S. Frigate <i>Chesapeake</i>	14
Truxtun, Thomas, Capt.....	19, 76, 83
Valenzin, David.....	461
Vice President of the United States.....	114, 115
Whelen, Israel, Purveyor.....	377, 389
Whitewell, John P.....	451
Whiting, Francis B. midshipman, U. S. N.....	500, 501
Instructions to U. S. Ships of War.....	60
Navy regulations issued by.....	29-40
Order concerning commissions, issued by.....	238
References to.....	102, 182, 183, 256

	Page
Navy Yards:	
Appropriation needed for.....	132
Boston (Charlestown), Mass:	
Acknowledgment to.....	iv
Estimated cost.....	108, 109
Negligent care of material at.....	446
Sale of parcel of land belonging to.....	361
Site purchased for.....	106-109
Marine guards for.....	157
New York (Long Island), plans and expense.....	88, 89
Norfolk (Gosport), Va., comments on by William Pennock.....	123, 124
Estimate for finishing.....	124, 125
Philadelphia, Pa., plans of.....	89-90
Portsmouth, N. H., site for.....	103, 104, 109, 110
Reports on, requested from Navy Agents.....	64
Sites for.....	49
Washington, D. C.:	
Dry dock considered for.....	202
Improvements at.....	188
U. S. vessels to go to for repairs.....	347
Nelson, John, Essex	8, 10
Nelson, Jonathan, Essex	4
Nelson, Lord, British Vice Admiral	199, 453, 454
Nevits, John B., Midshipman, Vizen	467
New (Joseph W.), surgeon's mate, Chesapeake	26
Newman, William, mid., Constitution	418
New York Historical Society, records published by courtesy of	121
New York, N. Y.:	
Brig may be built at.....	392
Construction of vessel at, abandoned.....	393
Navy Yard—	
Marine guard for.....	157
Site for.....	49, 88, 89
New York, U. S. S., Capts. James Barron, Richard V. Morris and John Rodgers:	
Arrived in Mediterranean.....	328, 330
At Tripoli.....	389, 415
Barron, James Capt. to command of.....	233
Bearing tribute for Algiers and gun carriages for Morocco.....	244, 246
Casualty on.....	270, 403
Commodore's pendant hoisted on board.....	388
Complement for.....	233
Engagement at Tripoli.....	415,
417, 421, 422, 425-427, 435-437, 459, 460, 465, 466	
Explosion aboard.....	403
Extracts from journal of Midshipman Henry Wadsworth.....	175,
183, 189, 191, 210, 250, 263, 264, 273, 274, 282, 286, 288, 297,	
310, 314, 327, 328, 342, 343, 356, 362, 364, 367, 374, 377, 387-390	
403, 404, 409, 410, 416, 417, 422, 423, 425, 427, 429, 430, 432,	
433, 435, 436, 441, 442, 445, 446, 449, 453, 454, 469, 486, 495,	
502, 507, 509.	
Flags on board, list of.....	493
Gun carriages for Morocco.....	239, 286
In company with <i>Chesapeake</i> and <i>John Adams</i>	350, 356, 364, 382
In company with the <i>John Adams</i> and the <i>Enterprise</i>	410
In ordinary.....	43, 137
Money on board for Dey of Algiers.....	321
Morris R. V. Capt., detached from.....	479, 527
Morris, R. V., Capt., transferred to.....	388
Movements of.....	137, 320, 410, 415, 490, 507, 509, 526
Ordered home.....	479
Position of, in attack on Tripoli.....	531
Preparing for sea.....	233, 277
Provisions for.....	239, 259, 260
Recruiting at Norfolk, Va.....	259, 260
References to.....	43,
137, 271, 307, 326, 327, 331-333, 348-351, 356, 381, 382, 384,	
418, 419, 445, 469, 511, 518, 524-527, 529.	

New York, U. S. S., Capts. James Barron, etc.—Continued.	Page
Repairs to.....	270
Returned to United States.....	136
Rodgers, John, Capt., to command.....	457, 479, 527
Salute to Lord Nelson.....	453
<i>See Captains James Barron, Richard V. Morris, and John Rodgers.</i>	
Speaks <i>Adams</i>	522
Speaks <i>Enterprize</i>	522
Survey of.....	323
Survey of mast to be taken.....	271, 325
To join Mediterranean Squadron... 13, 137, 232, 243, 244, 258, 260, 297, 303	
To return home.....	474
Topmasts unfit for sea duty.....	270, 271
Tunisian galley chased by.....	495
Under orders for a cruise.....	259, 260
Nicholorichi, Geovanice, Capt., <i>L'Eperanza</i>	223
Nicholorichi, Thomaso, Capt., <i>La Viggatrice</i>	223
Nichols, William F., midshipman, <i>President</i>	121
Nicholson, George, boatswain, <i>Argus</i>	502, 516
Nicholson, Joseph H., Hon., U. S. Congress, correspondence with, Secretary of Navy.....	357, 358
Nicholson, Samuel, Capt., U. S. N.:	
<i>Constitution</i> to be placed in ordinary.....	179
<i>Constitution</i> , to superintend repairs to.....	100
Correspondence with Secretary of Navy... 100, 101, 131, 142, 146, 180, 206, 446	
Reference.....	468
Nickerson, David, Capt., ship <i>Monsoon</i>	424, 425
Nissen, Nicholas C., Danish Consul, Tripoli:	
Abstract from journal of.....	66, 67
Acting for Richard Morris in negotiations with Tripoli.....	526
Can no longer act as chargé des affaires for U. S.....	229
Correspondence with—	
Cathcart, James Leander, U. S. ex-Consul, Tripoli.....	66,
67, 148, 149, 195, 229, 230, 261, 281, 282, 439, 440, 447, 486, 487	
Commander of Schooner off Tripoli.....	427, 428
Eaton, William.....	212, 213
Murray, Alexander, Capt.....	202, 203
In charge of U. S. affairs at Tripoli during absence of Cathcart.....	148
Present to.....	525
Provisions offered U. S. ships by Tripoli.....	427, 439
References to... 69, 128, 176, 201, 215, 252, 259, 290, 349, 383, 430, 515, 524	
Nordeling, Mr., Swedish Consul at Algiers.....	357
Nordeling.....	174
Norfolk, Va.:	
Navy Yard—	
Comments on.....	123, 124
Estimate for finishing.....	124, 125
Marine guard for.....	157
Purchase of site for.....	49
Proposal for building a ship at, is inadmissible.....	390, 391
Vessel to be built at.....	371
Noyes, Jacob, Capt., brig <i>Active</i>	216
Nyssen, Mr. <i>See Nissen, Danish Consul.</i>	
O'Bannon, Presley N., Lt., U. S. M. C.....	11, 63, 271, 335
O'Brian, Edward, seaman, <i>Adams</i>	268
O'Brien, Joseph, U. S. M. C., <i>Essex</i>	1, 9, 10
O'Brien, Richard, U. S. Consul, Algiers:	
Cathcart, James L., to succeed as Consul at Algiers.....	147, 208
Correspondence with—	
Cathcart, Leander, U. S. ex-Consul.....	322, 323
Consul, U. S., Leghorn.....	187
Dale, Richard, Capt.....	41, 42
Gavino, John, U. S. Consul, Gibraltar.....	172, 173, 356, 357, 504
Kirkpatrick, Wm.....	393
Morris, Richard V., Capt.....	376
Navy, Secretary of.....	71-73, 198-200
State, Secretary of.....	198-200, 211, 212, 288-290, 321, 385, 386, 431
Whelen, Israel, U. S. Purveyor.....	147

	Page
O'Brien, Richard, U. S. Consul, Algiers—Continued.	
Correspondence with—	
Willis, William, U. S. Consul General.....	314
Issues passport to the Tripolitan brig, <i>Monarca</i>	293
Lear, Tobias, to succeed as Consul at Algiers.....	431, 487
May return on a U. S. vessel.....	500
Money for Algiers.....	384, 485
Offers cash payment to Algiers in lieu of stores.....	321
Present for Algiers.....	485
References to.....	40,
74, 76, 128, 155, 162, 163, 167, 176, 195, 204, 224, 301, 331, 333,	
334, 348-350, 360, 377, 379-381, 385, 399, 413, 451, 462, 483, 485,	
487, 508.	
Report on affairs of Algiers.....	198-200
Resignation of, as Consul.....	380, 381
Statement relative to Algiers.....	198-200
To retire as Consul, Algiers.....	323, 386
Officer Commanding U. S. Squadron in the Mediterranean:	
Correspondence with—	
Dale, Richard, Capt.....	79, 82
Eaton, William, U. S. Consul, Tunis.....	97, 152, 153, 200, 201
Navy, Secretary of.....	55, 56
Ordered to proceed against Tripoli.....	55
Officers, U. S. Navy:	
<i>Argus</i>	516
<i>Boston</i>	317
<i>Chesapeake</i>	26
<i>Congress</i>	317
<i>Constellation</i>	27, 310
<i>Constitution</i>	406, 418, 469
<i>Enterprize</i>	20, 21
Awards for.....	125
<i>Essex</i>	317
<i>General Greene</i>	317
<i>John Adams</i> request increased water allowance.....	372
List of, on board ships in ordinary.....	316, 317
<i>Nautilus</i>	397, 402, 406-408, 421
<i>Philadelphia</i>	122, 419
<i>President</i>	317
<i>Siren</i>	420, 448
<i>United States</i>	317
<i>Vizen</i>	444, 467
Oglevie, P. S., midshipman, <i>Chesapeake</i>	26, 243
O'Hara, British General, former Governor of Gibraltar.....	116, 199
Olcott, Daniel.....	276
Oliver, Andrew, Jr., correspondence with Secretary of Navy.....	451
Oliviere (or Olivieri), French General.....	525
Omar, Captain, <i>Meshouda</i>	434
O'Neal, Charles, private, U. S. M. C.....	58
Orr, Montgomery, <i>Essex</i>	5, 6, 8
Osborn, William, Lt., U. S. M. C., <i>President</i> :	
Correspondence with Lt. Col. Wm. W. Burrows.....	117, 118, 270
Duel with Lt. Henry Vandyke.....	356
Reference to.....	11
Oster (Mr.), French citizen.....	461
(Oswego) Two members of crew escape from Arabs.....	263, 284
Page, Ben, midshipman.....	406
Page, Henry, midshipman, <i>Chesapeake</i>	26
Page (Octavus A.), midshipman; <i>Nautilus</i>	397, 402, 406, 421
Palmer, sailing master, <i>Adams</i>	268
Palmers.....	161
Paris, U. S. Minister advised of declaration of war by Morocco.....	185
Parker, Colonel.....	94
Parker, George, midshipman, <i>Chesapeake</i>	26
Parker, John, midshipman, <i>Chesapeake</i>	26
Parks, William, <i>Essex</i>	3, 8
Parsells, John, seaman, <i>Adams</i>	268

