

**Naval Documents  
related to the  
Quasi-War between the  
United States and France**

**Volume IV  
Part 1 of 3**

**Naval Operations  
from August to December 1799**

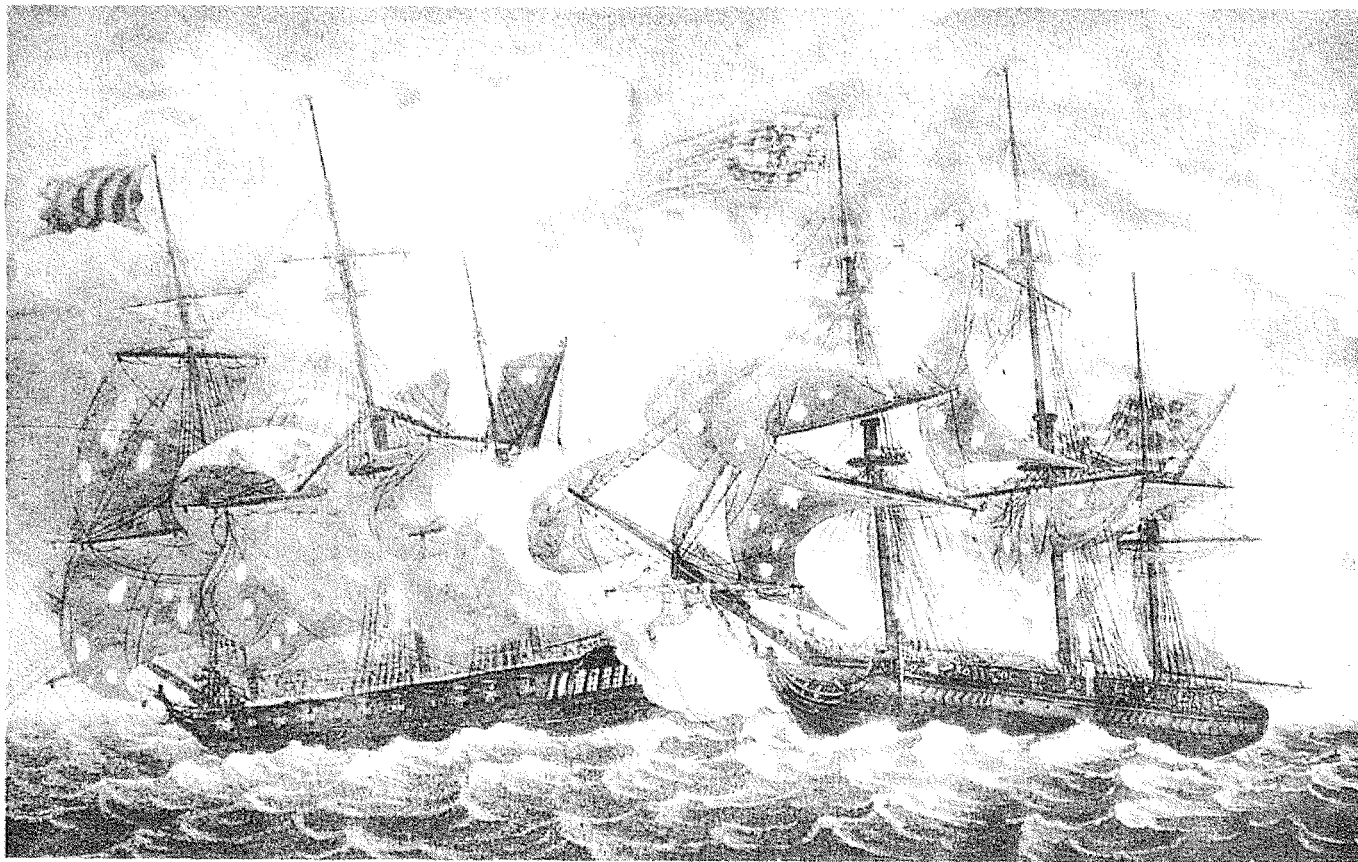
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**NAVAL OPERATIONS**  
**FROM AUGUST 1799 TO DECEMBER 1799**  
**QUASI-WAR WITH FRANCE**



AMERICAN MERCHANT SHIP PLANTER BEATING OFF A FRENCH PRIVATEER. JULY 10. 1799.

# NAVAL DOCUMENTS

RELATED TO THE

## QUASI-WAR BETWEEN THE UNITED STATES AND FRANCE



## NAVAL OPERATIONS

FROM AUGUST 1799 TO DECEMBER 1799



PUBLISHED UNDER DIRECTION OF  
*The Honorable* CLAUDE A. SWANSON  
*Secretary of the Navy*



PREPARED BY THE OFFICE OF NAVAL RECORDS AND LIBRARY  
NAVY DEPARTMENT, UNDER THE SUPERVISION OF  
CAPTAIN DUDLEY W. KNOX, U. S. NAVY (RET.)

*By Authority of Acts of Congress  
Approved March 15, 1934, and June 3, 1936*



UNITED STATES  
GOVERNMENT PRINTING OFFICE  
WASHINGTON : 1936



## PREFACE

This is the fourth volume of a projected series of early documentary material dealing with American naval history. It covers naval operations from 1 August 1799, to 31 December 1799, inclusive, during the quasi-war with France (1798-1801).

Among the events included herein are the capture of the following French privateers by vessels of the United States Navy: *Ocean*, *Onze Vendemiaire*, *L'Esperance*, *Italie Conquise*, and Documents relating to the recaptures from the French of American and British vessels by our naval forces are also included in this volume, as well as material pertaining to engagements between American armed merchantmen and French privateers.

The same chronological arrangement of documents is followed as in the three previous volumes. Throughout the work it has been the endeavor to make the text of the printed document identical with the original source. Spelling, punctuation, abbreviations, etc., are reproduced as they are found in the originals or in the copies on file. It should be noted, however, that the spelling of proper names is sometimes inconsistent and that capitalization and punctuation as found in the copies may not always be identical with the originals.

Sincere thanks are due to the following individuals and activities, not mentioned in the preceding volumes, who have kindly cooperated in this work: Captain D. C. Bingham, U. S. N.; Mr. Arnold G. Talbot; Colonel George F. Sever; the late Major E. W. R. Ewing; Mr. Stephen B. Luce; Miss Nannie D. Barney; the Office of the U. S. Naval Attaché, Paris; Miss Josephine Brown; Mrs. Truxtun Beale; and Mr. J. Lovell Little.

Brief descriptive notes on the three preceding volumes of this series follow:

The First Volume includes the period from February 1797 to October 1798. In addition to many other documents of that period the volume contains much source material related to the establishment of the Navy Department and the procurement and mobilization of the Navy for prosecuting this war.

The Second Volume carries the chronology forward from November 1798 to March 1799. A special feature of the Second Volume is a section devoted to the American armed merchant vessels which participated in this naval war during the year 1798. Such information as the names of masters and other officers, number of crew, tonnage, guns carried, registry ports, etc., is given when available, together with interesting details of encounters between armed merchant vessels and French privateers.

The Third Volume includes the period from April to July 1799, inclusive. It contains documentary material related to the early organization of our naval forces, the establishing of bases in the Caribbean area, operations of our Navy incident to the protection of American commerce, and the activities of our armed merchant vessels.

A large part of the preparation of this volume has had the immediate supervision of Commander Lucius C. Dunn, U. S. N., who has been assisted by Lieutenant Commander J. U. Lademan, Jr., U. S. N., Mr. H. F. Lunenburg, Miss L. I. MacCrindle, Miss C. M. MacDonnell, Mrs. C. R. Collins and Mrs. Alma R. Lawrence.

The publication of these Documents was made possible by the Acts of Congress approved March 15, 1934, and June 3, 1936, quoted below:

*“Provided, That in addition to the appropriation herein made for the Office of Naval Records and Library, there is hereby appropriated \$10,000 to begin printing historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, except that the ‘usual number’ for congressional distribution, depository libraries, and international exchanges shall not be printed, and no copies shall be available for free issue: Provided further, That the Superintendent of Documents is hereby authorized to sell copies at the prorated cost, including composition, clerical work of copying in the Navy Department and other work preparatory to printing without reference to the provisions of Section 307 of the Act approved June 30, 1932 (U. S. C., Supp. VI, title 44, sec. 72a).*

*“Printing Historical and Naval Documents.—For continuing the printing of historical and naval documents, including composition, clerical copying in the Navy Department, and other preparatory work, in accordance with the provisions of the appropriation made for the commencement of this work as contained in the Naval Appropriation Act for the fiscal year 1935, \$25,000, together with the unexpended balance for this purpose for the fiscal year 1936: Provided, That nothing in such Act shall preclude the Public Printer from furnishing one hundred and fifty copies of each volume published to the Library of Congress.”*

DUDLEY W. KNOX,  
*Captain, U. S. Navy (Retired),*  
*Officer in Charge of Office of Naval Records and Library,*  
*Navy Department.*



# ILLUSTRATIONS

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## ABBREVIATIONS INDEX TO SOURCES

Acct . . . . .	Accountant.
Acct Of . . . . .	Office of the Accountant of the Navy Department.
Appts. . . . .	Appointments.
Bk . . . . .	Book.
CA . . . . .	Consular Archives, State Department.
CL . . . . .	Consular Letters, State Department.
Cl . . . . .	Claims.
Col. or Coll . . . . .	Collection or Collector.
Conn. HS . . . . .	Connecticut Historical Society, Hartford, Conn.
Cong. LB . . . . .	Letter Book of Correspondence between Secretary of the Navy and Congress.
Ct. of Cl . . . . .	Court of Claims.
Dip. Cor . . . . .	Diplomatic Correspondence, State Department.
Disp . . . . .	Dispatches, State Department.
Div . . . . .	Division.
Dom. L . . . . .	Domestic Letters, State Department.
EPP . . . . .	Edward Preble Papers, Library of Congress.
GLB . . . . .	General Letter Book, Navy Department Archives.
HS . . . . .	Historical Society.
HS of Pa . . . . .	Historical Society of Pennsylvania.
Inst. to Min . . . . .	Instructions to United States Ministers, State Depart- ment.
Ja . . . . .	Jamaica.
JRP . . . . .	John Rodgers Papers, Library of Congress.
L . . . . .	Letters.
LB . . . . .	Letter Book.
LC . . . . .	Library of Congress.
LR . . . . .	Letters received, U. S. Marine Corps.
LS . . . . .	Letters sent, U. S. Marine Corps.
Mass. HS . . . . .	Massachusetts Historical Society, Boston, Mass.
MC . . . . .	Major Commandant, or Marine Corps.
MCA . . . . .	United States Marine Corps Archives.
MSB . . . . .	Marine Savings Bank, New London, Conn.
MR . . . . .	Muster Roll.
NA . . . . .	United States Naval Academy, Annapolis, Md.
NDA . . . . .	Navy Department Archives.
Newport HS . . . . .	Newport, R. I., Historical Society.
NHSC, NYHS . . . . .	Naval History Society Collection in New York Historical Society.
NR&L . . . . .	Naval Records & Library, Navy Department.
Nom . . . . .	Nominations.
NYHS . . . . .	New York Historical Society, New York, N. Y.
NYPL . . . . .	New York Public Library, New York, N. Y.
OSW . . . . .	Letters to Officers of Ships of War, Navy Department Archives.
RIHS . . . . .	Rhode Island Historical Society, Providence, R. I.
Req. on US T . . . . .	Requisitions on United States Treasury.
SC . . . . .	Spanish Claims, or Spanish Convention of 1819.
SDA . . . . .	State Department Archives.
Sec . . . . .	Secretary.
Spol. . . . .	Spoliation.
TDA or TD . . . . .	Treasury Department Archives.
USN . . . . .	United States Navy.
USS . . . . .	United States Ship.
VA . . . . .	Veterans' Administration.
XZ . . . . .	Navy Department Archive Symbol.

NOTE.—Access to the journal of the U. S. Ship *Merrimack* has been obtained through the Historical Society of Old Newbury by the kind permission of the owner, Miss Josephine Brown.



**NAVAL OPERATIONS**  
**FROM AUGUST 1799 TO DECEMBER 1799**  
**QUASI-WAR WITH FRANCE**



# NAVAL OPERATIONS

FROM AUGUST 1799 TO DECEMBER 1799

## QUASI-WAR WITH FRANCE

---

Presents given by the Underwriters at Lloyd's Coffee House, London, England, to the Officers and Crew of the Merchant Ship *Planter*, for her action with a French Privateer on 10 July 1799

"Our Readers, no doubt, remember the gallant action between the ship *Planter*, of Richmond, and a French privateer of superior force, (the account of which we long since published [\*]). We are happy in having it in our power to state the amount of the presents given by the underwriters at Lloyd's, to that ship's company:

"To the captain — One large silver cup, containing 1 gallon; two smaller do. containing 1 quart each, with a ladle neatly engraved on the edge with all the trophies of war. On one side of the cups is a representation of the engagement, and on the other this inscription:

'Presented by the underwriters at Lloyd's to Mr. David Maclure [†] master of the American ship *Planter*, of Richmond, as a token of their approbation of his exemplary bravery and perseverance in defending the said ship, and beating off an enemy of very superior force, on the 10th July, 1799'

And in cash 100 guineas.

"To the first Mate.....	50 guineas.
Second Mate.....	30 guineas.
Boatswain.....	20 guineas.
Gunner.....	20 guineas.
Sailors.....	8 guineas.
Sailors deeply wounded.....	15 guineas.
For sailors' friends that fell in the action..	50 guineas.
Two lady passengers.....	elegant gold watches.
Two gentlemen passengers.....	elegant swords."

[\* A copy of the letter of Captain John Watts, describing the action of 10 July 1799, is included in the third volume of "Naval Documents, Quasi-War with France" on pages 486 and 487. Efforts to establish date of this presentation have been unsuccessful.]

[† According to best information available John Watts was master of ship *Planter* at time of action.]

[LC, "Federal Gazette & Baltimore Daily Adv." (Balt., Md.) 31 January 1800.]

To Rufus King, U. S. Minister to London, from Elias VanderHorst, U. S. Consul,  
Bristol, England

BRISTOL Aug<sup>st</sup> 1<sup>st</sup> 1799.

DEAR SIR. I had the pleasure of writing you last on the 6<sup>th</sup> Ult<sup>o</sup> — the present is merely to inform you that the Masters of the American Vessels Named below have agreed to Sail in Concert from this Port for those mentioned against their names on the 10<sup>th</sup> Inst. at which time I know they will all be ready for Sea. I remain with great regard.

Dear Sir.

Your faithful & Obed<sup>t</sup> Serv<sup>t</sup>

ELIAS VANDER HORST

Ship *Forwell*, Cap<sup>t</sup> Stevens, 22 Guns, men answer, for Boston.  
Ship *Charlotte*, Cap Moffat 12 Guns D D. for Baltimore, Md.  
Ship *Charlotte*, Cap<sup>t</sup> Durmingergen, not armed, for Philadelphia.  
Ship *Federal-George*, Cap<sup>t</sup> Rathburn, not armed, for New York.  
There is now no other American Vessel here but the Brig *Neptune*  
Cap<sup>t</sup> Toulon, for New York, but she will wait Convoy.

RUFUS KING Esq<sup>r</sup>  
Minister &c &c  
of the U S of America London. }

[SDA. Bristol, Vol. 1, 1791-1799.]

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 1<sup>st</sup> August 1799

Captain THOMAS TINGEY  
of Ship *Ganges* — W Indies

SIR Captain Mallowney in the *Montezuma* goes from hence for the purpose of bringing from Saint Kitts the French Prisoners at that place or as many of them as he can bring — He is instructed to take his orders from you respecting them — The time for which his Crew entered will expire shortly — He is therefore ordered to return immediately — You have inclosed a duplicate of my Letter of 13<sup>th</sup> July by Captain Baker —

You should take all proper means to send in the Prisoners you capture — They are maintained at a great Expense in the Islands — Whenever a Prize is sent in, at least part of the Crew should be sent with her to give Evidence if necessary, and the Seamen sent from our Navy should always bring with them their Accounts with the Ship, at least a Certificate of the Balance due them on the day they are sent off, the omission of this is attended with great inconvenience—

I have the Honor to be

Sir

P. S. — I shall take care to have you releived in time for you to arrive here by the end of the year, for which your men enlisted sooner you must not calculate on —

[NDA. OSW, Vol. 2, 1799.]



To Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

U. S. FRIGATE *Insurgent* HAMPTON ROADS  
1<sup>st</sup> August 1799

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

DEAR SIR I have just now received your several enclosures, under date 22<sup>d</sup> Ult<sup>o</sup> and as I wrote to you a few days ago respecting our progress & Situation I have only now to inform you that I have my complement of Men within a very few, which will not detain me a moment after I have received your final orders, M<sup>t</sup> King has not yet made his appearance as fourth Lieutenant, but shall not wait for him, nor has the vessel yet arrived from Philadelp<sup>a</sup>

I hope to have this honor again in a few days hence, Commodore Barry is here which I presume you are advised of.

I am with great respect  
Your most Obed<sup>t</sup> &c.

[NDA. A. Murray's LB, 1799-1805.]

Circular from Secretary of the Treasury to Collectors of the Ports

TREASURY DEPARTMENT  
August 1<sup>st</sup> 1799.

SIR, In pursuance of authority from the President of the United States, I have to inform you, that the Cutters and other vessels employed in the Service of the Revenue are hereafter to be distinguished from other vessels by an *Ensign and Pendant consisting of Sixteen perpendicular Stripes, alternate Red and White the Union of the Ensign to be, the Arms of the United States, in dark blue, on a White Field.*

You will be pleased to provide such Flags if any, as may be necessary in your District after which it will be proper to publish for the information of the Masters of Merchant Vessels the 102<sup>d</sup> Section of March 2<sup>d</sup>, 1799 entitled "An Act to regulate the Collection of duties on Imports and Tonnage" with a description of the Flag above-mentioned.

I am &c &c  
Signed,

O. WOLCOTT.

The COLLECTOR  
OF THE PORT  
OF \_\_\_\_\_.