	Page
Parsons, Nathaniel, Essex	2, 7
Pascha, Captain	147
Passports:	
American vessels to the Mediterranean.....	461, 462
<i>Betsy Walk</i>	438
Denied to Tunisian vessels.....	359
Mediterranean, have been forged in Spain.....	484
Mediterranean, new issues.....	484
Moroccan vessels... 181-183, 185-187, 222, 262, 265, 280, 283, 293, 337, 498, 500	
Refused to vessels to Tripoli.....	105
Spanish vessel to Tripoli.....	307, 308
Tripolitan brig, <i>Monarca</i>	293
Tripolitan ship, <i>Meshouda</i> , blockaded at Gibraltar.....	283,
285, 286, 313, 320, 373, 379, 385, 409, 433, 434, 456	
Violated by <i>Meshouda</i>	512
Violated by <i>Mirboka</i>	518, 519
Patroon Grandi	200, 289
Patterson, D. T. , midshipman, <i>Constellation</i> and <i>Philadelphia</i>	27, 419
Paulina (Paolina) with cargo of Tunis and Tripoli captured by Enterprize	344, 348, 349, 352-354, 364, 368, 383, 455, 461
Pay advances to officers for Mediterranean service	261, 262
Pay and allowances for Consul at Algiers	484
Pay and subsistence, appropriation	132
Pay of enlisted men of Navy 50, 101, 233, 426, 443, 455, 463, 467-470	
Pay of Marine Corps, estimate for	115
Peace and Plenty, supply ship, Capt. Richard Wood:	
Arrived at Tunis with stores.....	17, 74
Convoyed by <i>Geo. Washington</i>	17, 40, 74, 140, 156, 166, 175
Insurance on cargo of.....	165, 166, 174, 175
Receipt for cargo delivered to Bey of Tunis.....	21
Peace. See Treaty.	
Peddy, Jacob , ordinary seaman, <i>Adams</i>	268
Pell, Francis , correspondence with, Secretary of Navy.....	286
Pennock, William , Navy Agent, Norfolk, Va.:	
Bedinger, Daniel, to succeed as agent.....	135
Bread for <i>Chesapeake</i>	25
Correspondence with, Secretary of Navy.....	64, 123-125
Pennsylvania Genealogical Society. See Genealogical Society of Pennsylvania.	
Pennsylvania Historical Society. See Historical Society of Pennsylvania.	
Penrose, Mr.	90, 100
Perry, O. H. , midshipman, <i>Adams</i>	101
Perviance. See Purviance.	
Pettigrew, John , mid., <i>Argus</i>	516
Pettit, Charles, and Joseph Ball , insurance agents, correspondence with Israel Whelen.....	174, 175
Philadelphia, Pa.:	
Fever epidemic.....	312, 313
Navy Yard—	
Improvements estimated.....	89, 90
Marine guard for.....	157
Purchase of site for.....	49
<i>Siren</i> launched at Nathan Hutton's ship yard.....	506
<i>Siren</i> to be name of vessel building at.....	396
Vessel to be built at.....	370, 371
Philadelphia, S. S. , Capt. Barnard Razor.....	181
Philadelphia, U. S. S. , Capt. Samuel Barron and Capt. William Bainbridge:	
Arrives at Gibraltar.....	522
Bainbridge, Wm., Capt., to command.....	412, 419, 420
Captures Moorish cruiser <i>Mirboka</i>	518-520, 522
Cassin, John, Lt., to command.....	243
<i>Celia</i> , American brig, recaptured by.....	518-522
Complement for.....	441, 442, 455
Complement for when placed in ordinary.....	213, 214
Condition of ship, officers, and crew.....	15

	Page
Philadelphia, U. S. S., Capt. Samuel Barron, etc.—Continued.	
Convoy duty.....	24, 28, 45, 50, 53, 54, 69, 111, 519, 522
In commission.....	420
In company with the <i>Constellation</i> and <i>Essex</i>	144
Leak repaired at Malta.....	87
Marines of, to be landed at Philadelphia.....	122
Marines required for.....	122, 422
<i>Meshouda</i> , Tripolitan ship, blockaded by.....	320
Movements of.....	15, 43, 45, 53, 56, 99, 141, 520-522
Officers for.....	419
Officers of may be furloughed.....	122
One of Mediterranean Squadron.....	118, 482
Orders and instructions for.....	24, 70, 73, 477
Picture of, at Tetuan, Morocco.....	Facing page 518
Preparing for sea.....	243, 258, 410-412, 419, 420
Provisions for, supplied by <i>Constellation</i>	146
References to.....	iii,
	23, 25, 41, 43, 56, 66, 69, 77, 79, 81, 113, 134, 138, 141, 146, 151,
	153, 161, 162, 166-168, 194, 218, 248, 469, 472, 487.
Repairs.....	258, 372, 391
Resumé of.....	118
Returned to U. S.....	163
<i>See</i> Captains Samuel Barron and William Bainbridge and Lt. John Cassin.	
To be placed in ordinary.....	201, 202, 211, 213, 214
To form part of Mediterranean Squadron.....	474
To return home.....	99, 144, 146, 150
To sail for the Mediterranean.....	451, 457, 461
Philips, William, Essex	2, 5, 8
Phipps, David, master, Congress	317
Pickering, Timothy	64
Picking, Sherwood, Commander, U. S. N.:	
Acknowledgment to.....	iv
Copies of papers from H. W. L. Dana.....	180
Picquerie, Louis, Essex	3, 5
Piegeon in convoy of <i>George Washington</i>	57
Pierce, Captain	138
Pilots, compensation to	344
Pinckney, Charles, U. S. Minister, Spain:	
Correspondence with Capt. Alexander Murray.....	324
Issues passport for Spanish vessel to Tripoli.....	307, 308
Pinkerton, James, gunner, Nautilus	433
Pintard, Lewis S., Madeira, correspondence with Secretary of State	216
Fiquerie, Lewis, Essex	10
Piracy reported in Mediterranean	116
Pitegru. <i>See</i> Pettigrew.	
Pittsburgh, Pa., gun boats to be built at	375, 376
Port charges, extracted from vessels at Toulon	302
Port Mahone, British brig, spoken by Constellation	141
Porter, Charles, Essex	4
Porter, David, Lt., Chesapeake and New York:	
Attacking Tripolitan vessels, picture of.....	Frontispiece
Cited for bravery.....	530
Correspondence with Secretary of Navy.....	98, 103
Led attack on Tripoli in small boats.....	435, 437, 529, 530
McGlassin, killed by.....	98, 103
<i>Noli prosequi</i> requested for.....	97, 98
Ordered to the <i>Chesapeake</i>	98, 103
References to.....	iii, v, 27, 44, 300, 418, 419, 529, 530
To the <i>Philadelphia</i>	419, 469
Wanted for murder at Fell's Point.....	96
Wounded during attack on Tripolitans.....	436, 530
Portsmouth, N. H.:	
Building of vessel at, idea is abandoned.....	393
Estimated cost for buildings at Navy Yard.....	109, 110
Navy Yard, site for.....	49, 103, 104, 109-110
Vessel to be built at.....	371

Portugal:	Page
Algiers at war with.....	116, 180
Consuls in, are advised of declaration of war against United States by Morocco.....	184, 186
Exactions demanded of, by Algiers.....	198, 199
<i>Meshouda</i> ransomed from by Tripoli.....	513
Morocco, relations with.....	340
Negotiating peace with Algiers.....	380
Tripoli at peace with.....	314
Vessels of—	
Blockading Algerine vessels at Gibraltar.....	210
Captured by Algiers.....	180
Crew killed by Algerines.....	155, 156, 163
Frigate (<i>Cisne</i>) captured by Algiers.....	155, 156, 162, 163, 173, 198, 264
Frigate of, fouled anchor of <i>Essex</i>	129
Squadron spoken by <i>Chesapeake</i>	264
Squadron to cruise off Algiers.....	241
Potts, James B., boatswain, <i>Boston</i>	317
Preble, Edward, Capt., <i>Essex</i> , <i>Constitution</i> , and Commodore of Mediterranean Squadron:	
<i>Adams</i> , to be commanded by.....	19, 40
Authorized to capture Tripolitan vessels.....	499, 500
Cannell to receive command of <i>Adams</i> from.....	123, 313
Considers <i>Constitution</i> not seaworthy.....	416
<i>Constitution</i> to be commanded by.....	405, 408, 410, 411, 413
Correspondence with—	
Bainbridge, William, Capt.....	520
Blake, Joshua, Lt.....	414, 468, 471, 472, 481, 487
Dearborn, Henry, Secretary of War.....	491, 492
Hall, John, Capt. U. S. M. C.....	497
Haraden, Nathaniel, sailing master.....	410
Jenckes, Wm. C., Lt.....	470, 479
Morris, Richard V., Capt.....	110, 111
Navy, Secretary of.....	19,
40, 62, 63, 70, 92, 93, 101, 113, 119, 122, 133, 249, 250, 370, 371,	
375, 389, 391, 393, 400, 405, 406, 408, 409, 411, 413, 414, 418, 423,	
424, 437, 443, 446-448, 450, 462, 463, 467-469, 473-477, 479, 488,	
494, 496, 499-501, 505, 508, 515-517.	
Robinson, Thomas, Lt.....	465
Stewart, midshipman.....	468, 469
Vanschaick, Sybrant, master.....	448
Wadsworth, Henry, midshipman.....	368
Establishes watches for <i>Constitution</i>	465
Extract from diary of.....	402
Extract from memorandum book of.....	511
Extracts from log of <i>Constitution</i>	515
Furlough granted for recovery of health.....	133
Guns for <i>Constitution</i> to be approved by.....	430
Illness of.....	62, 112, 122, 249, 250
May hire small vessels for use against Tripoli.....	499
May purchase guns in Mediterranean.....	493
Money consigned to.....	516, 517
Orders to, as Commander of Mediterranean Squadron.....	474-477
Picture of.....	Facing page 474
Recommends purchase of small vessels for use against Tripoli.....	488
References to.....	iii
19, 100, 102, 119, 142, 391, 400, 413, 416, 427-429, 434, 435, 438,	
440, 445, 450, 452, 454, 455, 457, 460, 462, 472, 478, 479, 482, 485,	
486, 488, 489, 495-499, 501, 505, 506, 510, 511, 515, 519.	
Relieved from command of <i>Adams</i> on account of ill health.....	122, 313
Repairs to <i>Constitution</i>	426
Report on condition of <i>Adams</i>	62, 63
Resignation from <i>Adams</i> is regretted.....	122
Resigns command of <i>Adams</i> on account of illness.....	113
See <i>Adams</i> , <i>Essex</i> , and <i>Constitution</i> .	

Preble, Edward Capt., Essex, etc.—Continued.	Page
Selections from papers of, in Library of Congress.....	40
63, 93, 110, 112, 113, 119, 133, 329, 347, 368, 375, 397, 399, 401,	
402, 405, 407-410, 413, 414, 416, 417, 421-423, 425, 427, 428, 430,	
432, 433, 435, 437, 438, 440, 442, 445, 447-456, 459-463, 465, 468-	
470, 472, 473, 479-481, 486-490, 492-499, 501, 505, 506-511, 514-	
518, 520-523, 526.	
To assist in making contracts for vessel to be built at Boston.....	390, 391
To command Mediterranean Squadron.....	411, 412, 423
To superintend the building of a vessel, at Portsmouth, N. H.....	375, 377
Presents to:	
Algiers from Spain.....	357
Algiers. <i>See</i> Tribute to.	
Niessen, Nicholas C., Danish Consul, Tripoli.....	525
Morocco, Emperor of.....	232, 244, 246, 258, 285, 303, 338, 514
Tripoli.....	289, 449, 485
Tunis.....	86, 159, 163, 166, 169, 269, 305, 485
President of the United States, Thomas Jefferson:	
Correspondence with—	
Algiers, Dey of.....	301
Latrobe, Benjamin Henry.....	308, 309
Navy, Secretary of.....	259, 455
Tingey, Thomas, Capt.....	188, 189
Tripoli, lawful Bashaw of.....	347
Tunis, Bey of.....	269
Instructions to U. S. Ships of War.....	60
Naval regulations issued by.....	29-40
References to.....	143,
147, 157, 158, 219, 220, 222, 246, 301, 308, 309, 347, 348, 455	
President, U. S. S., Capt. Richard Dale:	
Arrived at Hampton Roads.....	115
Damage done by grounding at Port Mahon.....	13
Flagship of Mediterranean Squadron, resumé of.....	118
Getting underway for home.....	82
Grounded at Mahon.....	12, 13, 18, 41, 68, 69
Midshipmen of, regret resignation of Truxtun.....	121
Movements of.....	13, 41-45, 52, 54, 65, 66, 68, 70, 78, 87, 115-117
Officers of while in ordinary.....	317
References to.....	16, 28, 43, 44, 52, 56, 69, 73, 77-80, 82, 117, 147
Repairs to, at Toulon.....	16, 20, 52, 54, 75, 117
<i>See</i> Dale, Richard, Capt.	
Spoken by <i>Essex</i>	68
Standing out of Toulon, picture of.....	Facing page 44
To return to U. S.....	73, 81, 82, 99
Windbound at Gibraltar.....	81
Prible. <i>See</i> Preble.	
Price, Mr., terms for building a schooner accepted.....	387
Prince, William, marine, died.....	334
Principe De La Paz, Spanish ship, arrived at Cadiz.....	208
Prime, William, U. S. M. C., <i>Essex</i>.....	1, 9, 10
Printing historical and naval documents, acts authorizing.....	iv
Prisoners:	
American—	
Captured by Morocco—	
Taken in brig <i>Celia</i> by <i>Mirboka</i>	519, 520
Taken in <i>Oswego</i>	263, 264, 285
Captured by Tripoli—	
Escape of.....	239, 251, 261, 320
Exchange of.....	213, 215, 224, 259, 261, 279, 290, 322
Liberated through mediation of Algiers.....	224,
279, 281, 282, 288, 293, 297, 301, 305, 306, 320, 331, 348, 349	
Taken in <i>Franklin</i>	176-178,
187, 194, 196, 200, 207, 208, 212, 224, 239, 242, 259, 261, 281,	
282, 288-290, 293, 297, 301, 305, 306, 320, 322, 331, 348, 349	
Treatment of.....	200, 230, 234, 266, 519
French appropriation for maintenance.....	125, 126
Moroccan, taken in <i>Mirboka</i>	519, 522
Swedish, captured by Tripoli.....	193, 207, 208

Prisoners—Continued.

Tripolitan—

	Page
Disposition of.....	56, 61, 475, 478
Exchange of.....	178, 259, 261
Taken in <i>Meshouda</i>	402, 408, 409, 472
Valenzin, David, not considered a prisoner of war.....	455, 461

Pritchett, Levi, U. S. M. C. *Essex*..... 1, 9, 10

Prizes:

French sloop captured by <i>Enterprize</i>	447, 449
Instructions to U. S. vessels, regarding.....	55,
	56, 60, 61, 444, 475, 477, 478
<i>Meshouda</i> , under Moroccan flag, prize of <i>John Adams</i>	402,
	405, 409, 410, 433, 434, 439, 456, 472, 486, 490, 502, 512, 513
<i>Mirboka</i> , Moroccan cruiser, captured by <i>Philadelphia</i>	518-520, 522
<i>Paulina</i> (<i>Paolina</i>) with Tunisian cargo captured by <i>Enterprize</i>	344,
	348, 349, 352-354, 364, 368, 383, 455, 461
Private armed vessels may take.....	51, 52
Tripolitan vessels may be taken as.....	55, 60, 444, 475, 477
Tunisian vessel captured by <i>John Adams</i>	480
Tunisian vessels, four, captured by American frigate.....	142

Promotions:

Examination for grade of Lieutenant.....	238, 239
Midshipmen to Master's Mates.....	418, 419, 421, 445, 515

Protector, ship.....

Prouse, Peregrin, Corp., U. S. M. C..... 58

Provisions:

<i>Boston</i>	267
<i>Chesapeake</i>	25
<i>Constitution</i>	430, 431
Marine Corps, estimate.....	115
Mediterranean Squadron. <i>See</i> Stores, Gavino, John.	
<i>Nautilus</i>	397
Regulations respecting.....	37
<i>See</i> Stores.	
Squadron in Mediterranean.....	100,
	102, 136, 197, 276, 361, 392, 437, 476, 510, 517
<i>Vixen</i>	431

Prussia has no treaty with Morocco..... 339

Public Printer authorized to furnish copies to Library of Congress.. IV

Pulis (Joseph), U. S. Consul, Malta:

References to.....	15, 16, 162, 225
To furnish money to deposed Bashaw of Tripoli.....	227

Punishment, aboard *John Adams*..... 472

Purser's uniform, regulations prescribing..... 256

Purviance. *See* DeButts and Purviance.

Purviance. *See* Degen & Purviance.

Quarter Master stores, Marine Corps, estimate..... 115

Quynn, John, midshipman, correspondence with Secretary of Navy... 500, 501

Rabat, Morocco, cruisers fitting out at..... 186

Radich, Lucca, Capt., *Paulina*..... 349

Ragusa, peace with Morocco..... 341

Raiz. *See* Reis.

Ramsey, Daniel P., midshipman, U. S. N., correspondence with Secretary of Navy..... 500, 501

Randolph, John, Hon., Chairman of Ways and Means Committee, correspondence with Secretary of Navy..... 125, 126

Rankin, Robert, Lt., U. S. M. C..... 11

Ransom for crew of *Franklin*..... 320, 349

Rations, Navy:

Comments on, by Captain Murray.....	11, 12
Recommendation concerning, by Secretary of Navy.....	49, 50

Rawle, Benjamin, carpenter, *Sophia*..... 64

Razor, Barnard, Capt., S. S. *Philadelphia*..... 181

Read, Benj. F., midshipman, *President*..... 121

Read (George W.), Lieutenant, *Nautilus*..... 397, 402, 406, 408

Read, John, private, U. S. M. C..... 58

Read, William, *Essex*..... 8

Rebecca, ship, spoken by *Essex*..... 205

	Page
Recovery, ship, ballast for <i>Constitution</i>	499, 501
Recruiting, Marine Corps, estimate.....	115
Reddick, Mills, Capt., <i>Betsy Walk</i>	432, 452
Reed, George W., Lt., recruiting for <i>Nautilus</i>	433, 421
Reed, Geo. W., midshipman.....	347
Reed, Hethcote J., mid., <i>Vixen</i>	444
Regulations:	
Navy, U. S.	29-40
Uniforms, U. S. Navy officers.....	255, 256
Reid, William, <i>Essex</i>	4, 5, 10
Reilly, Charles, <i>Essex</i>	9, 10
Reis Ali Lavantino.....	71
Reis Aly, Tripolitan captain.....	486
Reis Amet Lavantino.....	71
Reis Benjerma Algerine.....	71
Reis Halifa, Tripolitan captain.....	67, 486
Reis Hamido Algerine.....	71
Reis Hassien Lavantino.....	71
Reis Jusef Lavantino.....	71
Reis Lubarez, orders for capture of U. S. vessels.....	507
Reis Mohammed, Tripolitan captain.....	486
Reis, Morad. <i>See</i> Morad Reis.	
Reis Murad.....	66
Reis Mustapha Lavantino.....	71
Reis Omar.....	456, 492
Reis, Osman Candiotto.....	67
Reis Osman, Tripolitan captain.....	67, 486
Reis Sali Lavantino.....	71
Reis Soliman Lavantino.....	71
Reneiue (or Renew), Richard, <i>Essex</i>	5, 6, 9, 10
Renew, Richard, <i>Essex</i>	1
Reniewe, Augustus, <i>Essex</i>	4, 8
Renshaw, James, midshipman, <i>Essex</i>	1
Revere, Paul, copper to be obtained from.....	414, 426
Reynolds, Henry, <i>Essex</i>	3, 7
Reynolds, Michael, Lt., U. S. M. C.....	11
Rhodes, U. S. M. C.....	58
Rice for the Emperor of Morocco.....	263, 284
Rice. <i>See</i> Reis.	
Richards, Abner, <i>Essex</i>	4, 7
Richards, Nehemiah, <i>Essex</i>	2, 5, 9, 10
Richardson (Joseph), sailing master, <i>Nautilus</i>	397, 402, 406
Riddick, Josiah, Jr., Lt., U. S. M. C.....	11
Ridgeley, Charles L., Mid.....	469
Riley, Charles, U. S. M. C., <i>Essex</i>	1
Rinquet, John, <i>Essex</i>	4, 8
Roach, James, midshipman, U. S. N., correspondence with Secretary of Navy.....	500, 501
Roath, William P., <i>Essex</i>	4, 8
Roberson, John, Bay <i>Constellation</i>	293
Roberson. <i>See</i> Robinson.	
Roberts, Lemuel, <i>Essex</i>	3, 7
Robertson, John, <i>Essex</i>	2, 5, 9, 10
Robertson, William, <i>Essex</i>	3, 5
Robinson, Capt., brig <i>Ann</i>	277, 302
Robinson, Thomas, Lt., <i>Nautilus</i> and <i>Constitution</i> :	
Correspondence with, Capt. Edward Preble.....	465
To <i>Constitution</i>	418, 463
To <i>Nautilus</i>	397, 402, 406, 408
Robinson, William, quartermaster gunner, <i>Essex</i>	2
Rodgers, John, Capt., <i>John Adams</i> and <i>New York</i> , and Commodore of Mediterranean Squadron:	
Correspondence with—	
<i>John Adams</i> , officers of.....	372
Morris, Richard V., Capt.....	465
Murray, Alex.....	325
Navy, Secretary of.....	250, 276, 277, 457, 459, 460, 479