[SDA. Misc. L., Jul-Dec. 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 1 August 1799

Begins with fresh breezes & pleasant weather at ½ past 2 PM saw 2 sail to the Eastward at 6 S<sup>t</sup> Croix bore S W by S 6 Leag<sup>s</sup> in T G Sails at 7½ Boarded the Brig *Nancy* of & from Baltimore bound to Curracoa James Briggs Master — at 8 Made sail on a wind to the South<sup>d</sup>

Middle part D<sup>o</sup> weather at 7 AM saw Saba bearing N E b E 9 leagues

At Mer<sup>an</sup> Saba bore E by S 7 leagues  
Latter part Steady breezes & pleasant Employ beating to Wind-  
ward

[HS of Old Newbury, Mass., NDA photostat.]

---

Extract from Log of the Merchant Ship *Perseverance*, Thursday, 1 August 1799

First this 24 hours fresh breeze and pleasant at 2 P M saw a Ship  
Standing to the Norward at half past 3 P M tack'd Ship to the  
Sward at 4 D<sup>o</sup> tack'd ship to the Nward at half past 7 saw a sail  
to the N W standing to the Sward at 8 we found her to be a lugger  
bearing down for us at 9 got all ready for Engageing at half past 9  
she hall'd her Wind from us D<sup>o</sup> in T Gallant Sails and stay sails at  
10 set F G Sails at 11 in T G Sails and Double reefed the f & M top  
sails at Mid Night tack'd ship to the Sward Fresh breeze and a  
rough Sea at 7 A M set the M Top Mast stay sail jib &c Mizen at  
9 tack'd ship to the Nward Latter part fresh breeze and a rough Sea.  
Broach'd A Cask of water N<sup>o</sup> 5

[Essex Institute.]

General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered			
	Day, Month	Year						Day M <sup>e</sup>	Year		[Extract from manuscript]			
1	Sept	20 <sup>th</sup>	1798		Moses Tryon	Captain		12 <sup>th</sup>	Novr	1800	expiration of this Muster transf <sup>d</sup>	9 Novr 1800		
2	Aprl	23 <sup>rd</sup>	1799	July 17 <sup>th</sup>	Middletown	Andrew McComb	Lieut.	30 <sup>th</sup>	April		left at St Thomas's Sick	25 May 1800		
3		24 <sup>th</sup>		" 22 <sup>nd</sup>	Chatham	John May	Lieut.	12 <sup>th</sup>	Novr		expiration of this Muster transf <sup>d</sup>	9 Novr 1800		
4	July	29 <sup>th</sup>		Augt 10 <sup>th</sup>	Saybroke	Louison Bells	Sail <sup>r</sup> Master	12 <sup>th</sup>	"	"	D <sup>e</sup> ..... D <sup>e</sup> .....	9 Novr 1800		
5	Aprl	24 <sup>th</sup>		Sept 28 <sup>th</sup>	N London	James Wally	Surgeon	12 <sup>th</sup>	"	"	D <sup>e</sup> ..... D <sup>e</sup> .....	9 Novr 1800		
6	July	3 <sup>rd</sup>		Augt 6 <sup>th</sup>	Saybrook	Silas Butler	Purser	12 <sup>th</sup>	"	"	D <sup>e</sup> ..... D <sup>e</sup> .....	9 Novr 1800		
8	May	20 <sup>th</sup>		July 21 <sup>st</sup>	Middlet <sup>w</sup>	Joseph Dorr	Midshipm <sup>v</sup>	D	Augt 27 <sup>th</sup>	1799	despatch <sup>d</sup> for Boston to recruit, & did not rejoining the ship at Sail <sup>r</sup> .	27 Augt 1799		
9	July	13 <sup>th</sup>		July 17 <sup>th</sup>	D <sup>e</sup> .....	Owen Tudor	D <sup>e</sup> .....	"	12 <sup>th</sup>	Novr	1800	expiration of this Muster transf <sup>d</sup>	9 Novr 1800	
10	"	1 <sup>st</sup>		" 17 <sup>th</sup>	D <sup>e</sup> .....	Matthew Talcott	D <sup>e</sup> .....	"	12 <sup>th</sup>	Novr	"	1800	expiration of this Muster transf <sup>d</sup>	9 Novr 1800
11	June	28 <sup>th</sup>		" 20 <sup>th</sup>	Chatham	George Tryon	D <sup>e</sup> .....	"	12 <sup>th</sup>	"	"	"	9 " " "	
12	June	8 <sup>th</sup>		" 17 <sup>th</sup>	Middletown	Reubin Atkins [or Aikins]	Carpenter	"	12 <sup>th</sup>	"	"	"	9 " " "	
13	June	28 <sup>th</sup>		" 25	Chatham	James Richards	Sail Maker	"	12 <sup>th</sup>	Novr	"	"	9 " " "	
14	May	22		" 17 <sup>th</sup>	Middletown	Asa Bulkley	Mstters Mate	D	12 <sup>th</sup>	Deer	1799	discharg <sup>d</sup> being unfit for duty	8 Deer 1799	
15	Sept	13 <sup>th</sup>		Sept 13 <sup>th</sup>	N London	John Gould Lenet	D <sup>e</sup> .....	D	1 <sup>st</sup>	Jany	1800	{ discharg <sup>d</sup> having procured a man in his stead	20 Deer " "	
16	March	10 <sup>th</sup>		July 26 <sup>th</sup>	Chatham	Nathan Tisdale	Surge <sup>v</sup> Mate	D	18 <sup>th</sup>	Jany	1800	put on board prize Brig <sup>t</sup> <i>Italie Con-quesse</i>	12 Jany 1800	
17	June	13 <sup>th</sup>		" 17 <sup>th</sup>	Middletown	Russell Belden	Capt <sup>s</sup> Clerk	"	12 <sup>th</sup>	Novr	"	expiration of this Muster transf <sup>d</sup>	9 Novr " "	
18	July	15 <sup>th</sup>		" 18 <sup>th</sup>	D <sup>e</sup> .....	Samuel Tuells	Steward	"	12	"	"	D <sup>e</sup> ..... D <sup>e</sup> .....	9 " " "	
19	July	1 <sup>st</sup>		" 24	Chatham	Montgomery Orr	Armourer	"	12 <sup>th</sup>	"	"	D <sup>e</sup> ..... D <sup>e</sup> .....	9 " " "	
20	"	15		" 23	D <sup>e</sup> .....	James L Reynolds	Midship <sup>v</sup>	D	18 <sup>th</sup>	June	1800	sent as prize Master in the Schooner <i>L'Unité</i> for New York.	18 June " "	
21	"	16		" 17 <sup>th</sup>	Middletown	George Merrill	D <sup>e</sup> .....	D	7 <sup>th</sup>	Novr	1799	sent to America, prize Master of Schooner <i>Hannah</i> .	7 Novr 1799	
22	Augt	9 <sup>th</sup>		Augt 26 <sup>th</sup>	N London	John Hanes	Boatswain	"	12 <sup>th</sup>	Novr	1800	expiration of this Muster transf <sup>d</sup>	9 Novr 1800	
23	May	1 <sup>st</sup>		June 26 <sup>th</sup>	Middletown	Jedediah Norton	Quart <sup>r</sup> Mast <sup>r</sup>	D	1 <sup>st</sup>	Novr	"	term of Service expired	26 Oct <sup>r</sup> " "	
24	"	1 <sup>st</sup>		" 26	D <sup>e</sup> .....	David Squires	Ord <sup>r</sup> Seaman	D	28 <sup>th</sup>	Octr	"	D <sup>e</sup> ..... D <sup>e</sup> .....	26 Oct <sup>r</sup> " "	
25	"	1 <sup>st</sup>		" 26 <sup>th</sup>	D <sup>e</sup> .....	William Woolcott	D <sup>e</sup> .....	D	6 <sup>th</sup>	Novr	"	D <sup>e</sup> ..... D <sup>e</sup> .....	2 Novr " "	
26	"	16 <sup>th</sup>		" 26 <sup>th</sup>	D <sup>e</sup> .....	Silas Goodrich	Quart <sup>r</sup> Gunner	D	2 <sup>nd</sup>	Jany	1800	put on board prize Brig <sup>t</sup> <i>Italie Con-quesse</i> .	2 Jany " "	
27	"	27 <sup>th</sup>		" 26	D <sup>e</sup> .....	Nathan Trundy	Cockswain	D	7 <sup>th</sup>	Novr	"	term engaged for expired	2 Novr " "	
28	J[May]	27		" 26	D <sup>e</sup> .....	Timothy Tripp	Seaman	D	6 <sup>th</sup>	"	"	D <sup>e</sup> ..... D <sup>e</sup> .....	2 " " "	
29	June	5 <sup>th</sup>		" 26	D <sup>e</sup> .....	Joseph Antonio	D <sup>e</sup> .....	D	1 <sup>st</sup>	Novr	"	D <sup>e</sup> ..... D <sup>e</sup> .....	2 Novr " "	
30	"	10		" 26	D <sup>e</sup> .....	Roger Clark	Cook	"	9 <sup>th</sup>	"	"	had leave of absence	9 Novr " "	
31	"	10 <sup>th</sup>		" 26 <sup>th</sup>	D <sup>e</sup> .....	Robert White	Cooper	D, D.	27 <sup>th</sup>	Novr	1799	died.	24 Novr " "	
32	"	10 <sup>th</sup>		" 26 <sup>th</sup>	D <sup>e</sup> .....	Robert Bertles	Landman	D	2 <sup>nd</sup>	Jany	1800	put on board prize Brig <sup>t</sup> <i>Italie Con-quesse</i>	2 Jany " "	
33	"	10		" 26	D <sup>e</sup> .....	Giles Strichland	Ord <sup>r</sup> Seaman	D	2 <sup>nd</sup>	Novr	"	Term of Service expired	2 Novr " "	

General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered  (Extract from manuscript)	
	Day, Month	Year						Day M <sup>o</sup>	Year			
34	June	10 <sup>th</sup>	1799	June 26 <sup>th</sup>	Middletown	Andrew Mason	Boy	D	11 <sup>th</sup> Novr	1800	Term of service expired	9 Novr
35	"	11 <sup>th</sup>	"	June 26 <sup>th</sup>	"	Israel Smith	Seaman	D	19 <sup>th</sup> Octr	"	Do Do	19 Octr
36	"	11 <sup>th</sup>	"	" 26	D <sup>e</sup>	Solomon Mosseck	Landsman	R	28 <sup>th</sup> Sept	1799	At N London deserted	25 Sept 1799
37	"	10	"	" 26	D <sup>e</sup>	Alexander Wood	Boy	D	1 <sup>st</sup> Novr	1800	Term of service expired	26 Octr 1800
38	"	12	"	" 26	D <sup>e</sup>	Henry D Clemetson	Ord <sup>r</sup> Seaman	D	2 <sup>nd</sup> Jan <sup>r</sup>	"	sent on board prize Brig <i>Italie Conguise</i>	2 Jan <sup>r</sup> "
39	"	12 <sup>th</sup>	"	" 26 <sup>th</sup>	D <sup>e</sup>	Daniel Kenney	Landsman	D	30 <sup>th</sup> Octr	"	Term of service expired	28 Octr
40	"	24 <sup>th</sup>	"	" 26 <sup>th</sup>	D <sup>e</sup>	John Barnum	D <sup>e</sup>	D	21 <sup>st</sup> June	"	put on b <sup>d</sup> prize Schooner <i>L Unite</i>	21 June "
41	"	24	"	" 26	D <sup>e</sup>	Allyn Bidwell	Ord <sup>r</sup> Seaman	R	1 <sup>st</sup> Octr	1799	at N London, had leave of absence for 5 days & did not return	1 Octr 1799
42	"	25	"	" 26	D <sup>e</sup>	Daniel Winchell	Quart <sup>r</sup> Master	D	7 <sup>th</sup> Novr	1800	Term of service expired	2 Novr 1800
43	"	28 <sup>th</sup>	"	" 28 <sup>th</sup>	D <sup>e</sup>	Robert Willson	Ord <sup>r</sup> Seaman	D	24 <sup>th</sup> Octr	"	Do Do	19 Octr
44	July	8 <sup>th</sup>	"	July 8 <sup>th</sup>	D <sup>e</sup>	Lewis Guernsey	Boy	R	14 <sup>th</sup> March	"	at St Kitts deserted	14 Mar. "
45	July	10 <sup>th</sup>	"	" 18	D <sup>e</sup>	John A. Graham	Landsman	D	11 <sup>th</sup> Novr	"	Term engag <sup>d</sup> for expired	9 Novr "
46	July	12 <sup>th</sup>	"	" 12	D <sup>e</sup>	Truman Roberts	D <sup>e</sup>	D	30 <sup>th</sup> Octr	"	Do Do	23 Octr "
47	"	16	"	" 16	D <sup>e</sup>	Daniel Collier	Ord <sup>r</sup> Seaman	D	6 <sup>th</sup> Novr	"	Do Do	2 Novr "
48	Aug <sup>t</sup>	2 <sup>nd</sup>	"	Aug <sup>t</sup> 2 <sup>nd</sup>	Haddam	William McDaniels	Landsman	D	25 <sup>th</sup> Octr	"	Do Do	19 Octr "
49	"	16	"	" 16	Saybrook	Eliakim Johnson	Seaman	D	7 <sup>th</sup> Novr	1799	sent on b <sup>d</sup> prize Schooner <i>Hannah</i>	7 Novr 1799
50	May	20 <sup>th</sup>	"	June 26 <sup>th</sup>	Middletown	John Bush	Boy	D	7 <sup>th</sup> Novr	"	sent on b <sup>d</sup> prize Schooner <i>Hannah</i>	7 Novr 1799
51	June	20	"	" 26	D <sup>e</sup>	James Smith	Ord <sup>r</sup> Seaman	D	24 <sup>th</sup> Octr	1800	Term engaged for expired	19 Octr 1800
52	June	29 <sup>th</sup>	"	July 19	Haddam	Lewis Manierre	D <sup>e</sup>	D	22 <sup>nd</sup> Octr	"	Do Do	19 "
53	July	4 <sup>th</sup>	"	Aug <sup>t</sup> 22	N London	John Grimes	Landsman	D	24 <sup>th</sup> "	"	Do Do	19 "
54	"	10	"	July 19 <sup>th</sup>	Haddam	James Holt	Ord <sup>r</sup> Seaman	D	1 <sup>st</sup> Novr	"	Do Do	25 "
55	"	5 <sup>th</sup>	"	" 19 <sup>th</sup>	D <sup>e</sup>	Nathaniel Thorp	D <sup>e</sup>	D	24 <sup>th</sup> Octr	"	Do Do	19 "
56	"	9 <sup>th</sup>	"	" 19 <sup>th</sup>	D <sup>e</sup>	John Clemens	D <sup>e</sup>	D	7 <sup>th</sup> Novr	"	Do Do	2 Novr "
57	"	25 <sup>th</sup>	"	Aug <sup>t</sup> 1 <sup>st</sup>	D <sup>e</sup>	John Gordon	Boat <sup>s</sup> Mate	D	30 <sup>th</sup> Octr	"	Do Do	26 Octr "
58	"	27 <sup>th</sup>	"	" 1 <sup>st</sup>	D <sup>e</sup>	Gordon Woggs	Seaman	D	24 <sup>th</sup> "	"	Do Do	19 "
59	"	29 <sup>th</sup>	"	" 1 <sup>st</sup>	D <sup>e</sup>	Isaac James	D <sup>e</sup>	D	30 <sup>th</sup> "	"	Do Do	25 "
60	"	29 <sup>th</sup>	"	" 1 <sup>st</sup>	D <sup>e</sup>	James Pharoah	Ord <sup>r</sup> Seaman	D	30 <sup>th</sup> "	"	Do Do	25 "
61	Aug <sup>t</sup>	6 <sup>th</sup>	"	" 15 <sup>th</sup>	Saybrooke	Thomas Franklin	D <sup>e</sup>	D	2 <sup>nd</sup> Jan <sup>r</sup>	"	put on b <sup>d</sup> prize Brig <i>Italie Conguise</i>	2 Jan <sup>r</sup> "
62	"	6 <sup>th</sup>	"	" 15 <sup>th</sup>	D <sup>e</sup>	James Franklin	Boy	D	7 <sup>th</sup> Novr	"	Term engag <sup>d</sup> for expired	2 Novr "
63	"	7 <sup>th</sup>	"	" 15 <sup>th</sup>	D <sup>e</sup>	John Clark	Seaman	D	30 <sup>th</sup> Octr	"	Do Do	26 Octr "
64	"	8 <sup>th</sup>	"	" 15 <sup>th</sup>	D <sup>e</sup>	John Paul	Ord <sup>r</sup> Seaman	R	8 <sup>th</sup> Octr	1799	at N London deserted	8 Octr 1799
65	Aug <sup>t</sup>	9 <sup>th</sup>	1799	Aug <sup>t</sup> 20	Saybrooke	William Hamilton	Seaman	R	26 <sup>th</sup> Sept	1800	put on b <sup>d</sup> Luggar, prize to the U. S. Schooner <i>Enterprize</i>	26 Sept 1800
66	"	8 <sup>th</sup>	"	" 15 <sup>th</sup>	D <sup>e</sup>	Earl Sheffield Jackson	D <sup>e</sup>	D, D,	15 <sup>th</sup> April	1800	drowned at sea	13 April "
67	"	17	"	" 23 <sup>rd</sup>	N London	James Patterson	Ord <sup>r</sup> Seaman	D	25 Octr	"	term engag <sup>d</sup> for expired	19 Octr "
68	"	24 <sup>th</sup>	"	" 24 <sup>th</sup>	D <sup>e</sup>	Richard Daniels	Landsman	D	30 <sup>th</sup> "	"	Do Do	28 "