Rodgers, John, Capt., <i>John Adams</i>, etc.—Continued.	Page
Led attack on Tripoli.....	531
Orders for.....	136, 276, 325, 479
Picture of.....	Facing page 382
References to.....	v,
76, 281, 319, 324, 328, 332, 334, 342, 348, 351, 353, 355, 367-370,	
382, 396, 399-402, 405, 407-410, 413, 415-417, 421, 422, 425, 427,	
428, 430-433, 435, 438-440, 442, 445-447, 449, 450, 453-455,	
458-461, 463-465, 472, 473, 480, 486, 489, 490, 492, 493-499, 502,	
506, 511, 517, 518, 521, 523, 525, 526, 528, 529.	
Relieved by Hugh G. Campbell.....	137
<i>See John Adams and New York.</i>	
Stores for <i>Enterprize</i> to be obtained from.....	325
Succeeded Captain Morris to command in Mediterranean.....	iii,
137, 457, 458, 527	
Takes <i>Meshouda</i> to Malta.....	456
To command the <i>John Adams</i>	250
To command the <i>New York</i>	457, 479, 527
Went ashore at Tripoli.....	445
Rodgers, John A., Mrs., acknowledgment to.....	v
Rodgers, W. L., Vice Admiral, U. S. N. (Ret.), acknowledged to.....	iv, v
Rolland, U. S. M. C., drummer.....	301, 302
Roosevelt, Franklin D., President, records published by courtesy of.....	41,
99, 267, 299, 326	
Rose, Capt. Whitehead.....	208
Ross, And., Comptroller's Office.....	64
Rotterdam, Holland. Circular to Consul at, from James Simpson.....	184
Roux, Antoine, artist.....	v
Rowe, John, midshipman, <i>Essex</i> and <i>Constitution</i>.....	1, 3, 9, 10, 250, 406, 418
Rudderstrum, J. B., O. S., <i>Constellation</i>.....	293
Rumsey, Oliver, <i>Essex</i>.....	4
Rundell and Bridge, jewels purchased from.....	86, 87
Rush, John, Lt., <i>Enterprise</i>.....	21
Russell, Jeremiah, <i>Essex</i>.....	2, 5, 9
Russia:	
Morocco, no political or commercial intercourse with.....	338
Polacre of, transporting Sidi Mohamet Bashaw to Derne.....	95
Sabern, Paul, <i>Essex</i>.....	3, 8
Sahibtappa.....	97
Sailing master, duties of, defined by navy regulations.....	33, 34
Sailing master's uniform, regulations prescribing.....	256
Sailmaker, duties of, defined by navy regulations.....	35
St. Michaels. Circular to Consul at, from James Simpson.....	184
St. Petersburg, Russia. Circular to Consul at, from James Simpson.....	184
St Roque, Spain:	
Fort near Algeciras fired on U. S. merchant vessels.....	80
Governor of—	
Correspondence with Capt. Richard Dale.....	79, 80
Court of inquiry.....	79, 80
Reference to.....	116
Sal, maid of Capt. and Mrs. Morris.....	274
Salamine, British brig.....	347
Sally, Capt. John Archer, sailed from Norfolk.....	462
Sally, schooner, Lt. Livingston, seamen for <i>Boston</i>.....	495, 496
Samadet & Cushing, Marseilles, France:	
Correspondence with, Capt. Richard Dale.....	53
Reference to.....	17
Sands, William Pitt.....	120, 121
Sanhedrim.....	112
Sapatapa.....	104
Sarah.....	331
Sardina has no treaty with Morocco.....	341
Saumarez (Saumarez), James British Admiral in Mediterranean:	
Arrives Gibraltar with troops.....	189
References to.....	68, 96, 116, 129, 139, 140
Returned to England.....	196
To attend to evacuation of Minorea.....	144

	Page
Savage. See Bird Savage and Bird.	
Scallon, William, midshipman, <i>Essex</i>	2, 6, 406
Schofield, John, <i>Essex</i>	4
Schuykill Arsenal, data obtained from.....	21, 123, 140, 156, 166, 175
Scofield, John, <i>Essex</i>	8
Scotland, consuls in are advised of declaration of war against United States by Morocco.....	184, 186
Scott, captain, H. B. M. Stately	382
Seamen, American:	
<i>Argus</i> to be obtained from New York.....	505
<i>Constellation,</i> pay for.....	310
<i>Constitution,</i> recruiting of.....	495, 496
Period of enlistment.....	52
Sick, not discharged.....	386
<i>Siren,</i> to be obtained from New York.....	505
Seid Ahmet Gurgi, agent of Seid Hamet Bashaw, affidavit of.....	363
Seid Hamet Bashaw. See Sidi Mohamet Bashaw.	
Sewall, James, acknowledgment to.....	iv
Shattuck, John, midshipman, <i>Essex</i>	6
Shattuck, William, <i>Essex</i>	2
Shaw, U. S. M. C.	58
Shaw, John, Lt. Comdg. <i>George Washington:</i>	
Commends crew.....	138
Correspondence with—	
Acton, General, Prime Minister of State, the two Sicilies.....	14, 22, 23
Dale, Richard, capt.....	17, 18, 57, 73
Matthew, John, U. S. Consul, Naples.....	14
Navy, Secretary of.....	74-76, 138, 184, 185, 243, 330
<i>George Washington</i> to be sold.....	113, 114
Granted 12 months' furlough.....	330
Orders to.....	40, 45, 73, 243
References to.....	28, 54, 69, 87, 147, 165, 166, 175, 350
Requests furlough to enter merchant service.....	184, 185
Shaw, John, Lt. See <i>George Washington.</i>	
Statement of, concerning movements of <i>The George Washington</i>	140, 156
Shaw, Samuel, <i>Essex</i>	2, 5, 9, 10
Sheridine, Nath'l. B., Lt., U. S. M. C.....	11
Sherwood, J. B., midshipman, U. S. N., correspondence with Secretary of Navy.....	500, 501
Shey, Richard, <i>Essex</i>	4, 8, 10
Shiek el Nassyr	486
Shindle, John C., <i>Essex</i>	3, 8
Ships. See Vessels.	
Shubrick, Thomas, and Phineas Miller, contractors for timber.....	119, 121
Shults, John, Secy. to Commodore Morris, <i>New York,</i> died.....	403
Sibble, Martin, <i>Essex</i>	1, 6, 8, 10
Sicily, vessels of, boarded by <i>John Adams</i>	495
Sidi Josef (Josef) Bashaw. See Tripoli, Bashaw of.	
Sidi Josef Sahibtappa	97
Sidi Mohamet Bashaw Caramanli, deposed Bashaw of Tripoli:	
Abandoned Derne and joined Arabs.....	486
At Malta.....	153, 158, 169, 224, 241, 250, 252, 356
Awaiting American cooperation to proceed against Tripoli.....	352
Capture of, might insure a permanent peace.....	111
Collecting an army.....	486
Contemplates departure for Derne.....	90, 91
Correspondence with—	
Eaton, William.....	227
Morris, Richard V., Capt.....	317
President of the United States.....	347
Departs from Tunis for Derne.....	95, 240
Dethroned by brother.....	347
Eaton criticised for measures taken in behalf of.....	166
Eaton wants to retain his friendship.....	227
En route to Derne.....	242, 246
Money furnished to, on credit of U. S.....	227
Offered aid and transportation to Derne.....	239
Plans for capture of.....	97

Sidi Mohamet Bashaw Caramanli, deposed Bashaw of Tripoli—Con.	Page
Plans for reinstatement of.....	239, 242, 247
References to.....	112, 143, 246, 253, 257, 306, 339, 341, 363
Refused United States passport from Tunis to Tripoli.....	90, 91
Reinstatement of might help secure peace with Tripoli.....	111, 112, 240, 247, 251, 252, 254
Requests U. S. aid in recovering throne.....	347
To be joined by banished nephew in attack on Tripoli.....	363
To be under U. S. protection.....	104, 112
To cooperate against Bashaw of Tripoli.....	97
Treatment to be accorded by the U. S.....	244, 245
United States attempts to get possession of.....	247, 248
Sidi Mohamet Ben Abdullah	262, 284
Sidi Mohamet Ben Absalem Selawy, Secretary of State of Morocco	149, 226, 227, 262, 263, 280, 281, 283-285, 315, 338
Sidi Mohamet Ben Ottoman	226, 231, 262, 263, 284
Sidi Mohamet Bograra, murdered by Bashaw of Tripoli	111
Sidi Mohamet Daguize, Tripolitan official	195, 261, 447
Sim, William, midshipman	474
Simmes, Charles, correspondence with Secretary of Navy	386
Simms, Daniel, midshipman, <i>Enterprise</i>	21
Simpson, Charles, <i>Essex</i>	4, 5, 8
Simpson, James, U. S. Consul, Tangier, Morocco:	
Advises liberating prize <i>Meshouda</i>	456, 457, 470, 471
Arrived at Gibraltar.....	184, 185, 189
Arrived at Tangier, Morocco.....	211
Assistance given to, by John Gavino.....	191
Correspondence with—	
Bainbridge, William, Capt.....	518, 519
Consuls and agents in Europe.....	183, 184
Dale, Richard, Capt.....	77, 80, 81
Gavino, John.....	178, 179
Morocco, Emperor of.....	219, 220
Morocco, Governor of.....	192
Morocco, Secretary of State of.....	149, 226, 227, 262, 263, 280, 281, 283, 284, 315
Morris, Richard V., Capt.....	181-183, 231, 235, 236, 408, 409, 456, 492, 498
State, Secretary of.....	91, 92, 153, 165, 179, 185-187, 190, 191, 205-208, 211, 221, 222, 231, 245, 246, 264-266, 284-286, 303, 304, 337, 338-341, 378, 379, 470, 471, 500, 514, 515.
Tangier, Governor of.....	192
Yznardy, Josef, U. S. Consul, Cadiz, Spain.....	231
Expelled from Morocco.....	183-187, 205, 237
Issues passport to the <i>Meshouda</i>	283
Morocco, Governor of, report of meeting with.....	237, 238
Peace proposals offered Morocco by.....	221-223
References to.....	65, 82, 106, 114, 116, 149, 158, 163, 173, 181, 183, 216, 217, 230, 236, 241, 268, 286, 296, 316, 331, 332, 336, 343, 373, 385, 434, 484, 512, 520, 522.
Restored as consul at Morocco.....	190, 192, 196, 280, 281
To cooperate with Commodore Morris in restoring peace with Morocco.....	245, 246
Translation of certificate by.....	275
Simpson (J.), Mrs.	457, 492
Siren, U. S. S., Lt. Comdg. Charles Stewart:	
Carronade carriages for.....	420, 464
Complement for.....	450, 452, 453, 458, 481
Construction of.....	448, 452
Extract from journal of Midshipman F. Cornelius de Krafft, aboard.....	506, 522, 523
Figurehead for.....	396
Launched.....	505, 506
Marines required for.....	422, 505
Movements of.....	523
Name given vessel building at Philadelphia.....	396