69	June	24th	"	June	30th	Middleton	John Jordan	D.	D	4th	Janr	1890	at sea died.	29	Decr	1799
70	"	12th	"	"	26	"	Leflour Francois	Ord <sup>y</sup> Seam <sup>n</sup>	D	8th	Novr	"	Term engag <sup>d</sup> for expired.	2	Novr	1800
71	July	1st	"	July	1st	"	Benj <sup>r</sup> Hunter	Cooks Mate	D	7th	"	"	D.	2	"	"
72	June	29th	"	June	29th	"	Jonathan Holden	Ord <sup>y</sup> Seam <sup>n</sup>	D	8th	Decr	1799	died.	1	Decr	1799
73	July	2nd	"	July	2nd	"	Horace Lane	Boy	D	7th	Novr	1800	Term engag <sup>d</sup> for expired.	2	Novr	1800
74	Aug <sup>t</sup>	1st	"	Ag <sup>t</sup>	5th	Saybrooke	Moses Payne	Landsm <sup>n</sup>	D	12th	Novr	"	expiration of this Muster transferd.	9	Novr	1800
75	Aug <sup>t</sup>	27	"	"	27th	N London	William Toney	Ord <sup>y</sup> Seam <sup>n</sup>	D	2nd	Janr	1890	put on b <sup>d</sup> prize Brig <sup>t</sup> <i>Italie Conquese</i>	2	Janr	"
76	Aug <sup>t</sup>	20	"	"	30th	"	James Hart	Seaman	D	20th	Octr	"	Term engag <sup>d</sup> for expired.	19	Octr	"
77	"	1st	"	"	30th	"	Wait Goodrich	Master at Arms	D	9th	Novr	"	had leave of absence.	9	Novr	"
78	"	10	"	"	29th	"	Ambrose D Trott	Gun <sup>r</sup> Mate	D	26	Octr	"	Term of Service expired.	26	Octr	"
79	"	27	"	Sept	2nd	"	James Anderson	Seaman	D	2nd	Novr	"	D.	2	Novr	"
80	"	27th	"	"	2nd	"	Assa Billings	D.	D	21st	June	1800	put on b <sup>d</sup> prize schooner <i>L'Unité</i>	21	June	"
81	"	30th	"	"	18	"	William Phillips	Ord <sup>y</sup> Seam <sup>n</sup>	D	7th	Novr	1799	put on b <sup>d</sup> prize Schooner <i>Hannah</i>	7	Novr	1799
82	Sept	"	"	"	9th	"	Nathan White	Ord <sup>y</sup> Seam <sup>n</sup>	D	27th	Octr	1800	Term engag <sup>d</sup> for expired.	26	Octr	1800
83	"	2nd	"	"	17th	"	James Randal	Quart <sup>r</sup> Mastr	D	29th	Octr	"	D.	26	"	"
84	"	4th	"	"	9th	"	Richard Howell	Ord <sup>y</sup> Seam <sup>n</sup>	D	24	"	"	D.	19	"	"
85	"	4th	"	"	9th	"	David Clonger	Quart <sup>r</sup> Gunr	D	7th	Novr	[1800]	D.	2	Novr	"
86	"	5th	"	"	9th	"	Thomas Mitchell	Seaman	D	2nd	June	1500	put on b <sup>d</sup> prize Schooner <i>L'Piege</i>	2	June	"
87	"	5th	"	"	12th	"	Samuel Johnson	Gunner	D	12th	Novr	"	Expiration of this Muster, transferd.	9	Novr	"
88	"	5th	"	"	9th	"	John Thompson	Seaman	D	30th	Octr	"	Term of Service expired.	26	Octr	"
89	"	8th	"	"	14th	"	Ebenezer Varney	D.	D	1st	Novr	"	D.	26	"	"
90	"	6th	"	"	9th	"	William Younge	Boy	D	7th	"	"	D.	2	Novr	"
91	"	6th	"	"	9th	"	Samuel Short	Carpenters Mate	D	25th	Octr	"	D.	26	Octr	"
92	"	6th	"	"	9th	"	Robert Bruney	Quart <sup>r</sup> Gunr	D	6th	Novr	"	D.	2	Novr	"
93	"	7th	"	"	9th	"	Abel Wanney	Seaman	R	Octr	7th	1799	deserted at N London.	7	Octr	1799
94	"	7th	"	"	9th	"	Kozo [or Hozo] Franko.	D.	D	2nd	Janr	1800	put on b <sup>d</sup> prize Brig <sup>t</sup> <i>Italie Conquese</i> .	2	Janr	1800
95	"	7th	"	"	9th	"	William Brown	Ord <sup>y</sup> Seam <sup>n</sup>	D	1st	Novr	"	Term engag <sup>d</sup> for expired	26	Octr	"
96	Sept	9th	1799	Sept	12	N London	Samuel Johnson Jr	Boy	D	7th	Novr	1800	Term of service expired.	2	Novr	"
97	Sept	10	"	"	14	"	James Angell	Seaman	D	23rd	Octr	"	D.	19	Octr	"
98	"	10th	"	"	14	"	John Ellis	D.	D	1st	Novr	"	D.	28	"	"
99	"	13	"	"	20	"	Luther Dexter	Landsm <sup>n</sup>	D	15th	July	1800	sent on b <sup>d</sup> prize Ketch <i>Couchou</i>	15	July	"
100	"	14	"	"	15	"	Josiah Johnson	Ord <sup>y</sup> Seaman	D	24th	Octr	"	Term of Service expired.	19	Octr	"
101	"	15th	"	"	17	"	Abraham Cruish	D.	D	24th	"	"	D.	19	"	"
102	"	16	"	"	17	"	Duncin M <sup>e</sup> Vickar	Seaman	D	25th	Octr	1800	D.	26	"	"
103	"	30	"	"	30	"	Ashbel Kilbourn	Boy	D	7th	Novr	"	D.	2	Novr	"
104	Octr	1st	"	Octr	7th	"	John Palmer	Boat <sup>s</sup> Mate	D	30th	Octr	"	D.	25	Octr	"
105	"	1st	"	"	7th	"	George Reardon	Quart <sup>r</sup> Gunr	D	22nd	"	"	D.	19	"	"
106	"	1st	"	"	7th	"	William Grimes	Seaman	D	30th	"	"	D.	26	"	"
107	"	2nd	"	"	7th	"	William Miller	Ord <sup>y</sup> Seam <sup>n</sup>	D	30th	"	"	D.	26	"	"
108	"	2nd	"	"	7th	"	Stephen Furgerson	Seaman	D	30th	"	"	D.	26	"	"
109	"	3rd	"	"	7th	"	William Potts	D.	D	30th	"	"	D.	26	"	"
110	"	3rd	"	"	7th	"	John Leicester [or Leidster]	D.	D	3rd	Novr	"	D.	2	Novr	"
111	"	3rd	"	"	7th	"	John Parsells	D.	D	1st	Novr	"	D.	25	Octr	"
112	"	3rd	"	"	7th	"	Daniel Wurrell	D.	D	21st	June	1800	put on b <sup>d</sup> prize Schooner <i>L'Unité</i>	21	June	"
113	"	3rd	"	"	7th	"	Robert Irvin	D.	D	22nd	Octr	"	Term engag <sup>d</sup> for expired	19	Octr	"
114	"	3rd	"	"	7th	"	Samuel Billings	Quart <sup>r</sup> Gunr	D	30th	"	"	D.	26	"	"
115	"	4th	"	"	7	"	Benjamin Totman	Seaman	D	30th	"	"	D.	26	"	"
116	"	4th	"	"	7th	"	Isaac Garrett	D.	D	30th	"	"	D.	26	"	"
117	"	4th	"	"	7th	"	Thomas Bird	D.	D	27th	"	"	D.	26	"	"
118	"	4th	"	"	7th	"	John Richmond	D.	D	26th	"	"	D.	26	"	"
119	"	4th	"	"	7th	"	Miles Burke	D.	D	31st	"	"	D.	26	"	"

General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued

8 NAVAL OPERATIONS: AUGUST 1799-DECEMBER 1799

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered		
	Day, Month	Year						Day Mo	Year		[Extract from manuscript]		
120	Octr	4 <sup>th</sup>	1799	Octr 7 <sup>th</sup>	N London	James Burrell	Quarrt Gunt	D	31 <sup>st</sup> Octr	1800	Term engaged for expired	26 Octr	1800
121	"	4 <sup>th</sup>	"	Octr 7 <sup>th</sup>	D <sup>e</sup>	John Adams	D <sup>e</sup>	D	22 <sup>nd</sup>	"	D <sup>e</sup> D <sup>e</sup>	16 "	"
122	"	5 <sup>th</sup>	"	"	D <sup>e</sup>	Robert Smith	D <sup>e</sup>	D	30 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup>	26 "	"
123	"	5 <sup>th</sup>	"	"	D <sup>e</sup>	Lewis Thomas	D <sup>e</sup>	D	24 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup>	19 "	"
124	"	5 <sup>th</sup>	"	"	D <sup>e</sup>	Peter Toles	D <sup>e</sup>	D	2 <sup>nd</sup> Jan <sup>y</sup>	1800	put on b <sup>d</sup> prize Brig <i>Italie Conquesse</i>	2 Jan <sup>y</sup>	"
125	"	5 <sup>th</sup>	"	"	D <sup>e</sup>	James M <sup>c</sup> Kensey	D <sup>e</sup>	D	31 <sup>st</sup> [Oct.]	"	Term of Service expired	26 Octr	"
126	"	1 <sup>st</sup>	"	"	D <sup>e</sup>	Nad Dickenson	Boy	D	7 <sup>th</sup> Nov <sup>r</sup>	"	D <sup>e</sup> D <sup>e</sup>	2 Nov <sup>r</sup>	"
127	"	1 <sup>st</sup>	"	"	D <sup>e</sup>	John Sweet	Seaman	D	20 <sup>th</sup> Octr	"	D <sup>e</sup> D <sup>e</sup>	19 Octr	"
128	Octr	1 <sup>st</sup>	"	"	D <sup>e</sup>	Peter Kelley	Landsman	D	30 <sup>th</sup> Octr	1800	Term engag <sup>d</sup> for expired	26 "	"
129	Sept	30 <sup>th</sup>	"	"	D <sup>e</sup>	Henry Beardsley	D <sup>e</sup>	D	1 <sup>st</sup> Nov <sup>r</sup>	"	expiration of this Muster transferd	9 Nov <sup>r</sup>	"
130	Octr	1 <sup>st</sup>	"	"	D <sup>e</sup>	Samuel Hawkins	Ord <sup>y</sup> Seamm <sup>n</sup>	D	12 <sup>th</sup> Nov <sup>r</sup>	"	Term engaged for expired	26 Octr	"
131	Sept	30	"	"	D <sup>e</sup>	Patrick Lawlor	Seaman	D	22 <sup>nd</sup> Octr	"	D <sup>e</sup> D <sup>e</sup>	19 "	"
132	"	30 <sup>th</sup>	"	"	D <sup>e</sup>	Patrick Roach	D <sup>e</sup>	D	22 <sup>nd</sup>	"	D <sup>e</sup> D <sup>e</sup>	19 "	"
133	Octr	1 <sup>st</sup>	"	"	D <sup>e</sup>	John Woodless	Landsman	DS	22 <sup>nd</sup> May	1800	(30 days expired, sent sick to the Hospital at St Kitts ye 22 <sup>nd</sup> Ap <sup>l</sup> returned from hospital and plac <sup>d</sup> on b <sup>d</sup> prize Schooner <i>L'Piege June 3<sup>d</sup> 1800.</i> )	22 Ap <sup>l</sup>	"
134	"	2 <sup>nd</sup>	"	"	D <sup>e</sup>	John Conley	D <sup>e</sup>	D	30 <sup>th</sup> Octr	"	Time engaged for expired	26 Octr	"
135	Sept	30	"	"	D <sup>e</sup>	Samuel Cody	Ord <sup>y</sup> Seaman	D	24 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup>	19 "	"
136	Octr	1 <sup>st</sup>	"	"	D <sup>e</sup>	Edw <sup>d</sup> Fitzgerald	Landsman	D	30 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup>	26 "	"
137	"	4 <sup>th</sup>	"	"	D <sup>e</sup>	Seth Done	Seaman	D	22 <sup>nd</sup>	"	D <sup>e</sup> D <sup>e</sup>	19 "	"
138	Sept	30 <sup>th</sup>	"	"	D <sup>e</sup>	Christopher Horn	Boy	D	2 <sup>nd</sup> Jan <sup>y</sup>	1800	put on b <sup>d</sup> prize Brig <i>Italie Conquesse</i>	2 Jan <sup>y</sup>	"
139	Octr	4 <sup>th</sup>	"	"	D <sup>e</sup>	Samuel Curri	D <sup>e</sup>	D	2 <sup>nd</sup>	1800	D <sup>e</sup> D <sup>e</sup>	2 "	"
140	"	1 <sup>st</sup>	"	"	D <sup>e</sup>	Robert Dwerre	Ord <sup>y</sup> Seamm <sup>n</sup>	D	30 <sup>th</sup> Octr	"	Term engaged for expired	26 Octr	"
141	Octr	4	"	"	D <sup>e</sup>	Joseph Deering	Seaman	DSQ	25 <sup>th</sup> febr <sup>y</sup>	1800	30 days expired, sent sick to the hospital at St Kitts, Jan <sup>y</sup> 26 <sup>th</sup> 1800.	26 Febr <sup>y</sup>	"
142	"	1 <sup>st</sup>	"	"	D <sup>e</sup>	James Fletcher	D <sup>e</sup>	D	30 <sup>th</sup> Octr	"	Term of Service expired	26 Octr	"
143	"	3 <sup>rd</sup>	"	"	D <sup>e</sup>	Charles Peterson	D <sup>e</sup>	D	30 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup>	26 "	"
144	Sept	30	"	"	D <sup>e</sup>	William Duuine	Ord <sup>y</sup> Seamm <sup>n</sup>	D	30 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup>	26 "	"
145	Octr	4 <sup>th</sup>	"	"	D <sup>e</sup>	John Whitney	Quarrt Mast <sup>r</sup>	D	2 <sup>nd</sup> Jan <sup>y</sup>	1800	put on b <sup>d</sup> prize Brig <i>Italie Conquesse</i>	2 Jan <sup>y</sup>	"
146	"	5 <sup>th</sup>	"	"	D <sup>e</sup>	Henry Mason	Ord <sup>y</sup> Seamm <sup>n</sup>	D	30 Octr	"	D <sup>e</sup> D <sup>e</sup>	26 Octr	"
147	"	1 <sup>st</sup>	"	"	D <sup>e</sup>	Thomas Lewis	Seaman	D	30 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup>	26 "	"
148	"	3 <sup>rd</sup>	"	"	D <sup>e</sup>	John Smith	D <sup>e</sup>	D	Nov <sup>r</sup> 1 <sup>st</sup>	"	D <sup>e</sup> D <sup>e</sup>	26 "	"
149	"	4 <sup>th</sup>	"	"	D <sup>e</sup>	James Little	D <sup>e</sup>	D	28 <sup>th</sup> Sept	1800	put on b <sup>d</sup> Luggar, prize to U. S. Schooner, <i>Enterprize</i> .	26 Sept	"
150	"	1 <sup>st</sup>	"	"	D <sup>e</sup>	James Hynds	Ord <sup>y</sup> Seamm <sup>n</sup>	D	30 [Oct.]	"	D <sup>e</sup> D <sup>e</sup>	26 Octr	"
151	Sept	30 <sup>th</sup>	"	"	D <sup>e</sup>	Christopher Crowell	D <sup>e</sup>	D	22 <sup>nd</sup> [Oct.]	"	D <sup>e</sup> D <sup>e</sup>	19 "	"
	May	15	"	July 17 <sup>th</sup>	Middletown	Aaron Smith	Masters Mate	R,	26 <sup>th</sup> Aug <sup>t</sup>	1799	at New London	20 Aug <sup>t</sup>	1799