	Page
Siren, U. S. S., Lt. Comdg. Charles Stewart—Continued.	
Officers for.....	420, 448
One of Mediterranean Squadron.....	474, 482
Ordered to the Mediterranean.....	478
Preparing for sea.....	410-412, 438, 439, 480, 481, 489, 490
Recruiting for.....	481, 505
References to.....	412, 470
Seamen for.....	505
Sea-mortar may be carried as ballast.....	424
See Stewart, Charles, Lt.	
Stewart, Charles, Lt., to command.....	401, 419, 420
Stewart, Charles, Lt. to superintend building of.....	419, 420, 429
To sail for the Mediterranean.....	457
Under way.....	522
Slops, regulations respecting.....	37, 38
Smiley, John, Essex.....	3, 7
Smith, General.....	129
Smith, Mr.....	334
Smith, Mr.: Consul, Lisbon.....	522
Smith, Benjamin, Lt., Essex, and Philadelphia.....	2,
239, 240, 401, 412, 419, 457, 474, 478, 480, 482	
Smith, Jacob Giles, Lt., U. S. M. C.....	11, 372
Smith, John, Commander of the Sophia.....	64
Smith, John, landsman, Constellation.....	302
Smith, John, Lt., Chesapeake and Vizen:	
Correspondence with Secretary of Navy.....	26, 444, 445, 467, 478, 487, 509
To command Vizen.....	444
See Vizen.	
Smith, Joseph, seaman, Adams.....	268
Smith, Robert, carpenter, Congress.....	317
Smith, Robert, Secretary of Navy. See Navy, Secretary of.	
Smith, Samuel, General, correspondence with William Eaton.....	240, 241
Smith, Sidney, midshipman, President.....	121
Smith, Simon, Essex.....	1, 6
Smith, William, & Co., agents at Charleston, S. C.....	120
Smith, William, Lt., Chesapeake, correspondence with Secretary of Navy.....	83
Smith, William, U. S. Minister, Portugal, on board Adams.....	524
Smith (William C.), surgeon's mate, Chesapeake, and Constellation.....	26, 27
Smith, William P., midshipman, Siren.....	420
Smollet.....	294
Snow, John W., Essex.....	2, 5, 9, 10
Soderstrom, Rear Admiral, commanding Swedish Squadron:	
Arrives at Toulon, France.....	28, 54
Blockading Tripoli.....	41
Commanding a squadron in Mediterranean.....	17, 41, 192
Correspondence with Capt. Richard Dale.....	45-47
Expected at Toulon with four frigates.....	20, 23
References to.....	78, 91, 154, 236, 253, 266, 334
Refuses to ratify Tornquist Agreement.....	148
Soliman Ben Mohamet, Ben Abdullah. See Morocco, Emperor of.	
Somers, Richard, Lt., Nautilus:	
Arrives Gibraltar.....	502
Correspondence with—	
His brother.....	404, 405
Navy, Secretary of.....	402,
406-408, 412, 421, 426, 433, 442-444, 458, 464, 466, 467, 502	
Orders to.....	426, 443, 444
References to.....	417, 457, 458, 474, 482
See Nautilus.	
To command the Nautilus.....	397, 402
Sophia, U. S. brigantine:	
Reference to.....	386
Sale of.....	64
Spain:	
Exactions demanded of, by Algiers.....	198
Makes frequent valuable presents to Morocco.....	340, 341
Peace with Algiers.....	335
Presents to Algiers.....	357

Spain—Continued.

	Page
Vessels of—	
Captured by Algiers.....	147, 156
Passport issued to Tripoli.....	307, 308
Squadron in Bay of Naples.....	275
Speaker, House of Representatives, correspondence with Secretary of	
Navy.....	42, 43
Spellings, punctuations, etc., same as source material.....	iv
Spence (Keith), purser <i>Constellation</i>	27, 301
Spence, E. T., midshipman, <i>Constellation</i> and <i>Siren</i>	27, 420, 439
Spotswood, George W., Mid'n., <i>Nautilus</i>	397, 402, 406, 408, 421
Squadron in Mediterranean. See Vessels, United States.	
Stagg, William, seaman, <i>Constitution</i>	510
Staines, John, gunner's mate, <i>New York</i>	403
Starkey, Thomas, O. S., <i>Constellation</i>	293
State Department Archives, data obtained from.....	15,
16, 22, 23, 67, 73, 78, 87, 91, 92, 95, 97-99, 105, 112, 128, 135, 143,	
144, 147, 149, 153, 155, 159, 163, 170, 172-174, 178, 179, 181, 184,	
187, 189, 191, 194-197, 200, 205, 206, 208, 211, 212, 216, 217, 222,	
223, 225, 227, 229, 230-232, 242, 244, 254, 259, 261, 263, 266,	
273-275, 281-283, 286, 288, 290, 292, 293, 301, 304, 306, 312-315,	
321, 323, 334, 338, 341, 346, 350, 355, 357, 365, 369, 370, 379, 381,	
386, 393, 399, 413, 431, 434, 440, 447, 457, 471, 485, 488, 496, 500,	
504, 512, 515, 518, 519, 525.	
State, Secretary of, James Madison:	
Correspondence with—	
Cathalan, Stephen, Jr.....	87, 232
Cathcart, James Leander, ex-Consul, Tripoli.....	78,
126-128, 147, 189-191, 204, 205, 211, 212, 244, 250-254, 287, 288,	
348-355, 379-381, 398, 399, 487, 488, 496, 523-525.	
Eaton, William U. S. Consul, Tunis.....	90,
91, 104, 105, 142, 143, 159, 166-170, 223-225, 227-229, 245, 248,	
249, 271-273, 304-306, 311, 312, 335, 336, 358-361.	
Gavino, John, U. S. Consul, Gibraltar.....	144,
162, 163, 189, 195, 196, 241, 242	
Kirkpatrick, William, U. S. Consul, Malaga.....	312, 313, 333, 334
Lear, Tobias.....	482-485
Montgomery, Robert, U. S. Consul, Alicante.....	413
Murray, Alexander, Capt.....	163
Navy, Secretary of.....	217, 221
O'Brien, Richard.....	198-200, 211, 212, 288-290, 321, 335, 336, 431
Pintard, Lewis S.....	216
Simpson, James U. S. Consul, Tangier.....	91,
92, 153, 165, 179, 185-187, 190, 191, 205-208, 211, 221, 222, 231,	
245, 246, 264-266, 284-286, 303, 304, 337, 338-341, 378, 379,	
470, 471, 500, 514, 515.	
Terry, Anthony, Vice Consul, Cadiz, Spain.....	208
Treasury, Secretary of.....	217
Willis, William, U. S. Consul, Barcelona, Spain.....	275
References to.....	147, 182, 200, 219, 274, 355, 386, 485
Stately, H. B. M., Captain Scott.....	382
Stebbins, John, <i>Essex</i>	9, 10
Steele, John, Comptroller of Treasury, correspondence with Israel	
Whelen.....	165, 166
Stephens, Isaac, master, schooner <i>Maria</i>	174
Sterett, Andrew, Lt., <i>Enterprize</i> :	
Arrives at Baltimore.....	418
Arrives at Tunis.....	152
Correspondence with—	
Murray, Alexander, Capt.....	164, 325
Navy, Secretary of.....	20, 21, 23, 55, 418
<i>Enterprize</i> to be commanded by.....	20, 21
Orders and instructions for.....	55, 154, 164, 325
References to.....	50,
55, 99, 100, 102, 105, 127, 158, 161, 163, 164, 169, 185, 229, 250,	
294, 295, 330, 348, 367, 383, 385, 417, 455.	

Sterett, Andrew, Lt., <i>Enterprize</i>—Continued.	
<i>See Enterprize.</i>	Page
Sword awarded to, requires an appropriation.....	125
To superintend construction of <i>Vixen</i>	418
Stevenson, Richard, gunner, <i>Boston</i>.....	317
Stewart, Charles, Col.....	439
Stewart, Charles, Lt., <i>Siren</i>:	
Carronade carriage designed by.....	420, 429, 453, 464
Considered for command of <i>Boston</i>	232
Correspondence with Secretary of the Navy.....	401,
420, 421, 424, 429, 438, 439, 448, 450, 452, 453, 458, 464, 470,	
478, 480, 481, 489, 490, 505.	
References to.....	26, 139, 156, 234, 270, 287, 299, 457, 474, 482, 522, 523
<i>See Siren and Chesapeake.</i>	
<i>Siren</i> to be commanded by.....	401, 419, 420
<i>Siren</i> to be superintended by.....	419, 420, 429
Stewart, Philip.....	438
Stewart, Robert, seaman, <i>Constitution</i>, deserted.....	510
Stewart, William G., mid'n., <i>Constitution</i> and <i>Argus</i>:	
Ordered to <i>Argus</i>	472, 516
Recruiting for <i>Constitution</i>	468, 469, 494
Stibbins, John, U. S. M. C., <i>Essex</i>.....	1
Stiller, William, <i>Essex</i>.....	2, 5
Stockholm, Sweden. Circular to Consul at, from James Simpson.....	184
Stores:	
Appropriation for.....	132
Beef and pork, yearly.....	48
<i>Gloria</i> , beef and pork for.....	99
Mediterranean Squadron.....	17,
59, 191, 192, 197, 209, 254, 304, 394—396, 424, 425, 451, 452, 458, 504	
<i>See Presents.</i>	
<i>See Provisions.</i>	
To be delivered to John Gavino at Gibraltar.....	100,
105, 191, 192, 197, 209, 254, 276, 304, 392, 396, 424, 425, 437, 462,	
476, 504, 510.	
Stricker, John, Navy Agent, Baltimore:	
Correspondence with Secretary of Navy.....	21,
136, 197, 217, 221, 361, 378, 387, 394, 397, 398, 401, 410, 411, 417,	
431, 449, 461, 510.	
References to.....	98, 365, 397, 404, 407, 418, 426, 442
Superintending construction of <i>Vixen</i>	444
To contract for building a schooner.....	376
Stuart. <i>See</i> Stewart.	
Stuart, Gilbert, artist.....	v
Sturatt. <i>See</i> Sterett.	
Subsistence, Marine Corps, estimate for.....	115
Suggs, John, <i>Essex</i>.....	1, 6, 8
Summers, William, <i>Essex</i>.....	2, 8
Summert and Brown, merchants, Philadelphia, Pa.:	
Correspondence with William Eaton U. S. Consul, Tunis.....	196, 197
Owners of cargo of <i>Franklin</i>	176, 194, 196
Superb, H. B. M. S.....	210
Superintendent, Navy Yard, Washington, D. C. <i>See</i> Tingey, Thomas,	
Capt.	
Superintendent of Documents authorized to sell these publications..	iv
Supplies. <i>See</i> Stores.	
Surgeon:	
Duties of, defined by Navy regulations.....	34
Uniform of, regulations prescribing.....	256
Sussex, Duke of.....	154, 165
Sutcliff, Joseph, <i>Essex</i>.....	4, 10
Swartsmouth, Frederick, private, U. S. M. C.....	58
Swartwout, Thomas, mid'n., <i>Essex</i>:	
Buried at Fort St. Iago, Algeiras.....	97
Killed in duel with midshipman (James S.) Higginbothom.....	96
References to.....	1, 5, 6

Sweden:

	Page
Admiral of. <i>See</i> Soderstrom.	
Agent at Algiers reports two Tripolitan corsairs ran blockade	174
Alliance with United States ended	305
Morocco declared war against	221
Morocco, no direct commerce with	339
Passports refused Morocco by	313
Peace made with Tripoli	305, 306, 310, 314, 327, 331, 333, 334, 349
Peace with Tripoli negotiated by France	290
Price of peace with Tripoli protested	189, 190, 320
Prisoners of, taken to Tripoli	207
Terms proposed by, to Tripoli	148
To send squadron against Tripoli	189, 190
Vessels of—	
Blockading Tripoli	28, 41, 52-54, 66, 67, 154, 157, 163, 187
Captured by Tripoli	193, 207, 287, 312
Capture of Tunisian vessels by	152, 158
Four frigates in the Mediterranean	334
Left Tripoli for provisions	218
Squadron off coast off Tripoli	144, 146
U. S. vessels offered convoy by	28, 313
U. S. vessels to offer convoy to	25, 28
Wants alliance with United States against Tripoli	192
War declared on, by Tripoli	148
Sweeny, Frances, Marine, died	329
Swift, Mr.	329
Swoope, John H., gunner, <i>President</i>	317
Sword, awarded to Lt. Comdr. Sterett requires an appropriation	125
Syracuse, suggested site for hospital in Mediterranean region	106
Syren, U. S. brig. <i>See</i> <i>Siren</i> .	
Taber, Constant, Navy agent, Newport, R. I.:	
Appointed Navy Agent, Newport, R. I.	48
Correspondence with Secretary of Navy	18, 48
Talbot, Cyrus, Master Commandant:	
Declines command of <i>Enterprize</i>	18
Separation from Navy under P. E. A.	18
Tallman, Benjamin, carpenter, <i>Adams</i>	93
Tangier, Morocco:	
Map of Bay of	Facing page 230
Picture of	Facing page 276
Tarbell, Joseph, Lt., <i>Essex</i> and <i>Constitution</i>	2, 5, 391, 406, 414, 418, 423, 463
Tarudaunt, Governor of	263, 284
Taylor, Capt., brig <i>Traveler</i>	75
Taylor, Persifer, carpenter, <i>New York</i>	270, 271, 323, 325
Tenants, Capt., owner, <i>Nautilus</i>	394
Termagant, British sloop-of-war, fired upon by a Tripoline	453
Terry, Anthony, U. S. Charge des Affairs, Cadiz, Spain:	
Correspondence with—	
Gavino, John	208
State, Secretary of	208
References to	93, 94
Tetuan, Morocco, construction of galleys at	186, 498
Tew, George W., Lt., <i>Essex</i>	3
Thanville, Agent to Bonaparte	199
Thayer, Amasa, Mr., owner of brig <i>Celia</i>	519
Thetis, Swedish frigate:	
Blockade duty off Tripoli	221
Boarded by <i>Constellation</i>	207, 219
Fired upon by Tripolitan gunboats	219, 221
References to	77, 116, 193, 203, 209, 219, 221
Thom, William, midshipman, <i>Chesapeake</i>	26
Thomas	331
Thomas, Abishai, signs for Secretary of Navy	40
Thomas, John, O. S., <i>Constellation</i> lost overboard	364
Thomas, Richard, midshipman, <i>George Washington</i>	138
Thomas, William, <i>Essex</i>	2, 3, 6, 8, 10
Thompson, Mr.	58
Thompson, Charles, C. B., midshipman, <i>Nautilus</i>	407, 408, 421

	Page
Thompson, James, Lt., U. S. M. C.....	11, 117
Thompson, John, <i>Essex</i>	4, 5, 8-10
Thompson, John, 1st, <i>Essex</i>	1, 6
Thompson, John, 3rd, <i>Essex</i>	2, 6
Thompson, Richard, ordinary seaman, <i>Adams</i>	268
Thompson, Robert, chaplain, <i>President</i>	28, 44
Thorn, Jonathan, midshipman, <i>Enterprise</i> :	
Extract from journal of.....	460
Reference to.....	436
Tillbrough, Philip, <i>Essex</i>	2, 5, 9, 10
Timber:	
Appropriation for.....	48, 49
Cost of.....	132
For Algiers.....	147, 289, 380, 406, 412
For shipbuilding.....	119-121, 346
Pine, injurious to frame of ship.....	389
Preservation of.....	88-90
Tingey, Thomas, Capt., Superintendent, Navy Yard, Washington, D. C.:	
Correspondence with—	
Navy, Secretary of.....	25, 64, 176, 202, 206, 316, 317, 332, 347, 374, 388, 504
President of United States.....	188, 189
References.....	233, 235, 239, 314, 377
Resignation accepted.....	388
Tisdall, Nathaniel, surgeon's mate, <i>Essex</i> , <i>Nautilus</i> , <i>Constitution</i>	5, 397, 402, 406, 408, 418, 516
Tobens, James, <i>Essex</i>	3, 5, 8, 10
Tootell, James, purser, <i>Nautilus</i>	397, 402, 406, 421
Tornquist, Colonel, Swedish Commodore:	
References to.....	66, 398
Treaty of, not ratified by Sweden.....	67, 148, 189
Toulon, France:	
Port charges demanded of vessels in convoy.....	302
<i>President</i> repaired at.....	12, 13, 16, 20, 23, 41, 52, 54
Traveller, American brig:	
Cargo, seized by government at Naples.....	14, 22, 23, 57
Detained at Naples.....	14, 75
Treasury, Secretary of, Albert Gallatin:	
Correspondence with—	
State, Secretary of.....	217
Whelen, Israel, U. S. Purveyor.....	122, 123
References to.....	147, 183
Treaty with:	
Algiers.....	204
Morocco—	
Negotiations for maintaining peace.....	219, 223, 226, 227, 236, 262, 263, 284, 303
Peace restored with.....	231, 232, 250, 262, 280, 283, 303
Tripoli—	
Algiers as mediator.....	148, 288, 289
Bashaw willing to negotiate.....	159, 195, 440, 441
Cathcart to negotiate.....	126-128, 207, 517-518
Lear, Tobias, to negotiate.....	468, 476, 484
Morris, Richard V., Capt. to negotiate.....	245, 246, 257, 310, 518
Peace negotiations with.....	192, 193, 322, 323, 442, 445, 446, 512, 515, 526
Terms.....	289, 440, 449
Tunis, Bey of, acts as mediator.....	159
Tunis—	
Cathcart to form.....	511, 512
Lear to adjust terms of conciliation with.....	476, 477
Trent, master, <i>Adams</i>	63, 119
Tribute to:	
Algiers.....	147, 211, 212, 217, 221, 232, 244, 257, 289, 321, 376, 384-386, 389, 406, 412, 431, 432, 437, 449, 451, 452, 461, 482, 483, 485.
Barbary States, Capt. Alexander Murray advises continuance of.....	235
France to Tripoli.....	290, 305

	Page
Tribute to—Continued.	
Morocco.....	226, 232, 246, 262, 283, 284
Tripoli.....	232, 485
Triplett, Thomas, surgeon, Chesapeake, correspondence with Secretary of Navy	14
Tripoli:	
Act of Congress for protection against.....	51, 52
Agent of Bey of, in correspondence with Morocco.....	433, 434
Bashaw of, Joseph Pacha Caramanli, Usurper—	
Correspondence with William Eaton.....	279, 280
Distrusted by subjects.....	168, 247, 250, 251, 363
Persists in ratification of Tornquist Agreement.....	148
Plans to destroy brother whom he has usurped.....	227, 241, 524
References to.....	13,
41, 45–47, 51, 53–55, 60, 68, 77, 80, 81, 97–99, 111, 112, 117, 130,	
145, 254, 257, 260, 287, 356.	
Son-in-law killed by Arabs.....	486
Threatens burning of prisoners if attacked.....	224
Unfavorable toward Danish Consul acting for United States.....	149
Batavia concluded hostilities with.....	314
Bey of. <i>See</i> Bashaw of.	
Blockade lifted.....	272, 527
Blockade of.....	III,
25, 41, 45, 52–54, 104, 105, 143, 163, 169, 174, 182, 183, 187, 192,	
193, 224, 234, 266, 291, 344, 345, 422, 430, 456, 474, 475, 526.	
Blockade of, not effective.....	177, 178, 440
Blockaded by Swedish vessels.....	28, 187
Bonaparte, presents to.....	290, 305
Boston to cruise off.....	25, 27, 28
Brother of Bashaw lost an arm in engagement.....	430
Casualties in action with U. S. vessels.....	239, 242, 320, 430–432
Cathcart, Consul, suggests bombardment of.....	291, 292
Commerce with Morocco.....	341
Conditions in.....	247, 248, 250–254
Constellation in engagement with gunboats of.....	209
Cruiser presented to, by France.....	305
Denmark—	
At peace with.....	304, 314
Pays tribute to.....	289
Dethroned Bashaw of. <i>See</i> Sidi Mohamet Bashaw Caramanli.	
Egypt taken by.....	66
English sloop permitted to pass blockade.....	415
Enterprize captured a polacre of.....	III, 348
Holland, relations with.....	304, 314, 339
Insurrection feared in.....	224
Jews intimidated.....	447
John Adams engagement with Tripolitan forts and gunboats.....	400, 401
Jouseph Pacha Caramanli, usurper. <i>See</i> Tripoli, Bashaw of.	
Lawful Bashaw of. <i>See</i> Sidi Mohamet Bashaw Caramanli.	
Map of Port of.....	Facing page 464
Mediterranean trade interfered with.....	191
Money needed for negotiations with.....	523
Morocco requests passport for wheat for.....	178, 179
Morris, Andrew, Capt., suggestions for blockading.....	214, 215
Murder of Mohammed Bey.....	247, 250
Naval force of.....	46, 47
Naval force under Capt. Richard V. Morris ordered to lay before.....	130
Nissen can no longer act as U. S. chargé des affaires in.....	229
No American ships-of-war at.....	331
No captures of vessels nor citizens at.....	169
Offer of provisions to U. S. vessels refused.....	429
Passports refused to vessels bound to.....	105
Passports wanted for wheat.....	165, 178, 179
Peace with Portugal.....	314
Peace with Sweden.....	189, 290, 305, 306, 320, 327, 331, 333, 334, 349