	July	10 <sup>th</sup>	"	July	10 <sup>th</sup>	D <sup>e</sup>	Gordon Crandal	Ord <sup>y</sup> Seaman	D,	24 <sup>th</sup>	"	"	unfit for duty	25	"	"
	"	17 <sup>th</sup>	"	"	17 <sup>th</sup>	D <sup>e</sup>	Moses Clark	Landman	D,	26 <sup>th</sup>	Sept	"	unfit for duty	22	Sept	"
	"	15 <sup>th</sup>	"	"	15 <sup>th</sup>	D <sup>e</sup>	Stephen Hilyard	D <sup>e</sup>	DSQ	5 <sup>th</sup>	"	"	{ 30 days Expired, sent sick on shore at Saybrooke August 6 <sup>th</sup> —	6	Aug <sup>t</sup>	"
				Aug <sup>t</sup>	1 <sup>st</sup>	Haddam	John M <sup>c</sup> Neel [or M <sup>c</sup> Neef]		D,	5 <sup>th</sup>	Aug <sup>t</sup>	"	unfit for duty	4	Aug <sup>t</sup>	1799
	June	4 <sup>th</sup>	"	July	17 <sup>th</sup>	Middletown	Elisha Sheperd	Sail <sup>r</sup> Master	D,	25 <sup>th</sup>	July	"	at Middletown			
	June	4 <sup>th</sup>	"	June	26 <sup>th</sup>	D <sup>e</sup>	Joshua Antonio	Ord <sup>y</sup> Seaman	R,	11 <sup>th</sup>	July	"	Middletown			
	June	11 <sup>th</sup>	1799	June	26 <sup>th</sup>	Middletown	Hezekiah Gun		R	July 13 <sup>th</sup>	1799	"	Middletown			
		12	"	June	26 <sup>th</sup>	D <sup>e</sup>	Joseph Stevens		R	5 <sup>th</sup>	July	"	D <sup>e</sup>			
	Sept	30 <sup>th</sup>	"	Sept	30	N London	James Ripner	Boy	D,	11 <sup>th</sup>	Octr	"	{ being an apprentice was demanded & given up to his Master	6	Octr	1799
	"	30 <sup>th</sup>	"	Octr	5 <sup>th</sup>	D <sup>e</sup>	Joshua Sears		D	10 <sup>th</sup>	"	"	unfit for duty	6	"	"
	"	20	"	"	5 <sup>th</sup>	D <sup>e</sup>	Charles Woodman		D	10	"	"	unfit for duty	6	"	"
	Octr	2 <sup>nd</sup>	"	"	6 <sup>th</sup>	D <sup>e</sup>	John English		D	11 <sup>th</sup>	"	"	unfit for duty	6	"	"
152	Jan <sup>y</sup>	1 <sup>st</sup>	1800	Jan <sup>y</sup>	1 <sup>st</sup>	St Kitts	William Hammond	Ord <sup>y</sup> Seam <sup>e</sup>	D	30 <sup>th</sup>	Octr	1800	Term engaged for expired	26	"	1800
153	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Benedict Babcock	D <sup>e</sup>	D	1 <sup>st</sup>	Nov <sup>r</sup>	"	D <sup>e</sup> D <sup>e</sup>	26	"	"
154	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Jabez Miller	D <sup>e</sup>	D	24 <sup>th</sup>	Octr	"	D <sup>e</sup> D <sup>e</sup>	19	"	"
155	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Thomas Johnson	D <sup>e</sup>	D	7 <sup>th</sup>	Nov <sup>r</sup>	"	D <sup>e</sup> D <sup>e</sup>	2	Nov <sup>r</sup>	"
156	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Joseph Gardner	D <sup>e</sup>	D	22 <sup>nd</sup>	Octr	"	D <sup>e</sup> D <sup>e</sup>	19	Octr	"
157	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Jeffery D Green	Masters Mate		12 <sup>th</sup>	Nov <sup>r</sup>	"	expiration of this Muster transferd	9	Nov <sup>r</sup>	"
158	"	1 <sup>st</sup>	"	"	1 <sup>st</sup>	D <sup>e</sup>	Joseph Sutcliff	Ord <sup>y</sup> Seam <sup>e</sup>	D	30 <sup>th</sup>	Octr	"	Term engaged for expired	26	Octr	"
159	March	13 <sup>th</sup>	"	March	13 <sup>th</sup>	D <sup>e</sup>	Cesar Hurlbut	D <sup>e</sup>	D	2 <sup>nd</sup>	Nov <sup>r</sup>	"	D <sup>e</sup> D <sup>e</sup>	2	Nov <sup>r</sup>	"
160	April	2 <sup>nd</sup>	"	Apr	2 <sup>nd</sup>	D <sup>e</sup>	William Richards	D <sup>e</sup>	D	7 <sup>th</sup>	Nov <sup>r</sup>	"	D <sup>e</sup> D <sup>e</sup>	2	"	"
161	"	"	"	"	2 <sup>nd</sup>	D <sup>e</sup>	John Clark 2 <sup>nd</sup>	D <sup>e</sup>	DSQ	17 <sup>th</sup>	May	1800	{ 30 days expired, sent sick to hospital St Kitts 17 <sup>th</sup> April 1800, belong <sup>s</sup> to the U S frigate Adams —	17	May	"
162	Ap <sup>r</sup>	17 <sup>th</sup>	"	"	17 <sup>th</sup>	D <sup>e</sup>	Lott Richardson	D <sup>e</sup>	D	26	Sept	1800	{ put on b <sup>d</sup> Luggar, price to U S Schoot <i>Enterprize</i>	26	Sept	"
164	Ap <sup>r</sup>	23 <sup>d</sup>	"	Ap <sup>r</sup>	23 <sup>d</sup>	D <sup>e</sup>	Benjamin Russell	D <sup>e</sup>	D	25 <sup>th</sup>	June	1800	{ put on board prize Schooner <i>L'Piege</i>	21	June	"
165	"	30 <sup>th</sup>	"	Ap <sup>r</sup>	30 <sup>th</sup>	St Thomas	Alexander Anderson	Seaman	D	1 <sup>st</sup>	Nov <sup>r</sup>	"	Term engaged for expired	26	Octr	"
166	"	"	"	June	2 <sup>nd</sup>	St Kitts	William Williams	Quart <sup>r</sup> Mast <sup>r</sup>	D	3 <sup>d</sup>	June	1800	{ put on b <sup>d</sup> prize Brig <sup>t</sup> <i>Martha &amp; Mary</i> for St Kitts belong <sup>s</sup> to U S frigate <i>John Adams</i> —			
167	"	"	"	"	2 <sup>nd</sup>	D <sup>e</sup>	James Swan		D	6 <sup>th</sup>	June	1800	{ put on b <sup>d</sup> prize Schooner <i>L'Unite</i> , belong <sup>s</sup> to U S frigate <i>John Adams</i>			
168	"	"	"	"	2 <sup>nd</sup>	D <sup>e</sup>	Richard Holston	Ord <sup>y</sup> Seaman	D	13 <sup>th</sup>	Sept	1800	{ returnd to the U S Ship <i>Petapsco</i> , where he belong <sup>d</sup>	7	Sept	"
169	"	"	"	"	2 <sup>nd</sup>	D <sup>e</sup>	Benja <sup>s</sup> Robinson	D <sup>e</sup>	D	13 <sup>th</sup>	"	1800	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	7	"	"
170	"	"	"	"	2 <sup>nd</sup>	D <sup>e</sup>	David Solomon	D <sup>e</sup>	D	13 <sup>th</sup>	"	1800	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	7	"	"
171	"	"	"	"	2 <sup>nd</sup>	D <sup>e</sup>	George Jarvis	D <sup>e</sup>	D	3 <sup>d</sup>	June	"	{ put on b <sup>d</sup> prize Brig <sup>t</sup> <i>Martha &amp; Mary</i> belong <sup>s</sup> to the U S frigate <i>John Adams</i>			
172	June	2 <sup>nd</sup>	"	June	2 <sup>nd</sup>	D <sup>e</sup>	Joseph Edwards	D <sup>e</sup>	D	6 <sup>th</sup>	Nov <sup>r</sup>	"		2	Nov <sup>r</sup>	"
173	"	"	"	"	2 <sup>nd</sup>	D <sup>e</sup>	Robert Dewar Wainwright	Midshipm <sup>e</sup>	D	6 <sup>th</sup>	June	1800	{ put on b <sup>d</sup> prize Schooner <i>L'Unite</i> , for St Kitts belong <sup>s</sup> to the U S frigate <i>John Adams</i> .			
174	"	"	"	"	10 <sup>th</sup>	D <sup>e</sup>	George Calder	D <sup>e</sup>	D	19 <sup>th</sup>	June	1800	{ at St Kitts, belong <sup>s</sup> to U S Ship <i>Petapsco</i>	15	June	"
175	June	10 <sup>th</sup>	"	"	10 <sup>th</sup>	D <sup>e</sup>	James G. Avery	Masters Mate	D	30 <sup>th</sup>	Sept	1800	discharg <sup>d</sup> for disobedience of Orders	28	Sept	"
176	"	10 <sup>th</sup>	"	"	10 <sup>th</sup>	D <sup>e</sup>	William Wickham	Midshipman	D	5 <sup>th</sup>	Nov <sup>r</sup>	"	Term of Service expired	2	Nov <sup>r</sup>	"
177	"	10 <sup>th</sup>	"	"	10 <sup>th</sup>	D <sup>e</sup>	Henry Hews	Ord <sup>y</sup> Seam <sup>e</sup>	D	6 <sup>th</sup>	"	"	D <sup>e</sup>	2	"	"

QUASI-WAR—UNITED STATES AND FRANCE 9

General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered
	Day, Month	Year						Day M <sup>y</sup>	Year		[Extract from manuscript]
178	June 10 <sup>th</sup>	1800	June 10 <sup>th</sup>	St Kitts	Joseph Tarbox	Ord <sup>y</sup> Seaman	D	6 <sup>th</sup> Novr	1800	Term of Service expired	2 Novr 1800
179		"	July 17 <sup>th</sup>	Mal <sup>r</sup> tinico	Martin Null		D	25 <sup>th</sup> July	1800	returned to U S. frigate <i>Philadelphia</i>	20 July "
180		"	" 17	D <sup>e</sup>	Asa Bramble		D	25 <sup>th</sup> "	1800	D <sup>e</sup> D <sup>e</sup>	20 " "
181			" 21 <sup>st</sup>	at Sea	James Penrose	Midships	D	22 <sup>nd</sup> July	"	put on bo <sup>d</sup> prize Ketch <i>Chouchou</i> for America from U S. Fr <sup>igate</sup> <i>Philadelphia</i>	
182			Sep <sup>r</sup> 13 <sup>th</sup>	St Kitts	Joseph Dorr	Midshipm <sup>n</sup>		12 <sup>th</sup> Novr	"	Expiration of this Muster transferd.	9 Novr "
183			Sep <sup>r</sup> 13 <sup>th</sup>	D <sup>e</sup>	William Phillips	Ord <sup>y</sup> Seaman	D	30 Oct <sup>r</sup>	"		26 Oct <sup>r</sup> "

United States Ship *Connecticut* November 12<sup>th</sup> 1800  
 [Signed] MOSES TRYON *Captain*

10 NAVAL OPERATIONS; AUGUST 1799-DECEMBER 1799



[MARINES]

7	Augt 27 <sup>th</sup>	1799	Sept 26 <sup>th</sup>	New London	Newton Keene	Lieut Marines		1 <sup>st</sup> Novr	1800	expiration of this muster	26 Octr	1800
1			Augt 28 <sup>th</sup>	D <sup>e</sup>	Nathanl F. Mix	Sergt "		12 <sup>th</sup> "	"	30 days expired; sent sick to the hospital at St Kitts 19 <sup>th</sup> June; returned from hospital & put on board prize schoo: L'Unité for America 21 <sup>st</sup> June	9 Novr	"
2			Octr 7 <sup>th</sup>	D <sup>e</sup>	John Galligher	D <sup>e</sup> "	DS	19 <sup>th</sup> July	"	expiration of this Muster	19 June	"
3			Augt 22	D <sup>e</sup>	James Willson	Corporal "		12 <sup>th</sup> Novr	"		9 Novr	"
4			Octr 7 <sup>th</sup>	D <sup>e</sup>	Levi Pritchert	D <sup>e</sup>		12 "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
5			July 20 <sup>th</sup>	Chatham	Peter Doyle	Private		12 "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
6			" 20 <sup>th</sup>	D <sup>e</sup>	Oliver Hancock	D <sup>e</sup>		12 "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
7			" 20 <sup>th</sup>	D <sup>e</sup>	Jeremiah Gechell	D <sup>e</sup>		12 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
8			Augt 22 <sup>nd</sup>	New London	John Gould	D <sup>e</sup>	DSQ	"	"	sent on Shore Sick 7 <sup>th</sup> Novr 1800	7 "	"
9			" 22	D <sup>e</sup>	Phillip Tilleborough	D <sup>e</sup>		12 <sup>th</sup> "	"	expiration of this muster	9 "	"
10			" 22 <sup>nd</sup>	D <sup>e</sup>	Andrew Congden	D <sup>e</sup>		12 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
11			" 22 <sup>nd</sup>	D <sup>e</sup>	John Stebbins	D <sup>e</sup>		12 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
12			" 22	D <sup>e</sup>	Peter Smit	D <sup>e</sup>		"	"	sent on shore sick 11 <sup>th</sup> Novr 1800	9 "	"
13			" 29 <sup>th</sup>	D <sup>e</sup>	Thomas Taylor	D <sup>e</sup>	DSQ	"	"	sent on shore sick 27 <sup>th</sup> Octr "	27 Octr	"
14			Sept 13 <sup>th</sup>	D <sup>e</sup>	John M Phelps	D <sup>e</sup>		4 <sup>th</sup> "	"	went off without leave	4 Novr	"
15			" 21 <sup>st</sup>	D <sup>e</sup>	Reubin Adams	D <sup>e</sup>		12 <sup>th</sup> "	"	expiration of this Muster	9 "	"
16			" 26	D <sup>e</sup>	Caleb Chappell	D <sup>e</sup>		12 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
17			Octr 2 <sup>nd</sup>	D <sup>e</sup>	Henry Edwards	D <sup>e</sup>		12 "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
18			" 9 <sup>th</sup>	D <sup>e</sup>	John W Snow	D <sup>e</sup>		12 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
19			" 7 <sup>th</sup>	D <sup>e</sup>	Mordcai Doran	D <sup>e</sup>	DSQ	"	"	Sent on shore sick 27 <sup>th</sup> Octr 1800	27 Octr	"
20			" 7 <sup>th</sup>	D <sup>e</sup>	Francis Sellers	D <sup>e</sup>		12 <sup>th</sup> "	"	expiration of this Muster	9 Novr	"
21			" 7 <sup>th</sup>	D <sup>e</sup>	John Hutchins	D <sup>e</sup>		12 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
22			" 7 <sup>th</sup>	D <sup>e</sup>	Smith Woodruff	D <sup>e</sup>		12 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
23			" 7 <sup>th</sup>	D <sup>e</sup>	Samuel Shaw	D <sup>e</sup>		12 <sup>th</sup> "	"	D <sup>e</sup> D <sup>e</sup>	9 "	"
24			" 7 <sup>th</sup>	D <sup>e</sup>	John Letts	D <sup>e</sup>	DSQ	"	"	sent on shore sick 28 <sup>th</sup> Octr 1800	24 Octr	"
25			July 20 <sup>th</sup>	Chatham	Nehemiah Richards	D <sup>e</sup>	R	9 <sup>th</sup> Octr	1799	At New London	9 "	1799
26			Octr 7 <sup>th</sup>	N London	Simon Clark	D <sup>e</sup>	D	13 <sup>th</sup> "	"	unfit for duty	13 "	"
27			Augt 22 <sup>nd</sup>	D <sup>e</sup>	Millton Howard	D <sup>e</sup>		12 <sup>th</sup> Novr	1800	expiration of this muster	9 Novr	1800
			July 20 <sup>th</sup>	Chatham	William Robinson	D <sup>e</sup>	R	14 <sup>th</sup> Sept	1799	at New London	14 Sept.	1799
			Augt 22 <sup>nd</sup>	New London	_____ Duffee	D <sup>e</sup>	D	8 <sup>th</sup>	"	unfit for duty	8 Sept	1799
			" 22 <sup>nd</sup>	D <sup>e</sup>	_____ Benedict	Sergt	D	28 <sup>th</sup> Augt	"	out recruiting at time of Sailing	28 Augt	"
			Sept 5 <sup>th</sup>	D <sup>e</sup>	Ira Chapman	Private	DSQ	3 <sup>rd</sup> Novr	"	30 days expired; sent sick on shore at New London Octr 4 <sup>th</sup> 1799 -	4 Octr	"

United States Ship *Connecticut* November 12<sup>th</sup> 1800

[Signed] MOSES TRYON *Captain*

General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued

[SUPERNUMERARIES]

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered
	Day, Month	Year						Day M <sup>y</sup>	Year		[Extract from manuscript]
1			July 28 <sup>th</sup>	Haddam	G. H. Knapps	Caulker	D	Augt 26 <sup>th</sup>	1799	New London	25 Aug <sup>t</sup> 1799
2			" 28	D <sup>e</sup>	John Babee	D <sup>e</sup>	D	" 26	"	D <sup>e</sup>	25 " "
3			Augt 30 <sup>th</sup>	N London			D	Sept 3 <sup>rd</sup>	"	D <sup>e</sup>	1 Sept " "
4			" 30 <sup>th</sup>	D <sup>e</sup>			D	" 3 <sup>rd</sup>	"	D <sup>e</sup>	1 " " "
5			" 31 <sup>st</sup>	D <sup>e</sup>			D	" 3 <sup>rd</sup>	"	D <sup>e</sup>	1 " " "
6			Sept 3 <sup>rd</sup>	D <sup>e</sup>	Mark Edgar	Joiner	D	" 26	"	D <sup>e</sup>	22 " " "
7			Deer 31 <sup>st</sup>	at Sea	Names unknown	(American Prison- ers taken from on b <sup>t</sup> prize Brig <sup>t</sup> <i>Ralie Conquest</i> )	D	Jan <sup>y</sup> 2 <sup>nd</sup>	1800	St Kitts	
8			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
9			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
10			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
11			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
12			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
13			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
14			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
15			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
16			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
17			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
18			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
19			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
20			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
21			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
22			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
23			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
24			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
25			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
26			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
27			" 31 <sup>st</sup>	D <sup>e</sup>	D <sup>e</sup> D <sup>e</sup>	D <sup>e</sup>	D	" 2 <sup>nd</sup>	"	D <sup>e</sup>	
28			Sept 22 <sup>nd</sup> 1800	D <sup>e</sup>	Elisha Knapps	(taken from a Wreck & Sick	D	Novr 10 <sup>th</sup>	"	New London	9 Novr 1800
29			Octr 30	N London	Jacob Weaver	Boat <sup>e</sup> Mate		Novr 12 <sup>th</sup>	"	{A deserter from the Sloop of war <i>Trumbull</i>	9 " "
30			Novr 3 <sup>rd</sup>	D <sup>e</sup>	Anthony Nichols	rigger		Novr 12 <sup>th</sup>	"	expiration of this Muster, Transfer'd	9 " "
31			" 3 <sup>rd</sup>	D <sup>e</sup>	Matthew M <sup>c</sup> Daniels	D <sup>e</sup>		" 12 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	9 " "
32			" 3 <sup>rd</sup>	D <sup>e</sup>	John Jones	D <sup>e</sup>		" 12 <sup>th</sup>	"	D <sup>e</sup> D <sup>e</sup> D <sup>e</sup>	9 " "

12 NAVAL OPERATIONS; AUGUST 1799—DECEMBER 1799

33	3rd	James Patterson	12th	D	D	D	9
34	3rd	Stephen Robbins	12th	D	D	D	9
35	3rd	John Shaw	12th	D	D	D	9
36	3rd	Francis Daniels	12th	D	D	D	9
37	3rd	Abby Daniels	12th	D	D	D	9
38	3rd	David Poole	12th	D	D	D	9

United States Ship *Connecticut* November 12<sup>th</sup> 1800

[Signed] MOSES TRYON *Captain*

[PRISONERS]