	Page
Tripoli—Continued.	
Plan for blockade of.....	46
Prime Minister of, in correspondence with Capt. Richard V. Morris.....	517, 518
Prisoners, U. S.....	176-178, 187, 194, 196
Captured in <i>Franklin</i>	200,
207, 208, 212, 224, 239, 242, 259, 261, 281, 282, 288-290, 293,	
297, 301, 305, 306, 320, 322, 331, 348, 349.	
Escaped from.....	239, 251, 261, 320
Exchange of arranged by Commodore Dale.....	213,
215, 224, 259, 261, 279, 290, 290, 322	
Liberated through mediation of Algiers.....	224,
279, 281, 282, 288, 293, 297, 301, 305, 306, 320, 331, 348, 349	
Provisions offered to <i>New York</i>	441
Relations with France.....	304
Resources of.....	440
Soldiers refuse to fire on <i>John Adams</i>	446
Subjects aboard the prize ship <i>Meshouda</i>	408
Supplies furnished to, by small craft from Tunis.....	234
Sweden to send squadron against.....	189
Sweden, treaty with.....	310, 314
Threatens commerce in Mediterranean.....	504, 507
Treaty with—	
Algiers, Dey of, to negotiate.....	148, 288, 289
Cathcart, James L., to negotiate.....	126-128,
130, 207, 322, 323, 383, 398, 484, 496, 503, 504, 511, 512, 517,	
518, 523-525.	
Lear, Tobias, to negotiate.....	468, 476, 487
Negotiations relative to.....	111,
112, 126-128, 130, 147, 191-193, 195, 289, 290, 310, 317, 322,	
323, 439, 440-442, 445-447, 449, 496, 503, 504, 512, 513, 515,	
523-526.	
Tunis, Bey of, to negotiate.....	159
Tribute—	
Extracted from various powers.....	288-290
From France.....	290, 305
Truce ended at.....	449
Valenzin, David, subject of, prisoner of war.....	455
Vessels of—	
At sea.....	51,
66, 159, 172-174, 194-196, 229, 230, 241, 274, 275, 278, 282, 290,	
296, 314, 331, 334, 360, 430, 439, 465, 466, 486, 504, 518, 520, 522	
Attack on by Porter, picture of.....	Frontispiece
Brig laid up at Gibraltar.....	45, 81, 96, 133, 162
Corsair purchased from British in Algiers.....	290
Cruiser blown up.....	459, 460, 465, 466, 469, 523, 524
Cruising ground of.....	259
Engagement with U. S. vessels.....	154,
209, 218, 242, 270, 320, 400, 401, 415-417, 421, 422, 425-427,	
432, 435-437, 439, 446, 459, 460, 465, 466, 469, 529-531	
<i>Franklin</i> , U. S. brig, captured by.....	176-178,
187, 194-197, 208, 224, 234, 237, 320, 413	
<i>Meshouda</i> . See <i>Meshouda</i> .	
Method of operating.....	214, 215
<i>Monarca</i> , passport for.....	293
No cruisers out.....	144, 147, 155
Run blockade.....	172-174, 234, 237, 429, 439, 459, 460, 529
Swedish vessels captured by.....	287, 312
<i>Termagani</i> , H. B. M. S. attacked by.....	453
To be captured.....	60, 61, 443, 444, 474, 475, 477, 478
Vessels violating blockade of, will be captured.....	505
War and threats of war with U. S.....	118, 229, 279
War declared on Sweden.....	148
Wheat for.....	289, 293, 296
Tripoli , Tripolitan cruiser, captured by <i>Enterprise</i>	III
Trippe , John, Lt., <i>Vixen</i>	401, 421, 444
Triton , Danish frigate.....	97, 111
Triumph , H. B. M. S.....	210
Trott , Ambrose D., <i>Essex</i>	4, 7

	Page
Truxtun, Thomas, Capt., Chesapeake:	
<i>Chesapeake</i> , to be commanded by.....	19
<i>Chesapeake</i> , to relinquish command of.....	83
Correspondence with—	
Burr, Aaron, Vice President.....	94
Midshipmen of <i>President</i>	121
Navy, Secretary of.....	19, 76, 83
Expected in the Mediterranean with a squadron.....	20
May command <i>Constitution</i>	58
Medal for, presentation of.....	50, 321
Norfolk, arrival at.....	58
References to.....	26, 56, 139, 140, 145, 153, 158, 167, 168, 172, 229
Resignation of.....	76, 83, 94, 121
Tucker, Capt., ship <i>Franklin</i>:	122
Tucker, D. P., Lt., U. S. N., acknowledgment to:	17
Tucker, Thomas T., Treasurer of Navy Department:	217
Tunis:	
Affairs in, discussed by Consul Eaton.....	227-229
Algerine and Tunisian Corsairs in Bay of.....	454
Algiers to join, in action against Americans.....	526, 527
At war with Genoa.....	345
At war with Naples.....	345
Attitude toward the United States.....	336
Bey of, Hamouda (Hamud) Bashaw—	
Acknowledges presents from the United States.....	269
Acts as mediator for Bashaw of Tripoli.....	159
American commerce to be hunted by.....	359, 360
Amount owed by Wm. Eaton.....	374
Arrearages in tribute paid to.....	385
Cathcart, James, to be excluded from Tunis by.....	135
Cathcart, James L., held as hostage by.....	355, 370
Correspondence with—	
Morris, Richard V., Capt.....	364, 365, 369
President of the United States.....	269
Demands a 36-gun frigate.....	249, 269, 270, 357, 361
Demands restitution of captured vessels and cargoes.....	142,
344, 345, 351-354, 364	
Denies protection to dethroned Bashaw of Tripoli.....	247, 252
Discontentment of subjects.....	153
Eaton, Wm., U. S. Consul, expelled by.....	354, 379, 380
Gifts to, from the United States.....	86
Hamet Pacha, under protection of.....	250
Has no hostile intentions against United States.....	311
Knows no law of nations.....	368
Order to William Eaton, U. S. Consul, to quit court, retracted.....	134
References to.....	21, 112, 134, 135, 152, 171, 224, 244, 287
Threatens reprisals.....	143
United States ships-of-war discriminated against by.....	272
Wishes his merchantmen captured by Americans.....	345
Xebeck for.....	13
<i>Boston</i> ordered to.....	25, 27, 28
Cathcart, James L., Consul at.....	487, 488, 496, 523
Circular to Consul at, from James Simpson.....	184
Claims against U. S. settled.....	355
Davis, Dr. (Geo.), U. S. chargé des affaires, pro tem.....	355,
369, 370, 374, 383, 393	
Demands frigate from the U. S.....	393
Diplomatic relations with, discussed by Eaton.....	134, 135
Eaton, William, Consul, expelled from.....	354, 379, 380
Fortifications of.....	364, 367, 368
Galloway, John, midshipman, <i>Enterprise</i> , captured by, released for ransom.....	367
Goletta (Goulette), fortifications at.....	367, 368
Map of Gulf of.....	Facing page
Morocco offered passports for vessels to Tunis.....	182
Near rupture with.....	152
Peace negotiations with.....	359, 305

Tunis—Continued.	Page
Presents for.....	86, 87, 159, 163, 169, 232, 435
Receipt for cargo delivered by <i>Peace and Plenty</i>	21
Relation with Morocco.....	341
Sapatap of demands present from U. S.....	305
Small craft furnish supplies to Tripoli.....	234
Terms of conciliation to be adjusted with Bey of.....	476, 477
Treaty with.....	511, 512
Vessels of:	
Assembled in the bay.....	454
Brought to by <i>John Adams</i>	495
Capture by American frigate.....	142
Captured by Sweden.....	143, 152, 158
Corsairs out.....	342
Cruisers fitting out.....	359, 384
Cruisers subject to capture.....	360
<i>John Adams</i> captured one.....	480
Passports denied by Consul Eaton.....	134, 359
<i>Paulina (Paolina)</i> with cargo of, captured by <i>Enterprize</i>	344,
348, 349, 364, 368, 383, 455, 461	
Preparing for action against Americans.....	526, 527
Reported in engagement with Capt. Daniel McNeill.....	257
Squadron of five ready to sail.....	311
<i>Xebec</i> plundered.....	152, 158
Wants a corvette or brig from U. S.....	166, 169, 393
War with seems inevitable.....	171
Turner, Mr.	99
Turner, Ben., midshipman, <i>Enterprize</i>	21
Turner, John, Essex	3, 8
Turner, Thomas, Accountant of Navy. See Accountant of Navy.	
Turner, William, private, U. S. M. C.....	58
Turner, William, surgeon, <i>Philadelphia</i> :	
In charge of affairs at Tunis.....	15, 21, 78
References to.....	97, 111, 161, 168, 248
Uniform for boatswains recommended by Lt. Stewart	470
Uniform Regulations of U. S. Navy Officers	255, 256
United States:	
Bey of Tunis has no hostile intentions against.....	311
Credit of.....	290
Morocco declared war against.....	183-187, 221
Morocco, peace restored with.....	250, 262, 283
Vessels of. See Vessels.	
United States Naval Academy. See Naval Academy.	
United States, U. S. S., Mid'n Ralph Izard:	
Cassin, John, Capt., allowed quarters in.....	339
Dimensions of.....	188, 189
In ordinary.....	43, 314
Izard, Ralph, midshipman, to assume command of.....	314
Officers aboard while in ordinary.....	317
References to.....	23, 43, 124, 405, 433
Unsworth, John, boatswain, <i>Siren</i>	464
Upson, Freeman, U. S. M. C., <i>Essex</i>	1, 9, 10
Uy (or U.), L. U., Lt. See Llewellyn.	
Valenzin (or Vallanzino), David, Tripolitan citizen:	
Correspondence with Secretary of Navy.....	461
Not considered a prisoner of war.....	461
Prisoner of war.....	455
Settlement to be accorded.....	461
Taken in <i>Paulina</i>	455
Vanderbos, Jacob, <i>Essex</i>	4, 8
Vandyke (Henry), Lt., fought duel with Lt. Wm. S. Osborn, U. S. M. C.....	356
Vanschaick, Sybrant, master, <i>Argus</i> :	
Appointed master, <i>Argus</i>	448
Correspondence with Capt. Edward Preble.....	448
Joined <i>Argus</i>	472, 516
Vansköit. See Vanschaick.	

	Page
Vanwyck, Thomas, <i>Essex</i>	3, 9, 10
Varney, Ebenezer, <i>Essex</i>	2
Vaughen, Benjamin, <i>Essex</i>	2, 9, 10
Vengeance, French frigate.....	321
Vensel, Frank E., Jr., Lt. Comdr., U. S. N., acknowledgment to.....	iv
Vensel, Frank E., Mrs., acknowledgment to.....	iv

Vessels:

Algerine. <i>See</i> Algiers.
British. <i>See</i> Great Britain.
Danish. <i>See</i> Denmark.
French. <i>See</i> France.
Greek. <i>See</i> Greece.
Moroccan. <i>See</i> Morocco.
Portuguese. <i>See</i> Portugal.
Sicilian. <i>See</i> Sicily.
Spanish. <i>See</i> Spain.
Swedish. <i>See</i> Sweden.
Tripolitan. <i>See</i> Tripoli.
Tunisian. <i>See</i> Tunis.