1	Decr 7 <sup>th</sup> 1799	Brig <i>Penelope</i>	Jean Louise	D	9 <sup>th</sup> Decr 1799	Delivd to David M. Clarkson N <sup>y</sup> Agt St Kitts —	8 Decr 1799
2	7 <sup>th</sup>	D <sup>e</sup>	Pierre Voyine	D	9 <sup>th</sup>	D <sup>e</sup> D <sup>e</sup>	8
3	7 <sup>th</sup>	D <sup>e</sup>	Robert Seveits	D	9 <sup>th</sup>	D <sup>e</sup> D <sup>e</sup>	8
4	7 <sup>th</sup>	D <sup>e</sup>	Nichol Brisson	D	9 <sup>th</sup>	D <sup>e</sup> D <sup>e</sup>	8
5	7 <sup>th</sup>	D <sup>e</sup>	John Felme [?]	D	9 <sup>th</sup>	D <sup>e</sup> D <sup>e</sup>	8
6	7 <sup>th</sup>	D <sup>e</sup>	Chales Pappa	D	9 <sup>th</sup>	D <sup>e</sup> D <sup>e</sup>	8
7	7 <sup>th</sup>	D <sup>e</sup>	Jean Baptiste	D	9 <sup>th</sup>	D <sup>e</sup> D <sup>e</sup>	8
8	29 <sup>th</sup>	{ Brig <i>Italia</i> <i>Conquese</i>	Laurent Langlois	Captain	D 31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
9	29 <sup>th</sup>	D <sup>e</sup>	Lieu <sup>t</sup>	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
10	29 <sup>th</sup>	D <sup>e</sup>	D <sup>e</sup>	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
11	29 <sup>th</sup>	D <sup>e</sup>	Surgeon	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
12	29 <sup>th</sup>	D <sup>e</sup>	Clerk	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
13	29 <sup>th</sup>	D <sup>e</sup>	Prize Master	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
14	29 <sup>th</sup>	D <sup>e</sup>	D <sup>e</sup>	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
15	29 <sup>th</sup>	D <sup>e</sup>	Robert Caussen	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
16	29 <sup>th</sup>	D <sup>e</sup>	Laroach'd	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
17	29 <sup>th</sup>	D <sup>e</sup>	Thomas Ponyar	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
18	29 <sup>th</sup>	D <sup>e</sup>	Antonoin Phillip	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
19	29 <sup>th</sup>	D <sup>e</sup>	Louise Monreaurr	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
20	29 <sup>th</sup>	D <sup>e</sup>	Peter Porlevan	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
21	29 <sup>th</sup>	D <sup>e</sup>	Allerey	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
22	29 <sup>th</sup>	D <sup>e</sup>	Louise Guesmarre- neau	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
23	29 <sup>th</sup>	D <sup>e</sup>	Dinnar Degause	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
24	29 <sup>th</sup>	D <sup>e</sup>	Francis Alleseur	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
25	29 <sup>th</sup>	D <sup>e</sup>	O. Stamtive	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
26	29 <sup>th</sup>	D <sup>e</sup>	Peter Bresseau	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
27	29 <sup>th</sup>	D <sup>e</sup>	Peter Freverivere	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
28	29 <sup>th</sup>	D <sup>e</sup>	Nicholas Packive	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
29	29 <sup>th</sup>	D <sup>e</sup>	Laveandia Bull	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
30	29 <sup>th</sup>	D <sup>e</sup>	Andre Severree	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
31	29 <sup>th</sup>	D <sup>e</sup>	Allen Sangasbierre	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
32	29 <sup>th</sup>	D <sup>e</sup>	Attoine Sayapee	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29
33	29 <sup>th</sup>	D <sup>e</sup>	Pierre Decone	D	31 <sup>st</sup>	D <sup>e</sup> D <sup>e</sup>	29

General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered
	Day, Month	Year						Day Mo	Year		
34			Decr 29 <sup>th</sup>	Bright <i>Italia</i> <i>Conguere</i>	Pamess Luss		D	31 <sup>st</sup>	Decr 1799	Deliv'd to David M. Clarkson N <sup>y</sup> Ag't St Kitts —	29 Decr 1799
35			" 29 <sup>th</sup>	Do	Itlam Lassise		D	31 <sup>st</sup>	" "	Do Do	29 " "
36			" 29 <sup>th</sup>	Do	Peter Frederick		D	31 <sup>st</sup>	" "	Do Do	29 " "
37			" 29 <sup>th</sup>	Do	Jean ls Babtisteta- vees.		D	31 <sup>st</sup>	" "	Do Do	29 " "
38			" 29 <sup>th</sup>	Do	Antoine Morea		D	31 <sup>st</sup>	" "	Do Do	29 " "
39			" 29 <sup>th</sup>	Do	Joseph Graxie		D	31 <sup>st</sup>	" "	Do Do	29 " "
40			" 29 <sup>th</sup>	Do	Dominico Deladar		D	31 <sup>st</sup>	" "	Do Do	29 " "
41			" 29 <sup>th</sup>	Do	Joseph Gobria		D	31 <sup>st</sup>	" "	Do Do	29 " "
42			" 29 <sup>th</sup>	Do	Peter Christian		D	31 <sup>st</sup>	" "	Do Do	29 " "
43			" 29 <sup>th</sup>	Do	Matthew Connouier		D	31 <sup>st</sup>	" "	Do Do	29 " "
44			" 29 <sup>th</sup>	Do	Peter Oliver		D	31 <sup>st</sup>	" "	Do Do	29 " "
45			" 29 <sup>th</sup>	Do	Robert Tisteratie [?]		D	31 <sup>st</sup>	" "	Do Do	29 " "
46			" 29 <sup>th</sup>	Do	John Ryal		D	31 <sup>st</sup>	" "	Do Do	29 " "
47			" 29 <sup>th</sup>	Do	Pierre Marie		D	31 <sup>st</sup>	" "	Do Do	29 " "
48			" 29 <sup>th</sup>	Do	Fissuere		D	31 <sup>st</sup>	" "	Do Do	29 " "
49			" 29 <sup>th</sup>	Do	John Louise Cor- quah.		D	31 <sup>st</sup>	" "	Do Do	29 " "
50			" 29 <sup>th</sup>	Do	Laurena Marshe		D	31 <sup>st</sup>	" "	Do Do	29 " "
51			" 29 <sup>th</sup>	Do	Nichol Fume		D	31 <sup>st</sup>	" "	Do Do	29 " "
52			" 29 <sup>th</sup>	Do	Petar Gydoor		D	31 <sup>st</sup>	" "	Do Do	29 " "
53			" 29 <sup>th</sup>	Do	Hive Fatey [?]		D	31 <sup>st</sup>	" "	Do Do	29 " "
54			" 29 <sup>th</sup>	Do	John Ramo		D	31 <sup>st</sup>	" "	Do Do	29 " "
55			" 29 <sup>th</sup>	Do	Peter Froir		D	31 <sup>st</sup>	" "	Do Do	29 " "
56			" 29 <sup>th</sup>	Do	Louise Birture		D	31 <sup>st</sup>	" "	Do Do	29 " "
57			" 29 <sup>th</sup>	Do	Pierre Baptiste		D	31 <sup>st</sup>	" "	Do Do	29 " "
58			" 29 <sup>th</sup>	Do	Satire		D	31 <sup>st</sup>	" "	Do Do	29 " "
59			" 29 <sup>th</sup>	Do	Roger Bulky		D	31 <sup>st</sup>	" "	Do Do	29 " "
60			" 29 <sup>th</sup>	Do	Louise Jean		D	31 <sup>st</sup>	" "	Do Do	29 " "
61			" 29 <sup>th</sup>	Do	Jean Degraras		D	31 <sup>st</sup>	" "	Do Do	29 " "
62			" 29 <sup>th</sup>	Do	William Play		D	31 <sup>st</sup>	" "	Do Do	29 " "
63			" 29 <sup>th</sup>	Do	Antonio Sevelt		D	31 <sup>st</sup>	" "	Do Do	29 " "
64			" 29 <sup>th</sup>	Do	Joseph Laroachd		D	31 <sup>st</sup>	" "	Do Do	29 " "
65			" 29 <sup>th</sup>	Do	Captain Vyone		D	31 <sup>st</sup>	" "	Do Do	29 " "
66			" 29 <sup>th</sup>	Do	Romerre		D	31 <sup>st</sup>	" "	Do Do	29 " "
67			" 29 <sup>th</sup>	Do	Charles Lavane		D	31 <sup>st</sup>	" "	Do Do	29 " "
68			" 29 <sup>th</sup>	Do	Jane Babtiste fran- cois.		D	31 <sup>st</sup>	" "	Do Do	29 " "
69			" 29 <sup>th</sup>	Do	Francis Pappa		D	31 <sup>st</sup>	" "	Do Do	29 " "

14 NAVAL OPERATIONS; AUGUST 1799—DECEMBER 1799

70		"	29th	D <sup>e</sup>	Pierre Murah	D	31st	"	D <sup>e</sup>	D <sup>e</sup>	29	"	"		
71	March	20th	1800	Schoo <sup>r</sup>	<i>Fricilla</i>	D	3rd	April	1800	D <sup>e</sup>	D <sup>e</sup>	30	March	1800	
72	"	20	"	D <sup>e</sup>	Pierre, Poyan	D	3rd	"	"	D <sup>e</sup>	D <sup>e</sup>	30	"	"	
73	"	20	"	D <sup>e</sup>	Joseph Oliver	D	3rd	"	"	D <sup>e</sup>	D <sup>e</sup>	30	"	"	
74	Apl	2nd	"	"	<i>Commerce</i>	D	3rd	"	"	return <sup>d</sup> on b <sup>d</sup> Schooner <i>Commerce</i> .					
75	"	2nd	"	D <sup>e</sup>		D	3rd	"	"	D <sup>e</sup>	D <sup>e</sup>				
76	"	2nd	"	D <sup>e</sup>		D	3rd	"	"	D <sup>e</sup>	D <sup>e</sup>				
77	"	2nd	"	D <sup>e</sup>		D	3rd	"	"	D <sup>e</sup>	D <sup>e</sup>				
78	"	2nd	"	D <sup>e</sup>		D	3rd	"	"	D <sup>e</sup>	D <sup>e</sup>				
79	"	2nd	"	D <sup>e</sup>		D	3rd	"	"	D <sup>e</sup>	D <sup>e</sup>				
80	"	27	"	{Ship	<i>Thomas Chalkley</i>	Jean Baptiste Inga.	D	3rd	May	"	went on shore at St Johns Portorico, with an officer, for the purpose of assisting to negotiate an exchange of Prisoners; did not return agreeable to his parole of honor deliv <sup>d</sup> to D M Clarkson Nav <sup>y</sup> Ag <sup>t</sup> St. Kitts.	27	April	1800	
81	"	27	"	D <sup>e</sup>	J <sup>e</sup> Bruel		D	20th	"	"		18	May	1800	
82	"	27	"	D <sup>e</sup>	Jaqes David		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
83	"	27	"	D <sup>e</sup>	Louis Bureau		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
84	"	27th	"	D <sup>e</sup>	St Roussery		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
85	"	27th	"	D <sup>e</sup>	Jacquese Ferrott		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
86	"	27	"	D <sup>e</sup>	Alexander Cleeron		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
87	"	27	"	D <sup>e</sup>	Simon Madalby		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
88	"	30	"	{U. S. Brig <sup>t</sup>	<i>Richmond</i>	St Louise	D	7th	"	"	return <sup>d</sup> to the U. S. Brig <sup>t</sup> <i>Richmond</i> .	4	"	"	
89	"	30	"	D <sup>e</sup>	Milard		D	7th	"	"	D <sup>e</sup>	D <sup>e</sup>	4	"	"
90	"	30	"	D <sup>e</sup>	Jean Babtiste		D	20th	"	"	Deliv <sup>d</sup> D. M. Clarkson Esq <sup>r</sup> Nav <sup>y</sup> Ag <sup>t</sup> St Kitts.	18	"	"	
91	"	30	"	D <sup>e</sup>	Jean Moradon		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
92	"	30	"	D <sup>e</sup>	Jean Paul		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
93	"	30	"	D <sup>e</sup>	Antonio Sutre		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
94	"	30th	"	D <sup>e</sup>	Antonio Roach		D	20th	"	"	D <sup>e</sup>	D <sup>e</sup>	18	"	"
95	June	1st	"	{Schooner	<i>L'Piege</i>	Joseph Renness. Cap <sup>t</sup> .	D	2nd	June	"	D <sup>e</sup>	D <sup>e</sup>	1	June	"
96	"	1st	"	D <sup>e</sup>	Joseph Godden		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
97	"	1st	"	D <sup>e</sup>	Jean Coure		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
98	"	1st	"	D <sup>e</sup>	Tisserant		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
99	"	1st	"	D <sup>e</sup>	Francois		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
100	"	1st	"	D <sup>e</sup>	Louise Gabert		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
101	"	1st	"	D <sup>e</sup>	Pierre Violle		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
102	"	1st	"	D <sup>e</sup>	Joseph Bourseul		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
103	"	1st	"	D <sup>e</sup>	Louise Lame		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
104	"	1st	"	D <sup>e</sup>	Jean Battiste Lebre- ton.		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
105	"	1st	"	D <sup>e</sup>	Bastride		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
106	"	1st	"	D <sup>e</sup>	Jean Soseule		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
107	"	1st	"	D <sup>e</sup>	Jean Pierre Joseph		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
108	"	1st	"	D <sup>e</sup>	Toussant debelle		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
109	"	1st	"	D <sup>e</sup>	Opreir Mebliens		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
110	"	1st	"	D <sup>e</sup>	Jean Lacoiffe		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
111	"	1st	"	D <sup>e</sup>	Louise Lamierre		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
112	"	1st	"	D <sup>e</sup>	Louise Marfesse		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"
113	"	1st	"	D <sup>e</sup>	Donne Joseph		D	2nd	"	"	D <sup>e</sup>	D <sup>e</sup>	1	"	"

General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800

N <sup>o</sup>	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered
	Day	Month						Year	Day M <sup>o</sup>		Year
114			June 1 <sup>st</sup> 1800	{Schooner L' Pique	Matthewine Thadea		D	2 <sup>nd</sup>	June 1800	{Deliv <sup>d</sup> D. M. Clarkson Esq <sup>r</sup> N <sup>o</sup> Ag <sup>t</sup> St Kitts.	1 June 1800
115			" 1 <sup>st</sup> "	D <sup>o</sup>	Joseph Canturt		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
116			" 1 <sup>st</sup> "	D <sup>o</sup>	Manoil Delois		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
117			" 1 <sup>st</sup> "	Do	Manoil Laters		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
118			" 1 <sup>st</sup> "	D <sup>o</sup>	Manoel Diceire		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
119			" 1 <sup>st</sup> "	D <sup>o</sup>	Jaen Baptiste Beau- terms.		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
120			" 1 <sup>st</sup> "	D <sup>o</sup>	Jalle Decoine		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
121			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Mariese		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
122			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Jaubien		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
123			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Jacques Range		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
124			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Brendon		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
125			" 1 <sup>st</sup> "	D <sup>o</sup>	Arrie Philippe		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
126			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Toine		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
127			" 1 <sup>st</sup> "	D <sup>o</sup>	Pierre Javeliere		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
128			" 1 <sup>st</sup> "	D <sup>o</sup>	Daniel Louise		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
129			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Almona		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
130			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Jacques		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
131			" 1 <sup>st</sup> "	D <sup>o</sup>	Jille		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
132			" 1 <sup>st</sup> "	D <sup>o</sup>	Martin		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
133			" 1 <sup>st</sup> "	D <sup>o</sup>	John Baptiste Royana.		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
134			" 1 <sup>st</sup> "	D <sup>o</sup>	Louise Bassurre		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
135			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Ferdinandes		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
136			" 1 <sup>st</sup> "	D <sup>o</sup>	Antoine Ferdinandes.		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
137			" 1 <sup>st</sup> "	D <sup>o</sup>	Jean Francois		D	2 <sup>nd</sup>	" "	D <sup>o</sup>	1 " "
138			" 3 <sup>rd</sup> "	{Brigt Martha & Mary	John Batise Pouane	Prize Master	D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "
139			" 3 <sup>rd</sup> "	D <sup>o</sup>	Peter L Bassatterre		D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "
140			" 3 <sup>rd</sup> "	D <sup>o</sup>	Andre St Aurdet		D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "
141			" 3 <sup>rd</sup> "	D <sup>o</sup>	J <sup>e</sup> Derarieux		D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "
142			" 3 <sup>rd</sup> "	D <sup>o</sup>	Maheys		D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "
143			" 3 <sup>rd</sup> "	D <sup>o</sup>	Alexandre		D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "
144			" 3 <sup>rd</sup> "	D <sup>o</sup>	Pierre		D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "
145			" 5 <sup>th</sup> "	Schoo: L' Unité.	Pierre Chaffour		D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "
146			" 5 <sup>th</sup> "	D <sup>o</sup>	Prospect Dubaille		D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "
147			" 5 <sup>th</sup> "	D <sup>o</sup>	Joseph Blanchard		D	9 <sup>th</sup>	" "	D <sup>o</sup>	8 " "