United States—

Merchant—

<i>Betsy Walk</i> chartered to transport stores to Algiers.....	448, 449
Brig driven ashore at Naples.....	18
<i>Celia</i> captured by Moorish cruiser.....	518-520, 522
Chartered to carry stores.....	394-396, 448, 449
Disregard of convoy.....	57, 76
Exposed to danger in attempting the Mediterranean.....	181, 183-185, 191, 314, 504, 507, 524, 525
Fired on by fort near Algeciras.....	79, 80
<i>Franklin</i> captured by Tripolitan corsairs.....	176-178, 187, 194-197, 234, 237
<i>Gloria</i> , put into public service of the U. S.....	94, 95
Instructions necessary for, in Mediterranean.....	189, 190
Passports for.....	461, 462
Port charges at Toulon.....	302
Private armed, commissions for.....	51
Warned by Simpson, against Moroccan cruisers.....	183, 184

Ships of War—

<i>Adams</i> , early arrival of, expected at Gibraltar.....	184
Appropriations for.....	48, 49, 132, 366
Attacking Tripolitan vessels, picture of.....	Frontispiece
Blockading Tripoli. <i>See</i> Tripoli.	
Building at Baltimore.....	376, 378, 387
Building at Boston, (<i>Argus</i>).....	390-392, 400, 402, 410-412
Building at New York.....	393
Building at Norfolk.....	371, 390, 391
Building at Philadelphia.....	90, 370, 371
Building at Portsmouth.....	371, 389
Convoy duty in the Mediterranean.....	193, 258
Customs observed at Algiers.....	72, 73
Discriminated against by Bey of Tunis.....	272
Dry docks for at Washington, D. C.....	308, 309
Employment of.....	43
Engagements with Tripolitans.....	154, 209, 218, 242, 270, 320, 400, 401, 415-417, 421, 422, 425-427, 432, 435-437, 439, 446, 459, 460, 465, 466, 469, 529-531
Gunboats to be built.....	366, 374, 375
Guns for vessels under construction.....	391
Hutton given contract for one brig.....	377
Instructions to.....	60
Keel of brig <i>Argus</i> laid.....	402
List of.....	43
Marine guard for.....	157
Medical supplies of.....	451

Vessels—Continued.

United States—Continued.

Ships of War—Continued.

Mediterranean Squadron—

	Page
At Malta.....	136, 320, 453, 465, 472
At Messina, Sicily.....	490
At Naples.....	502, 503
Dale, Richard, Capt., to command.....	326
Expected at Tripoli.....	112
Inadequate for protection of merchant vessels.....	184, 185
Instructions for.....	92
Morris, Richard V., Capt., to command.....	82
Morris, Richard V., relieved of command of.....	527
Movements of.....	136, 356, 472, 506, 523, 524, 426, 527
Off Tripoli.....	422, 445, 526
Ordered home.....	102
Preble, Edward, Capt., to command.....	474
Provisions for. <i>See</i> Stores.	
Relief squadron for.....	102, 457, 487
Resumé of.....	118, 119, 526, 527
Rodgers, John, Capt., to command.....	527
Ships in, lists of.....	118,
119, 136-138, 332, 410-412, 457, 474-477, 482, 487	
Small craft needed.....	193, 196, 197, 337, 346, 488, 499, 500
To rendezvous off Tripoli.....	126
No authority for purchase of, may be hired.....	499
No recent captures.....	242
None at Tripoli.....	314
<i>Philadelphia</i> recaptured brig <i>Celia</i>	518, 522
Provisions for. <i>See</i> Stores.	
Salute Duke of Kent at Gibraltar.....	151
Swedish vessels offered convoy by.....	25, 28
To be placed in ordinary at Washington, D. C.....	347
To be purchased.....	363
Tripolitan vessel destroyed by <i>John Adams</i>	523, 524
Tunisian vessels captured by.....	142, 143
Vice President of the United States, Aaron Burr:	
Correspondence with—	
Navy, Secretary of.....	114, 115
Truxtun, Thomas, Capt.....	94
Victory, H. B. M. S.....	486
Villetes, General, English.....	327
Vixen, U. S. S., Lt. John Smith:	
Guns.....	401, 431
Launched.....	467
Marines required for.....	422
Muster roll of, sent to Secretary of Navy.....	509
Name given vessel building at Baltimore.....	401
Officers.....	444, 467
One of Mediterranean Squadron.....	474, 482
Orders for.....	478, 487
Preparing for sea.....	410-412, 431, 467
Progress of.....	417
Provisions for.....	431
Recruiting for.....	480
Reference to.....	421
<i>See</i> Smith, John, Lt.	
Smith, John, Lt., to command.....	444
To sail for the Mediterranean.....	457, 509
Vogt, Martin, seaman, Adams.....	268
Wadsworth, Commodore.....	v
Wadsworth, Charles, Purser, Boston:	
Correspondence with William Eaton, U. S. Consul, Tunis.....	99,
154, 161, 215, 216	
Receipt for provisions.....	267
References to.....	95, 98, 168, 267
Statement of relations between William Eaton and deposed Bashaw of Tripoli.....	247, 248

	Page
Wadsworth, Henry, midn., Chesapeake and New York:	
Attack on Tripolitans in a jolly boat.....	435-437
Correspondence with—	
Doane, Nancy.....	180
Preble, Edward, Capt.....	368
Extracts from journal of.....	175,
183, 189, 191, 210, 250, 263, 264, 273, 274, 282, 286, 288, 297,	
310, 314, 327, 328, 342, 343, 356, 362, 364, 367, 374, 377, 387-390,	
403, 404, 409, 410, 416, 417, 422, 423, 425, 427, 429, 430, 432, 433,	
435, 436, 441, 442, 445, 446, 449, 453, 454, 469, 486, 495, 502, 507,	
509.	
References to.....	469, 493
Transferred to <i>New York</i>	388
Wadsworth, John	436
Wages. <i>See</i> Pay.	
Walker, Charles, boatswain, Nautilus	433
Walker, John, wardroom steward, Boston	77
Wallace, William, Essex	4, 7
Wallice, John B.	405
Waln, Jesse and Robert	123
Ward, John, boatswain, Sophia	64
Warden, Serj., U. S. M. C.	295
Warden, Augustus, Essex	5, 8
Warner, Samuel, Essex	2, 5, 8
Warrington, Lewis, Mid., Vixen	444
Washington, D. C.:	
Navy Yard—	
Dry Dock for.....	202
Marine guard for.....	157
Purchase of site for.....	49
U. S. vessels to repair at.....	347
Washington, George, General	111, 431
Watson, James, Mrs.	387
Watts, John, Essex	4, 9, 10
Weaver, James, Lt., U. S. M. C.	11
Wederstrandt, P. C., Lt., John Adams	372
Weems, Nathaniel T., surgeon's mate, New York	403
Welch, Matthew, carpenter, United States	317
Wells, engraver	v
Wells, James, surgeon, Essex	5, 418
Wells, Sam'l A.	395
West, Benjamin, Essex	3, 9, 10
Westman, Mathias, seaman, Constellation, death of	102
Weston (Abijah), midshipman	406
Weston, Ezra, owner of Federal Eagle	394, 395
Weyant, John Essex	1, 6, 9, 10, 203
Whalen, William, Essex	4, 7, 8
Wharton, Franklin, Capt., U. S. M. C.	11, 122
Wheat for Tripoli	289, 293, 296
Wheeler, Nathaniel, Essex	2, 5, 9, 10
Whelen, Israel, Purveyor:	
Agent for sale of <i>Sophia</i>	64
Correspondence with—	
Navy, Secretary of.....	377, 389
O'Brien, Richard, U. S. Consul General, Algiers.....	147
Pettit, Charles, and Joseph Ball.....	174, 175
Steele, John, Comptroller of Treasury.....	165, 166
Treasury, Secretary of.....	122, 123
References to.....	21, 412, 448
Statement of account with the United States.....	64
Whitaker, Asa, Essex	4, 7
White, Captain, Betsy	362
White, George, seaman, Constellation	292
White, Henry, Essex	2, 5, 7
White, Nathaniel, Essex	2, 5, 7-9
White, Peregrine, U. S. M. C., Essex	1
Whitehead, Capt., Rose	208

	Page
Whitewell, John P., correspondence with, Secretary of Navy.....	451
Whiting, Francis B., midshipman, U. S. N., correspondence with Secretary of Navy.....	500, 501
Whitwood, Charles, <i>Essex</i>	4, 5
Whood, John, <i>Essex</i>	8, 10
William and Mary chartered to carry supplies to the Mediterranean squadron.....	395
Williams, —, Marine, <i>Constellation</i> , death of.....	102
Williams, James, <i>Essex</i>	3, 10
Williams, John, landsman, <i>Constellation</i>	302
Willis, Mr.....	211
Willis, William, U. S. Consul, Barcelona, Spain:	
Correspondence with—	
Dale, Richard, Capt.....	53, 54
Kirkpatrick, William, U. S. Consul, Malaga.....	263
O'Brien, Richard, U. S. Consul General, Algiers.....	314
State, Secretary of.....	275
.....	4
Williston, Marsfield, <i>Essex</i>	4
Wilman, James, gunner, <i>Siren</i>	453
Wilman, William, gunner, <i>Siren</i>	439, 448
Wilmer, James, midshipman, <i>Nautilus</i>	397
Wilmington, N. C., galley to be sold at.....	12
Wilson, James, U. S. M. C., <i>Essex</i>	1, 9, 10
Winchell, John, <i>Essex</i>	4, 5, 8
Wingate, Mr. and Mrs.....	492
Winn, Timothy, purser, <i>Argus</i>	516
Winn, Timothy, purser, <i>Essex</i> and <i>Philadelphia</i>	5, 6, 59, 419
Wise (Francis), mid'n Adams, attack on Tripolitans in small boat from Adams.....	436
Wondis, Chris D., private, U. S. M. C.....	58
Wood, Alexander, <i>Essex</i>	5, 8
Wood, John, <i>Essex</i>	4, 6
Wood, Richard, Capt. ship <i>Peace and Plenty</i>	21, 156, 165, 166, 175
Woodrop Simms, chartered to carry supplies to the Mediterranean Squadron.....	395
Woodruff, Smith, U. S. M. C., <i>Essex</i>	1, 9, 10
Woolsey, Melancthon Taylor, midshipman.....	387
Wormeley, Wallace, Mid., <i>Philadelphia</i>	419
Wright, James, <i>Essex</i>	2, 8
Wurts, Daniel, midshipman, <i>Enterprise</i>	21
Wyer, Edward, Lt., <i>Boston</i> :	
Correspondence with Capt. Richard Dale.....	78
References to.....	52, 391, 406, 418
Wyk, Mr.....	92, 165
Wyk, Peter, correspondence with Sidi Mohamet Ben Absalem Selawy.....	149
Xebeck, purchased for the Bey of Tunis.....	13
Yellott, Mr.....	378
Young, William, private, U. S. M. C.....	58
Ysnardy, Joseph, U. S. Consul, Cadiz, Spain:	
Arrived at Cadiz.....	208
Correspondence with—	
Morris, Richard V., Capt.....	222, 223, 230
Simpson, James, U. S. Consul, Tangier.....	231
Zilpah.....	348
Zuchet, Antoine, Chargé d'affaires, Batavia.....	149