148			"	5th	"	D <sup>e</sup>	St Louis.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
149			"	5th	"	D <sup>e</sup>	St. Pièrre.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
150			"	5th	"	D <sup>e</sup>	Matthew Babbiste.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
151			"	5th	"	D <sup>e</sup>	Jean Babbiste.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
152			"	5th	"	D <sup>e</sup>	Maro Antoine.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
153			"	5th	"	D <sup>e</sup>	J <sup>e</sup> B <sup>e</sup> Baboune.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
154			"	5th	"	D <sup>e</sup>	Jurdin.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
155			"	5th	"	D <sup>e</sup>	Poll Larrett.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
156			"	5th	"	D <sup>e</sup>	Tonion Lavedure.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
157			"	5th	"	D <sup>e</sup>	Charles Carrolei.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
158			"	5th	"	D <sup>e</sup>	Jean Saro.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
159			"	5th	"	D <sup>e</sup>	Louis Ferrel.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
160			"	5th	"	D <sup>e</sup>	J <sup>e</sup> St Jacques.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
161			"	5th	"	D <sup>e</sup>	J <sup>e</sup> Pierre.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
162			"	5th	"	D <sup>e</sup>	Simon Charles.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
163			"	5th	"	D <sup>e</sup>	Jean Babbiste Fel- rure.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
164			"	5th	"	D <sup>e</sup>	Matthew.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
165			"	5th	"	D <sup>e</sup>	Jean B <sup>e</sup> St Thomas.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
166			"	5th	"	D <sup>e</sup>	Nichold.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
167			"	5th	"	D <sup>e</sup>	Francois.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
168			"	5th	"	D <sup>e</sup>	Plden Garden.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
169			"	5th	"	D <sup>e</sup>	Maurst Portugal.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
170			"	5th	"	D <sup>e</sup>	Generd.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
171			"	5th	"	D <sup>e</sup>	Fr Labary.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
172			"	5th	"	D <sup>e</sup>	Modest Murat.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
173			"	5th	"	D <sup>e</sup>	Honore Bastion.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
174			"	5th	"	D <sup>e</sup>	Gabreal Cruel.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
175			"	5th	"	D <sup>e</sup>	Jean Cassard.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
176			"	5th	"	D <sup>e</sup>	Jean M. Louise.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
177			"	5th	"	D <sup>e</sup>	Peter Le Mantou.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
178			"	5th	"	D <sup>e</sup>	Felix Dubair.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
179			"	5th	"	D <sup>e</sup>	Abraami Burtone.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
180			"	5th	"	D <sup>e</sup>	Malveau.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
181			"	5th	"	D <sup>e</sup>	Gregoir Mouan.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
182			"	5th	"	D <sup>e</sup>	Joseph Guviatt.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
183			"	5th	"	D <sup>e</sup>	Francis Dillen.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
184			"	5th	"	D <sup>e</sup>	Munretts Pruvil.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
185			"	5th	"	D <sup>e</sup>	Muhel Cruet.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
186			"	5th	"	D <sup>e</sup>	Jean Bonfort.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
187			"	5th	"	D <sup>e</sup>	Alexander Zabeth.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
188			"	5th	"	D <sup>e</sup>	Bene Durson.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
189			"	5th	"	D <sup>e</sup>	Pier Louise.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
190			"	5th	"	D <sup>e</sup>	Adoniere.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
191			"	5th	"	D <sup>e</sup>	Charles Francois.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
192			"	5th	"	D <sup>e</sup>	Fr St Michel.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
193			"	5th	"	D <sup>e</sup>	Daniel.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
194			"	5th	"	D <sup>e</sup>	Labourder.	D	9th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
195			"	17th	"	Schooner Bet- sy.	Jaqes Chardon.	Prize Master.	D	18th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"
196			"	17th	"	D <sup>e</sup>	Michael Handvert.	D	18th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	
197			"	17th	"	D <sup>e</sup>	Antoine Cape.	D	18th	"	"	D <sup>e</sup>	D <sup>e</sup>	8	"	"	

General Muster Roll of the United States Vessel of War the *Connecticut* between the first day of August 1799 and the twelfth day of November 1800—Continued

No	Entry		Appearance on board	Whence	Names	Station	D[*] D. D. or R.	When		Where or for what reason	When Mustered	
	Day, Month	Year						Day Mo	Year		[Extract from manuscript]	
198			June 17 <sup>th</sup> 1800	{Schooner <i>Betsy</i> }	Julian Calais		D	18 <sup>th</sup> June	1800	{Deliv <sup>d</sup> D. M. Clarkson Esq <sup>r</sup> N <sup>r</sup> Ag <sup>t</sup> St Kitts.		
199		" 17 <sup>th</sup> "	D <sup>e</sup>		Louis St Thomas		D	18 <sup>th</sup> "	"		D <sup>e</sup> .....D <sup>e</sup> .....	
200		" 17 <sup>th</sup> "	D <sup>e</sup>		Jean Baptist		D	18 <sup>th</sup> "	"		D <sup>e</sup> .....D <sup>e</sup> .....	
201		" 17 <sup>th</sup> "	D <sup>e</sup>	Andre Augurs		D	18 <sup>th</sup> "	"	"	D <sup>e</sup> .....D <sup>e</sup> .....		
202		July 15 <sup>th</sup> "		{Ketch <i>Chouchou</i> }	Pierre Brignat	Lieut.	D	22 <sup>nd</sup> July	"	{put on board the U. S. ship <i>Ballimore</i> at Martinico for St Kitts	20 July 1800	
203		" 15 <sup>th</sup> "	D <sup>e</sup>		Aubr Pantousteer [?]		D	22 <sup>nd</sup> "	"		D <sup>e</sup> .....D <sup>e</sup> .....	20 " "
204		" 15 <sup>th</sup> "	D <sup>e</sup>		Pierre Brousse		D	22 <sup>nd</sup> "	"		D <sup>e</sup> .....D <sup>e</sup> .....	20 " "
205		" 15 <sup>th</sup> "	D <sup>e</sup>		Augustin Reynaud		D	22 <sup>nd</sup> "	"		D <sup>e</sup> .....D <sup>e</sup> .....	20 " "
206		" 17 <sup>th</sup> "		{from a Schooner prize to the <i>Constellation</i> at Martin <sup>o</sup> }	[space] Augustin		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....	20 " "	
207		" 17 <sup>th</sup> "		D <sup>e</sup>	Jacques Romme		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....	20 " "	
208		" 21 <sup>st</sup> "		Ketch <i>Chouchou</i> .	Pierre Vellafranch	Captain	D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....		
209		" 21 <sup>st</sup> "		D <sup>e</sup>	Jean Sampson		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....		
210		" 21 <sup>st</sup> "		D <sup>e</sup>	Joseph Aubert		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....		
211		" 21 <sup>st</sup> "		D <sup>e</sup>	Jean Louise Mateson.		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....		
212		" 21 <sup>st</sup> "		D <sup>e</sup>	Joseph Jourden		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....		
213		" 21 <sup>st</sup> "		D <sup>e</sup>	Antoine Marbe		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....		
214		" 21 <sup>st</sup> "		D <sup>e</sup>	Paul Fold		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....		
215		" 21 <sup>st</sup> "		D <sup>e</sup>	Pierre Melissy		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....		
216		" 21 <sup>st</sup> "		D <sup>e</sup>	Nicollas Botte		D	22 "	"	D <sup>e</sup> .....D <sup>e</sup> .....		

[\*D—Discharged or Detached, DD—Discharged Dead, R—Deserted, S—Sick, Q—Quarters.]

United States Ship *Connecticut* November 12<sup>th</sup> 1800 —  
 [Signed] MOSES TRYON *Captain*  
 SILAS BUTLER *Purser*

[NDA. MR of Conn. 1799-1801.]



To Secretary of War from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 2<sup>d</sup> August 1799

THE SECRETARY AT WAR

SIR I am unwell and cannot attend the meeting without pain — I will however give you my opinion on the subject of a fourth Arsenal, for I presume it is a fourth and that neither of the others are to be declined. —

If the three Arsenals already fixed on were completed and filled with Arms I should then suppose it might be proper to establish a fourth a fifth and a sixth, but under present Circumstances I really think it will be most wise to go on with great spirit with the three already determined on and which in my opinion are properly placed, one being to East, one to the South and one in the middle of the U[nited] S[tates], and to let a fourth alone until the three already determined on are filled with Arms

I think your submission contained a Quire [Query] whether work begun at Harpers Ferry should be finished or whether additional works should be made there —

Judging as an officer of the United States with a view to the Interest of the whole, and on this principle only will I judge while I remain in office, it is most clearly my opinion that the Arsenals at Harpers Ferry should there be any difference in point of magnitude, the three should be the most important —

The Mother Arsenal is without comparison the most convenient to the Western Country. It is more convenient than either of the other places to all parts of the United States — It is nearly in the centre —

Your submission also, if I recollect, right, contained a Quere whether additional work should be made at Springfield — There is no question with me that all the work necessary to the object should be made there, without hesitation or delay —

To sum in few words — my opinion is that the three arsenals designated by the General Officers viewing with a Military Eye the U[nited] States Should be pushed with all possible vigor & that when money can be spared after filling these it will be time enough to think of other arsenals —

Excuse my abruptness — I write in pain I have the Honor to be  
Sir —

[NDA. Sec. War, LB, 1798-1824.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 2<sup>d</sup> August 1799

JOHN ADAMS Esq<sup>r</sup>  
President of the United States

SIR I have this day received from Captain Truxton his resignation of his Commission in the Navy — If Decatur who is here employed in Superintending the Building of the Merchants Frigate [*Philadelphia*] which they wished him to Command prefers her to the *Constellation*

then I shall immediately send a Pilot Boat for Captain Barron at Norfolk who is quite equal to the Command of the *Constellation* —

I have the honor to be with the highest Respect & Esteem

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

[NDA. Nom. Appts. LB, 1798-1820.]

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To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

Captain THOMAS TRUXTON  
*Constellation* Frigate N York

SIR I am honored with your Letter of Yesterday enclosing your Commission, and cannot express the regret I feel that you should think it due to your Character to resign it — I will take immediate measures to send a Commander to take Charge of the *Constellation*, but until he arrives I hope you will continue your Attention towards her, as if you meant to retain the Command — She must be offered to Decatur who I expect will prefer the Ship building here — In which case I shall dispatch a Pilot Boat for Barron

I have the Honor to be —

Sir

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

Captain SAMUEL BARRON  
*Norfolk*

SIR The resignation of Captain Truxtun makes it necessary that you should repair to New York immediately to take the Command of the *Constellation* now ready for Sea — I send this by a Pilot Boat which you may detain two or three days if in that time you can so arrange your affairs as to return in her to New York which I wish may be the case, as the Ship only waits for a Comm<sup>d</sup>

I am sorry that you are thus taken from your Family so unexpectedly and for the causes An old dispute between Captain Truxtun and Talbot which has been settled in favor of the latter occasions the resignation of Capt Truxtun who will be a loss to the Service — We shall not however want good men to serve their Country

I have the honor to be

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Alexander Murray, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

Captain ALEX<sup>t</sup> MURRAY  
*Insurgente* — Norfolk —

D<sup>r</sup> SIR I dispatched your instructions several days ago — I hope your Surgeon & Surgeons Mate have arrived — if the latter has not you must appoint one, if he has — you may take another if you please.

I have a letter from Captain M<sup>e</sup>Niell of the *Portsmouth* dated 10<sup>th</sup> July saying he has a French Ship, blocked up in Surinam, & that there are several Ships & Schooners belonging to Cayenne —

I know not where you can do better than off Cayenne a little while, still I do not mean to dictate —

I have the Honor to be,

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant John Mullowny, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

Captain JOHN MULLOWNY  
of the *Montezuma* —

SIR The terms of service of the crew of the *Montezuma* expiring so shortly I can devise no employment for her men more advantageous than to send her to Saint Kitts to bring from thence as many French Prisoners as she conveniently can — You will therefore be pleased to proceed immediately to Saint Kitts where you will take your orders from Captain Tingey the Commanding Officer respecting their Prisoners, — As soon as you receive them on board you will leave that place & steer your course directly for Baltimore where your Crew must be discharged — I have every Confidence that you will execute these orders with your usual promptitude & propriety —

You have inclosed dispatches for Captain Tingey which you will please to deliver —

I have the Honor to be

Sir

[NDA. OSW, Vol. 2, 1799.]

To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 2<sup>d</sup> August 1799

WILLIAM CRAFTS Esq<sup>t</sup>  
*Charleston S. C.* —

SIR I have this day directed W. Pennock Esq<sup>t</sup> of Norfolk to ship to you imm<sup>t</sup> Twenty thousand pounds of Ship Bread for the *John Adams*

The *John Adams* rates as a twenty four Gun Ship. The Pay & Emoluments of the Captain are 75 Dollars p<sup>t</sup> month & 6 rations per day — The rate of the ship makes no difference in the Pay & Emoluments of any of the other officers —

With respect to the Contracts for the Timber for the 74<sup>s</sup> — I rely on your obtaining the most unquestionable security — When you have completed the Contracts for two frames, you will draw on me for the amount of the Advance stipulated in your proposals —

I have the honor to be

[NDA. GLB, Vol. 2, 1799.]

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To Naval Constructor Joshua Humphreys, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 2<sup>d</sup> August 1799*

JOSHUA HUMPHREYS Esquire

SIR One of the Ships of 74 Guns is to be built at the City of Washington if a proper place can be found on the Public Ground within the City — The place called the Marine Hospital containing about 90 Acres, I have always considered as very eligible for this purpose & it is to be preferred because the property is public and because there is ground enough — I wish you to proceed down to Washington, examine the Ground & water, fix upon the proper place for building, & give the proper directions as to the erection of a Wharf —

I wish you also to examine the Water of the E Branch with a view to a place for laying up our Ships in time of peace.

Knowing how well you are acquainted with the whole subject I shall not on that account be more particular —

M<sup>r</sup> William Marbury of George Town is the Navy Agent, to him you will please to apply on your Arrival and he will take the necessary steps to facilitate & assist your Enquiries —

I have the Honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Garrett Hulsekamp, Pilot, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 2<sup>d</sup> August 1799*

M<sup>r</sup> GARRETT HULSEKAMP

Pilot —

SIR You will please to proceed to Norfolk and deliver the Letter for Cap Murray on board of the Frigate *Insurgente*, and the letter to Captain Barron to himself at Norfolk —

Captain Barron I expect will return with you to New York, whither you must carry him if he desires it — It is of great importance that you make the utmost dispatch. —

I am Sir

[NDA. GLB, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Second Lieutenant Henry A. Williams, U. S. Marine Corps

[U. S. Brig] *Richmond* AT SEA CAPE HENRY DISTANT  
4 Leagues. S<sup>d</sup> by W. 2<sup>d</sup> August 1799 —

SIR An Expectation of meeting a Pilot Boat between this & Cape Hatteras Induces me to inform you of our Present Situation —

We left N York the 18<sup>th</sup> Ult<sup>o</sup> and have been Cruizing ever since we have seen & Spoke a Number of Vessells & are now in Chase of one, our Lee Guns under Water. — but have taken no prize as yett — the Vessell Sails well and the Officers are agreeable but we all suffer for Want of Accomodation, the Marines are Obliged to be exposed to all weathers as no Room can be found below for them. I have had to punish two of them for Sleeping on their Post, as the Cap<sup>n</sup> after one Complaint made by me Against the Petty Officers forbid their Medling with them, but to Apply to me & then, if not redressed to Report to him; of Course all goes in its proper Channel.

If you see convenient I could Wish a Larger Vessell, (but leave that to yourself) as younger Officers will have the Command I may be Entitled to —

We shall be in Norfolk in about 4 Weeks as the Commodore is to Join us off Charlestown, when after a short Cruize we are to Return to Hampton Rhoad & Water. —

In my last from N York I informd you of my disagreeable Situation with Respect to Cash, as my Wife *that was* has Considerably Involved me & I had to pay it before I could leave the City, to which place I never wish to return, as I am now clear of *her*, & my Daughter is taken care of, that I can Send for her to whatever Port I may sail from, we are nearly up with the Chase which appears to be a Topsail Schooner She shews American Colours. — Pray address any letters for me or Money to the Officer Recruiting at Norfolk and I will Receipt him for the same as I have none but ship stores to live on, therefore cannot Mess with the Lieutenants, till I receive a Supply from you or some other Quarter. We expect to go Norfolk to the West Indies, and will lay but a few days there as the Cap<sup>n</sup> Informs me. — therefore hope I will meet a remittance from you there —

My compliments to the Gentlemen in Camp or Barracks & Believe me Sir with Esteem Yours to Command

HENRY A. WILLIAMS  
*Lieu<sup>t</sup> Marines.*

Major W. W. BURROWS  
[MCA. LR, 1799.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 2 August 1799

Moderate breezes and Clear Weather at half past 12 Sent up a main Topsail Yard. at 4 Saw a strange sail bear<sup>g</sup> N N E. Up Top Gallant yards made sail and Gave chace at half past 5 Shortnd sail and boarded the chace an American Ship from Gibraltar bound to Philadelphia At 7 Filled and Set the Courses Made sail to the Southward At 8 Moderate breezes and Cloudy weather

At 12 Midnight D<sup>o</sup> weather

Middle part Moderate breezes and Clear weather

At Daylight Made all plane sail at half p<sup>t</sup> 5 Saw a strange sail bearing South Supposed to be standing to the Southward Gave chase. At 8 Wore to the Northward Shortnd Sail and Spoke with the chase an American Brig from Gibraltar bound to Philadelphia Fild and Made sail to the Northward

Carpenters and Sail makers Employd as occasion Requird.

At 12 Light breezes and cloudy  
[Latitude Observed 35.40 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy commanding, Friday, 2 August 1799

Begins with moderate breezes & pleasant weather employ'd turning to windward

at ½ past 4 PM saw a sail to the North<sup>d</sup> shew our Signals & was answer'd by her

at 7 the Virgin Gorda bore W ½ N 6 leagues set T G Sails at 9 squally, in T G Sails

Middle part Squally & some rain

at 5 AM Saba bore East 4 leagues

at ½ past 5 saw 2 sail under our lee

Bore away & gave chase, at 7 came up with & boarded a Danish Schooner from Aux Cayes bound to S<sup>t</sup> Thomas'

At Mer<sup>dr</sup> S<sup>t</sup> Martins bore East 8 leagues —

Ends Squally & flying Clouds

[Latitude Observed 18.03 N.]

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, United States Ship *Montezuma*, 2 August 1799

[At Fort Mifflin.] Discharge the Cash from the ship, which was brought from Jamaica —

[NA.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 3<sup>d</sup> August 1799*

JOHN ADAMS Esq<sup>r</sup>

*President of the United States*

SIR You will have heard before the receipt of this of the return of the *General Greene* Captain Perry to Rhode Island —

This unfortunate circumstance arises from the necessity the Captain was under of going into Port at the Havana to repair damages he had sustained in a Gale of Wind & in Port his Crew caught the Yellow Fever by which he has lost upwards of 20 Men and had on his arrival 37 Sick

Measures have been taken to render all the assistance possible to the Crew — The Sick are landed, & the healthy also will be — The Ship will be unloaded, fumigated & the Ballast changed. —

I have the Honor to be with the highest respect

Sir

[NDA. Nom. Appts. LB, 1798-1820.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>d</sup> August 1799

Capt<sup>ns</sup> CHRISTOPHER R. PERRY  
Frigate *General Greene*  
New Port

SIR I am honored with your letter of the [ ] — I lament extremely the unfortunate situation of your Crew — In your situation you could have done nothing so proper as to return to Port — I have no doubt you will have every proper step taken for the preservation and Cure of your Crew I think with you that the whole Ballast should be discharged and Iron taken in, after fumigating & cleaning the Ship thoroughly — I will send Ballast from hence immediately lest you should not be able to get it at Rhode Island, tho there was a parcel left from the *George Washington* which I beleive is still on hand — As soon as your Crew recover & you can get your Ship in order her service will be again wanted. Perhaps at the Havana — But for the present it will be sufficient to attend to the health of the Crew & cleaning the Ship —

I have the Honor to be  
Sir

[NDA. OSW, Vol. 2, 1799.]

To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 3<sup>d</sup> August 1799

Mess<sup>rs</sup> GIBBS & CHANNING  
New Port

GENTLEMEN I am this day favored with your Letter of the 29<sup>th</sup> and also with one from Captain Perry —

It is unavailing to spend time in useless regrets — Every possible step should be taken for the preservation & cure of the Crew of the *General Greene* — The Ship should be completely discharged of everything on board, and should be thoroughly fumigated — New Ballast should be taken in and when it is judged safe, the Stores & taken out should be returned to the Ship and not before — It is better to wait a fortnight too long than to reload one day too soon — I have no doubt you will cheerfully aid in directing and assisting in every proper measure — I shall order on a remittance of 6000 D<sup>rs</sup> for the expenses that may be incurred — Iron Ballast I will immediately send from hence, I think there was some left out of the *George Washington* & in the hands of M<sup>r</sup> John Brown which has not that I know of been received — it would be proper to get it —

I have the Honor to be Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 3 August 1799

Begins with fresh breezes & pleasant employ'd turning to windward at  $\frac{1}{2}$  past 4 PM saw a sail to the S & E<sup>s</sup> set all sail & fir'd 3 guns at 7 hove to & boarded the Sch<sup>t</sup> *Josiah Parker* from Norfolk bound to S<sup>t</sup> Thomas' James Crosby master out 21 days. at 8 made sail, Saba bearing N E by E 6 leagues —

Middle part Squally with rain at 5 AM saw a sail to the North<sup>th</sup> Tack<sup>d</sup> Ship & gave chase at 6 Nevis bore E by N 9 leagues at  $\frac{1}{2}$  past 6 came up with & boarded the Sloop *Rising Sun* from Norwich bound to S<sup>t</sup> Croix

At mer<sup>dn</sup> S<sup>t</sup> Kitts bore E  $\frac{1}{2}$  N 5 Leagues

Ends pleas<sup>t</sup> with steady breezes

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, United States Ship *Montezuma*, 3 August 1799

[At Fort Mifflin.] Received an intimation from the Secretary of the Navy to prepare for another Cruise, Began filling water &<sup>s</sup>—

[NA.]

[4 August 1799]

Extract from journal of Master Commandant William Bainbridge, U. S. Navy, Saturday, 4 August 1799

“Part of the fleet bound to the southward, and some of the fast sailing bound to the northward, left us last evening. — At meridian counted 84 sail, at 1 P. M. discovered a strange sail, bearing north, we immediately gave chase, and prepared for action; at half past 1 saw she was a large ship standing for the fleet; at 2 P. M. made the British private signal of the day, and it was not answered. I then fired a gun to leeward, and shewed my colours; she hoisted English colours, but fired no gun, tacked and gave chase to us under full sail; at half past 2 made the American private signal of the day, also repeated the English signals — neither of them was answered. By this time we could distinguish her hull very plain, and saw that she was a large frigate, with a poop, sailed very fast, and gained on us considerably — At 3 P. M. the breezes being very light, she hove out her boat with sails and sent her in chase of the fleet, whilst she still continued chasing us — from this, as well as other circumstances, left no doubt in my mind, or my officers, but what she was a French ship of at least 44 guns; — thought it highly necessary to disperse the fleet: — At half past three made the signal for them to tack, with an intention of separating myself from the fleet, with a view if she continued her chase of the *Norfolk*, it might prove the means of saving the fleet, and if she chased the fleet, the *Norfolk* would get clear; and her being captured, would have assisted in capturing numbers of the fleet, — and as I could not render them protection against a frigate, I conceived it prudent to act in this manner. Part of the fleet obeying the signal, the remainder continued their course to the northward. At 4 P. M. made the signal for the fleet to dis-



perse, set all our canvas, yet still she gained upon us. At 6 P. M. being so near us as to distinguish her ports, repeated both the American and English private signals, to which she paid no respect, but continued her chase. At 7 P. M. she had got such a distance from her boat, that she gave up the chase after us, took in her light sails and hauled her wind. Her boat being a considerable distance from her, and a squally night following, I am induced to believe that the greater part of the fleet escaped. At 5 A. M. saw several sail astern, hove too, and made a signal to close. At 8 A. M. had got 48 sail together. The *Retaliation* was amongst those that tacked to the southward, but being well to windward, very little doubt of her being taken."

(It appears from the account of the commander of the *Retaliation*, that those vessels which tacked to the southward with him got clear, so that there is reason to hope few were taken if any.)

[Lat. 25.40 N. Long. 67.15 W.]

[LC, Phila., "Claypoole's American Daily Advertiser", 14 August 1799.]

[4 August 1799]

Petition presented to Citizen Malartic, Governor General of all French establishments east of the Cape of Good Hope, by American citizens, at Isle of France

"CITIZEN,

"We, the undersigned citizens of the United States of America, take the liberty to request of you that in consequence of the late public and private news bro't by the late vessels from France respecting the United States of America and the French republic, by which it is evident beyond a doubt that neither war nor hostilities exists between the two nations — but that friendship, harmony and good will prevails; and that the American flag was displayed and respected in all the ports of France without molestation, when said vessel departed.

"You will please to grant us permission to procure a vessel to transport us and our effects from this port to America, under our own flag.

"Having the fullest persuasions that you, with us, must sensibly feel the late happy news, and well knowing your respect for justice, we have not a doubt that our petition will be most cheerfully granted us. We have the honor to be, citizen, with the highest respect and esteem,

Your most obedient and humble servants,

Captain S. INGRAHAM,  
 Captain THOMPSON,  
 Mr. J. HAMILTON, S. C.  
 Captain STONE,

TOGETHER WITH THE OFFICERS AND PEOPLE OF THE DIFFERENT SHIPS.

A true copy of the original, S. I. Port N. West, July 30th, 1799.

*Answer of the governor.*

“GENTLEMAN,

“I received your petition, and am happy in congratulating with you on this late intelligence we have received from France. I have no doubt but every thing will soon be amicably settled between the French republic and America.

“I am happy in granting your petition as respects purchasing a vessel, and departing with your effects under your own flag, but cannot grant you passports until I have some more official accounts from France, which I am daily expecting. I am, gentlemen,

With esteem, your most obedient servant,

(Signed, &c.)

“MALERTIC.”

Port N. West, Isle of France, Aug. 4, '99.

[LC, “Federal Gazette & Baltimore Daily Adv.” Balt., Md., 28 Jan. 1800.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 4 August 1799

Begins with steady breezes & pleasant weather employ'd beating to windward — at 1 PM tack<sup>d</sup> to the South<sup>d</sup> at 7 D<sup>o</sup> Brimstone Hill bore NE b E dist 3 leagues

Middle part fresh breezes & clear weather employ'd lying off & on S<sup>t</sup> Kitts under short sail. at ½ past 6 AM came too in Old Roads in 12 fath<sup>s</sup> water, moor'd Ship with the Kedge anchor sent our water Cask onshore

took on board 34 Cask water & Stow'd it.

Ends moderate & Pleasant —

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, United States Ship *Montezuma*, 4 August 1799

At ½ past 2 PM got under way, the Crew, apparently determined not to proceed on the Cruise — At 7 P.M. Daniel Hawthorn was heard to make use of insulting and mutinous language, I called him aft, and proceeding to chastize him, he resisted and attempted to sieze me which he in fact did, at the Same time calling for assistance, to put his infamous designs into execution — He was however quickly secured in Irons —

At 9 P M came to abreast of Marcus Hook — At ½ Past 5 A. M. hove up, found the Cable to be cut, by some designing Villians, so that the ship would have probably gone adrift had it blown fresh — also a main yard Tackle fall, to prevent hoisting in the boats —

At 9 AM. came to at New Castle, & sent the aforesaid Hawthorn to be confined in gaol to receive the rewards merited by his Conduct —

[NA.]

To Secretary of the Navy from President John Adams

QUINCY, 5 August, 1799.

Your two letters of the 29th, and one of the 30th July, are before me. I know not who are meant by G. and C. in Captain Perry's letter; but I think there ought to be some inquiry into the justice of his insinuations. I fear that the officers and crew of the *General Greene* were too long on shore at the Havana, and there caught the infection which has obliged him to leave his station and bury so many. The news, however, of the politeness and friendship of the governor and admiral is not the less pleasing. I return you Captain Perry's letter. Although I am very solicitous to strike some strokes in Europe for the reasons detailed in your letter proposing the expedition, yet I feel the whole force of the importance of deciding all things in the West Indies, if possible, and therefore shall consent to the alteration you propose, if you continue to think it necessary.

There is one alteration in our policy, which appears to me indispensable. Instead of sending the prisoners we take, back into Guadaloupe, there to embark again in the first privateer, we must send them all to the United States, or allow them to work and fight on board our ships. At least, if any are returned, their written parole ought to be taken, that they will not serve until exchanged. One suggestion more. I like your plan of employing all our great frigates on separate stations. I have more ideas in my head on this subject than I am willing to commit to writing. One idea more. I think we must have Bermuda sloops, Virginia pilot boats, or Marblehead schooners, or whaleboats, in one word, some very light small fast-sailing vessels, furnished with oars as well as sails, to attend our frigates, and pursue the French pirates in among their own rocks and shoals to their utter destruction. Talbot's unwarrantable suspicion of your want of confidence in him shall never be any disadvantage to you. Indeed, I believe I ought not to have let you see that anxious expression of a brave man. I know his opinion of you to be very high as a man of talents and business.

[Captain Perry's letter has not been found.]

[NR&L. Adams, Vol. IX, pp. 8-9.]

To Job Wall, U. S. Consul, Saint Bartholomews, from Captain Thomas Tingey,  
U. S. Navy

[U. S. S.] *Ganges* AT SEA 5<sup>th</sup> Aug<sup>st</sup> 1799

My D<sup>r</sup> SIR I have the pleasure to inform you, that about 7 this morning and 12 miles to the windward of your Island, we have the good fortune to capture a French Letter of Marque Schooner, [*Le Rabateuse*] laden with Sugar & cotton from Guadaloupe — I regret that our orders are such, as do not permit my sending her in to your address for Sale — If the business continues, this matter must be represented, and You will do well to discourse the Governor on the subject, to whom my compli<sup>ts</sup>

The *Merrimack* will be over this evening, & I hope to be here again myself by that time of the morrow — I send on shore the Capt<sup>n</sup> & Super-cargo on parole — which You will please settle with the French Consul

I am in haste to get over to S<sup>t</sup> Kitts with the prize, to be at liberty for more

I am with regard D<sup>r</sup> Sir  
&c. &c

T:T: [THOMAS TINGEY]

JOB WALL Esq<sup>r</sup>

U: S: Consul S<sup>t</sup> Bartholemews

[NDA. Tingey LB, 1798-1800.]

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To Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

U S FRIGATE *Insurgente* HAMPTON ROADS

August 5<sup>th</sup> 1799

BENJ STODDERT Esq<sup>r</sup>

SIR I have now the honour of acknowledging the receipt of your instructions to me, as well as the general circular ones, all of which I shall endeavour most strictly to attend to.

I feel myself highly honoured by the extensive and unconfined Latitude that you have given me, and in leaving me at large to act as my judgement might dictate, and be assured I will not disgrace your confidence.

As Capt Talbot is to occupy the Station I first intended to visit, I have seriously weighed in my mind how I might best serve my Country in another direction, and at the same time show to our remote friends that we were in earnest in our exertions to repel transgressions on our Commerce. Under these considerations, and confiding in the mettle of my guns, as well as my Officers and crew, I have determined to shew ourselves where I really think we may be serviceable and my first destination I expect will be off Algeiras and then to stretch into the Bay of Gibraltar for intelligence respecting our trade in the Straights, (provided I am favour'd with the prospect of a good run to the Eastward after I first get out;) after which if the winds are favourable I shall stretch over for Madeira, & Teneriffe and cruize there for a few days. But to do this I shall not be able to occupy Capt. Talbot's Station at the stipulated time, and hope it will not make any material alteration in your plans, even supposing Cayenne to be unguarded for a short time, but I will spare no exertions to be there as soon as possible, probably by the last of Oct<sup>r</sup> and should I be in want of Water I can run down to Berbice a little to Leeward of Surinam and procure it there conveniently as it is an English Settlement, from thence I can soon regain my Station, & by the 30<sup>th</sup> of Nov<sup>r</sup>, I expect to call at S<sup>t</sup> Pierres Martinique for any further Instructions you may have for me.

It is my opinion (tho' I am no advocate for this Station, that it will be the most proper place for me to return to, on account of the season, as I expect to be on the coast by the 20<sup>th</sup> of Feb<sup>r</sup>, and it will then be absolutely necessary to have the *Insurgente* coppered, as her Bottom is in bad condition, and her masts & Bowsprit must be entirely new, these are the only fears I have about the length of our cruize, whether they will hold out or not, and here they are ready for us (at least the spars) or those materials might be transported to any other place you might think necessary, but the great question is, what is to done with

the Men during this operation, unless you should have some ship ready to transfer them over to.

All these considerations I have no doubt you will duly weigh in your mind, and furnish me with the result by the time of my arrival at Martinique, & when you do me the honour to write, I shall consider it a great obligation conferred on me if you will give M<sup>rs</sup> Murray notice and enclose her letters in yours

I shall send you our final details by the next post when I think we shall be ready to depart — Capt Ro[d]gers has taken all the fine charts and Blunderbusses with him that belong to this Ship, which I cannot replace here

I am

with great respect  
your most obed<sup>t</sup>  
Humb Serv<sup>t</sup> —

[NDA. A. Murray's LB, 1799-1805.]

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To Edward Garrigues, President of Board of Health, Pennsylvania, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5 August 1799*

EDWARD GARRIGUES

*President of the Board of Health*

SIR I am honored with your Letter of this day — I am very far from wishing to be instrumental in a violation of the Health Laws of Pennsylvania — The orders Cap<sup>t</sup> Mulloony received from me directed him to proceed not to New Castle — nor to any other port in the United States, but to the West Indies — A Measure which I certainly considered no violation of the Letter or spirit of the Health Laws & which I was sure could not tend to injure the health of the City — If I have done wrong in this instance it has been without intending it and I will avoid it in future, having every disposition rather to Cooperate with the Board of Health for the preservation of the City from imported disease than to counteract their measures —

I have the Honor to be with great respect Gentlemen  
Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5 August 1799*

WILLIAM PENNOCK Esq<sup>t</sup>

*Norfolk —*

SIR I cannot figure to myself the reason for the long detention of the *Augusta* at Norfolk — She was purchased the 30 June and You wrote me the 29 May that she would be completed as a Merchantman by the time my answer to that letter arrived — More than two months have elapsed since the date of that Letter — I urged that the Vessel should be sent to Boston with all possible dis-

patch and being compleated as a Merchantman there was nothing to detain — Why is she still at Norfolk & when is she to go to Boston —

I have the Honor to be  
Sir Your obed. S<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To John Murray, Wm. Bayard, George Barnwell and John P. Mumford from  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 5<sup>th</sup> August 1799*

JOHN MURRAY	} Esq <sup>rs</sup>
W <sup>m</sup> BAYARD	
GEORGE BARNWELL &	
JOHN P. MUMFORD	
<i>New York</i>	

GENTLEMEN I am honored with your Letter recommending Captain Robinson to the Command of the Frigate building at New York, and it will afford me much pleasure if your wishes on this subject could be gratified — But if Captain Robinson was now to be appointed a Captain in the Navy, he would rank after every Captain already in Service, and great inconvenience as well as great uneasiness among the other Captains would result from the circumstance of so young a Captain having the Command of so large a Frigate — The Commander of such a Ship ought to have the Command of several others acting together — this would be impossible if one of the young Captains in the Navy had the Command of her —

In all similar cases the President has been very desirous as a small acknowledgement of the Patriotism of the Citizens who build Public Ships at a certain loss of their own money equal to 15 or 20 p<sup>ct</sup> Cent on the sum expended to gratify them in the choice of Officers for such ships and it is still his desire to do So — but the Officers already in the Navy having acquired certain rights and getting more & more tenacious of them, it has become more difficult than heretofore to introduce new Captains expecially to Command the largest Ships —

The Committee here have requested that Captain Decatur might be appointed to their Ship — He is an old Captain in the service and there was no difficulty in gratifying the wishes of the Committee — Captain McNeill, Cap Tingey & Captain Perry are all among our Senior Captains & have at present Ships much inferior to the one you are building — If you have a preference for either of those Gentlemen, I will endeavor that he shall be selected for your Ship — Capt Robinson can continue to superintend her Building & the President knowing it to be your desire will I doubt not appoint him a Captain in the Navy to take the Command in the first instance of a smaller Ship

Captain Morris is also among our Senior Captains if you prefer him I presume he might return soon enough from his first Cruize to take the Command of your Frigate —

I shall wait to hear from you before I lay your Letter before the President, not knowing whether Captain Robinson would choose

to enter the Service to command a Vessel smaller than the Frigate. —

I have the Honor to be  
Gentlemen  
Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Secretary of the Navy, from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT August 5, 1799

Being about building a Ship for our own employ of the burthen of the *General Green*, we would purchase the timber remaining at Warren on a fair valuation: Should you wish it disposed off, you will please to name some person to have it appraised — We will thank you to inform us in reply by first Post as our Carpenters will be soon ready to raise the Ship we are about building. We have the pleasure to inform you that the Malignant fever which prevailed on board the *General Green* has so far subsided, as to induce the Town Council of this Town, to take off the Quarantine restrictions and to admit them to come from her to town. But few new Cases have occurred since her arrival, & none have died. Doctor Kollock who has visited the Hospital informs us that the fever has assumed a very mild appearance, since the arrival of the Ship and that they all appear to be on the recovery — We have not seen Cap<sup>t</sup> Perry, nor any of the officers, the restrictions being just taken off —

Hon. BENJ<sup>s</sup> STODDERT Esq.

[Newport H. S. Gibbs & Channing LB.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, United States Ship *Montezuma*, 5 August 1799

Beating down the [Delaware] Bay, with the wind mostly ahead

[NA.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 5 August 1799

Begins with moderate breezes & pleasant Weather employ'd on Ships duty at 2 P M the *Ganges* came in sight — at 3 Spoke her —

Fir<sup>d</sup> a signal gun for our boat to come off. unmoord Ship, hove up & got under way at 5 Came too in Bassterre Roads in 8 fath<sup>s</sup> water the Cap<sup>t</sup> went onshore

Rec<sup>d</sup> onboard 13 Casks bread & 2 of Beans —

Ends pleasant —

[HS of Old Newbury, Mass., NDA photostat.]

To Secretary of State, from President John Adams

QUINCY August 6, 1799.

SIR I received late last Evening your favour of the 31<sup>st</sup> of July, inclosing a triplicate of M<sup>r</sup> Murrays Letter of the 17<sup>th</sup> of May and a copy certified by M<sup>r</sup> Murray on the 18<sup>th</sup> of May, of a Letter of Ch. Mau. Talleyrand dated Paris le 23 Floreal de l'an 7 de la Republique Francaise une et indivisible.

Sovereign to Sovereign, and Minister to Minister is a Maxim in the Cabinets of Europe, and although neither the President of U. S. nor the Executive Director are Sovereigns in their Countries, the same Relations exist between them and their Ministers, and therefore the Reason of the Maxim is applicable to them. It is far below the Dignity of the President of the United States, to take any notice of TaleyRANDS impertinent Regrets, and insinuations of superfluities. You, or the Envoys or M<sup>r</sup> Murray may answer them as you please, in your correspondence with one another or with the French Minister. I will say to you, however, that I consider this Letter as the most authentic Intelligence yet received in America of the successes of the Coalition. That the design is insidious and hostile at heart I will not say. Time will tell the Truth. Mean time I dread no longer their Diplomatic skill. I have seen it and felt it and been the victim of it, these twenty one years. But the Charm is dissolved; their Magick is at an End in America.

Still, they shall find, as long as I am in office, Candor, Integrity, and as far as there can be any Confidence or Safety, a pacific & friendly disposition. If the Spirit of exterminating Vengeance ever arises it shall be conjured up by them not me. In this Spirit I shall pursue the negotiation and I expect the Cooperation of the heads of Departments.

Our operations and preparations by Sea and by Land are not to be relaxed in the smallest degree; on the contrary I wish them to be animated with fresh Energy. S<sup>t</sup> Domingo & the Isle of France and all other parts of the French Dominions are to be treated in the same manner as if no negotiation was going on.

These Preliminaries recollected, I pray you to loose no time in conveying to Governor Davie his Commission and to the Chief Justice and his Excellency, Copies of these Letters from M<sup>r</sup> Murray and TaleyRAND with a request that laying aside all other Employment they make immediate Preparations for embarking. Whether together or assunder, from a northern a Southern or a middle Port I leave to them. I am willing to send Truxton or Barry or Talbot with them — consult the Sec. of the Navy & heads of Departments on this point. Although I have little Confidence in the Issue of this Business, I wish to delay nothing to omit nothing.

The principal Points indeed all the Points of the Negotiation were so minutely considered, and approved by me, and all the heads of departments before I left Phyladelphia that nothing remains but to put them into form and dress. This service I pray you to perform, as promptly as possible, lay your draught before the heads of Departments, receive their Corrections if they shall judge any to be necessary and send them to me as soon as possible. My Opinions and Determinations on these subjects are so well made up, at least to my own satisfaction that not many hours will be necessary for me to give you my ultimate sentiments concerning the matter or form of the Instructions to be given to the Envoys.

I have the Honor to be Sir with very great respect, your  
most obedient & humble Servant

JOHN ADAMS

SECRETARY OF STATE

[Mass. HS. Pickering Papers, Vol. 25.]



To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6th August 1799

THOMAS TRUXTON Esq<sup>r</sup>  
*Constellation* New York —

SIR I am honored with your Letter of the 4<sup>th</sup> Inst — You may be assured that I shall never refuse to do justice to your Character —

I sent off a Pilot Boat for Barron on Saturday last — You had recommended him, and I thought he would be more agreeable than any other Captain to the Officers & Crew — I supposed he would arrive nearly as soon as the Ship would be ready for Sea

It is true that on the same principle that Talbot is considered your Senior officer, Dale would also be so considered — But Dale has leave of absence on the condition of enjoying none of the privileges of a Captain until called into Service — I will not hazard a conjecture, whether if you had remained he would ever have been called on — I cannot help lamenting your resignation, nor thinking that you might have remained with honor — and high honor — The President has determined against you from no preference to Talbot, but because he thought it justice — I wish it were possible for you still to conquer your feelings —

Your Commission still lays on my Table —

I have the Honor to be with great Esteem & respect

Sir

Your obed. Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To General Henry Knox from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6<sup>th</sup> August 1799

H. KNOX, Esq<sup>r</sup>

SIR I was honored with your Letter of the 4<sup>th</sup> July by Captain Nicholson, and I thank you for your communication respecting that Gentleman —

I beg leave to assure you that nothing is farther from my intention than to be instrumental in depriving him of his Commission & Emoluments and your knowledge of the President, will convince you that he will never consent to injure any person to gratify popular clamor —

It was my intention to have placed your son under the Command of Capt<sup>r</sup> Truxtun but this Officer having resigned, the *Constellation* on board of which Vessel your Son will be, is to be commanded by Captain Barron, an able seaman and a Gentleman. The Ship will leave New York before Lieu<sup>t</sup> Knox could get on board from Boston — She will however return to Port in 5 or 6 Weeks of which he Shall have timely notice — I suppose it would be most agreeable to you & most advantageous to the Young Gentleman himself that he should serve on board of a Southern Ship

With great respect & Esteem I have the honor to be

Sirs

Y<sup>r</sup> &<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To General L. Lloyd from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6<sup>th</sup> August 1799

GENERAL L. LOYD

DEAR SIR I have received your favor of the 1<sup>st</sup> August and have seen your additional Contract with Cap<sup>t</sup> Nicholson. The Prices of the staves I got from M<sup>r</sup> Humphreys as the prices govern here, I make no doubt he gave them to me correctly — Your not being able to furnish them at these prices will not be any disappointment to the Public, but I fear it proves that you could not afford to supply the Public with larger quantities of Timber at the prices given elsewhere, even if it could be made convenient to buy from you, which however cannot be the case for the transportation alone of Timber from your place to Norfolk the nearest place to you where any of the 74 Gun Ships will be built would amount to a larger sum than would buy the Timber delivered on the Spot This I have endeavored before to explain to you —

The Price of Timber at Baltimore is higher I believe than at this place, or any other where the Public Ships are to be built — The *Constellation* built at Baltimore tho nearly 300 Tons less than the two other Frigates cost considerably more than either of them — Is it not possible for you to make better Contracts there than you could hope to do with the Public. — With the Public however there is no chance of your contracting

The Algerines are to have no more timber & none is wanted for the Navy except for 6 Ships of 74 Guns which must be obtained near the places where they are to be built, to save the enormous expense of transportation, except particular pieces, such as Keels &<sup>e</sup> & these Captain Nicholson now informs me can be got in New Hampshire for the two Eastern Ships — The rest can be got on the Spot where the Ships are to be built —

I cannot at present say any thing respecting your Nephew — being now full —

I am D<sup>r</sup> Sir with great respect & Esteem

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Purser John Jennings, U. S. Navy, from T. H. Gilliss for Accountant of the Navy

[PHILADELPHIA]

NAVY DEPARTMENT

Accountants Office Aug<sup>t</sup> 6<sup>th</sup> 1799

SIR On entering upon the duties of your Station, as Purser of the Ship *Maryland*, you will be particular in procuring Invoices of all Slops and provisions sent on board the Ship by Naval Agents, or purchased by yourself for the use of the ship, from time to time, and have the amount thereof entered in Books for that purpose, specifying on separate columns each particular article so received, and credit the United States therewith by debiting yourself

As you will be held responsible for all monies advanced to any of the Ships crew, not only by yourself, but also by this department, Naval Agents, the Captain, or Recruiting Officers, you will be attentive in

obtaining an account of all such monies advanced, in order that it may be entered opposite their respective names, in your Pay-Roll, previous to a final settlement taking place with the Ships Crew

Any person belonging to the Ship whose term of service shall expire, or who shall be discharged from the service, or have permission from the Sect<sup>y</sup> of the Navy to remain on shore, and who may have a balance due them from the ship, to be settled with, either by a Naval Agent, or thro' this office, should be furnished with a Statement of his Acco<sup>t</sup> with the Ship, certified by the Captain or commanding Officer and yourself

A list of all such as may give powers of Attorney, to receive their half pay, should be made out signed by you and the Commanding Officer, and forwarded to this office —

You will be particular in settling with both officers and Men from the day of their entry on board of the Ship, or from the day of Enlistment

Your provision account should be accompanied by a statement shewing the number of men, who from time to time, draw Rations, and the quantities of each Several Kind of Article thereby expended; and in order to shew the state of the officers subsistence acco<sup>t</sup> an abstract exhibiting what provision each of them have drawn or have been supplied with, and what may be due to each of them, should also accompany your provision account

Enclosed you have a blank form of a Pay Roll, w<sup>ch</sup> you will adapt for the present, and untill those now in Press for this Department are struck off — Also a list of Pay and Rations of the officers and crew of a Sloop of War, and of the component parts of Rations

You will be attentive to the above Instructions, and all others which you may from time to time receive from this Department

I have the honor &c.

T. H. GILLISS  
for the Accountant

M<sup>r</sup> JOHN JENNINGS  
Purser of the *Maryland*  
Sloop of War Baltimore

A copy of the above forwarded to Henry Darby. Steward of the Brig. *Eagle*, with forms of Pay roll & list of Pay. & rations &c<sup>a</sup>

[NDA. LB, Navy Dept. Accts. Of., 1798-1800.]

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To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[PHILADELPHIA]  
Navy Department 6th August 1799

JEREMIAH YELLOT Esq<sup>t</sup>  
Baltimore —

SIR I have received your Letter of 2<sup>d</sup> Ins<sup>t</sup> — The Crew of the *Montezuma* having but a short time to serve, I ordered her immediately on her Arrival and previous to the receipt of your Letter to proceed to Saint Kitts from whence she will return without any delay to Baltimore —

On her arrival Lieutenant Bunbury will receive directions to assume the Command of the Schooner intended for him — A Purser

has been appointed for the *Maryland* and ordered to enter immediately on the duties of his station —

I have the Honor to be Sir  
Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Gibbs & Channing, Navy Agents, Newport, E. I., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 6th August 1799

Mess<sup>rs</sup> GIBBS & CHANNING  
New Port —

GENTLEMEN I am pleased to find by a Letter received this morning from Mess<sup>rs</sup> James & Ebenezar Watson, that you have requested ballast for the *General Greene* to be shipped from N York

I had on the receipt of Captain Perrys letter directed the Kentledge to be shipped from hence, but have countermanded these orders as you will receive it much sooner from New York

I hope the *General Greene* will very shortly be ready for sea, her presence off the Havana is at this time of great importance —

I have the Honor to be  
Gentlemen

Y<sup>rs</sup> &<sup>c</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 6 August 1799

Begins with moderate breezes & pleasant weather, at 1 P M hove up & got under way — Saw a Small fleet of Americans running down under Convoy of an English Letter of Marque from Martinico bound to America, took them under convoy at 4 Saw the Comm<sup>o</sup> with a prize which he had Captur'd from Guadaloup, laden with Sugar & Coffee at 5 Cap<sup>t</sup> Brown went onboard the Comm<sup>o</sup> at ½ past 5 the Cap<sup>t</sup> return'd onboard & made sail at 6 left the fleet to proceed on under Convoy of the English Brig —

At 11 AM spoke a Danish schooner from Martinico, at 11½ boarded an English Brig from Halifax bound to Antigua out 21 days Nevis W S W 3 leagues.

Latter part pleasant weather A sail in sight running down  
[Latitude Observed 17.14 N.]

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding, United States Ship *Montezuma*, 6 August 1799

At 8 A.M. anchored 35 miles to Northw<sup>d</sup> of the Capes —

[NA.]

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

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

Major W W BURROWS —  
Marine Corps —

SIR The Frigate *Congress* Cap<sup>t</sup> Sever at Portsmouth N H will shortly require officers of Marines and Fifty Privates — in 5 weeks or 6 —

You will be pleased to take orders for complying with this Requisition —

I have the Honor to be  
Sir Y<sup>t</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

NEHEMIAH HUBBARD Esq<sup>r</sup>  
Middletown Connecticut

SIR I have received your Letter of the 3<sup>d</sup> Ins<sup>t</sup> — It is not very material whether the *Camboose* you were requested to forward M<sup>t</sup> Howland is sent or not —

I am extremely anxious to hear that the *Connecticut* is in deep water, and will be ready to receive my final Instructions — My Plans have been much deranged by her unexpected delay I fear too much of the time of the Crew will be consumed before the Ship is in a situation to perform any Service —

I have the honor to be  
Sir

Y<sup>t</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Captain James Sever, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

Captain JAMES SEVER  
Frigate *Congress*  
Portsmouth N H

SIR The Frigate *Congress* under your command besides Officers of Marines and Fifty privates which will be supplied by the Major of Marines & your Commissioned and petty Officers (the latter of which you will appoint) is allowed not exceeding One hundred forty five men 7 boys — Of this number you will recruit not exceeding One hundred able Seamen The residue to consist of ordinary Seamen & Boys.

It is good policy to create Seamen — You may therefore should you judge it for the Good of the Service, recruit within the proportion of able seamen & encrease the number of ordinary seamen & Boys so as to equal the whole number allowed you, though you must not

exceed it, & if you think proper you may lessen the proportion of ordinary seamen & Boys also, as I believe our Vessels of War are very often too much crowded with men —

You may recruit immediately as many Men as can be found usefull, in rigging and equipping the Ship, & you will make such arrangements for recruiting the residue, as will admit of your completing the complement allowed her by the time she is ready for a cruize, but not much before — The whole must be entered to serve one year from the Ships first weighing Anchor on a cruize — Able seamen you will allow 17 Dollars p<sup>t</sup> month, Ordinary Seamen & Boys from 5 to 14 Dollars according to merit —

You will instruct your recruiting officers to enter none but sound & healthy persons and to suffer no indirect or forcible means to be used to induce them to enter into the Service Your Surgeon must attend at the rendezvous to inspect each Recruit —

Every Man entered must take an oath agreeably to the form you will receive herewith — Enclosed is the form of a Shipping Paper wherein the name, Station & Pay of each person on board must be entered — Also the form of a Bond to be signed by the Sureties for the Seamen &c — Before you advance the two months pay you will be careful to obtain responsible Security to resort to in the event of desertion —

Three thousand Dollars will be remitted you for the purpose of recruiting — more will be remitted in due Season — You must advance to your Recruiting Officers, who must settle their Accounts with you — They will be allowed besides their pay & rations Two Dollars for each recruit in full for every expense of attesting Punch, Ribbon &c, in short every Expense but that of provisioning the Men enlisted at a distant port & in such cases, their transportation to the Ship, but they must observe the utmost oconomy — for extravagant charges for those Expences will not be allowed, & no charge will be allowed without a proper Voucher to support it —

Prior to sailing be pleased to transmit your account & Vouchers to William Winder Esq<sup>t</sup> Accountant of the Department for settlement —

You will write me frequently of your progress in equipping the Ship and inform in proper season when you will commence the recruiting the whole of your Crew, that no delay may be experienced on Account of money matters —

I have the Honor to be  
Sir

[NDA. OSW, Vol. 2, 1799.]

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To Master Commandant Hugh G. Campbell, U. S. Navy, from Secretary of the  
Navy

[PHILADELPHIA]

Navy Department 7 August 1799

Master Comm<sup>r</sup> HUGH G, CAMPBELL  
Brig *Eagle*, New Castle —

SIR M<sup>r</sup> John Love, sent from the West Indies Prize Master of the *Eliza* by Capt Tingey of the *Ganges* will take his passage with you to the West Indies for the purpose of joining the *Ganges*

He can assist on his passage in performing the duties of a Master —  
 You must enter him on your Muster roll as a Supernumerary —  
 I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 7th August 1799*

Capt<sup>n</sup> CHRISTOPHER R. PERRY  
 Frigate *General Greene*  
*New Port* —

SIR I hope from the favorable accounts I hear of the health of the Crew of the *General Greene* that she will very quickly be ready to proceed again to Sea — I have sent on an appointment to M<sup>r</sup> Champlin a Purser of the Ship — You will want a Surgeon — I cannot judge whether either of the Mates is qualified for that appointment — He certainly ought to be a man of great skill in his profession — I shall leave the selection of such a Person entirely to yourself, and will lay before the President the name of whoever you may select for his approbation which no doubt will be given —

But the Ship cannot wait until this Gentleman can be commissioned, he must for this cruise act under your appointment which will entitle him to all the Emoluments & priviledges of a Surgeon — If one of the Mates should be raised to this office you must in the same manner supply his place —

It will be proper for you to take in more provisions so as to make the quantity on board when you leave Rhode Island equal to 6 Months consumption, but if you can carry still more it will be desirable as you can in that case supply the two Brigs at Havana which I presume will remain there until you return — At any rate they will be sent back to join you —

Hoping that you will be ready to proceed in Ten days from this time, I shall by the stage of Friday send on your instructions — Ballast I presume has been sent before this in sufficient quantities from New York —

If you have room for more Midshipmen, I have no objection to your taking a few more — If you can without difficulty or delay recruit the number of men you have lost you will be pleased to do so, if you think it necessary — tho I am sure you will have men enough without for any Enemy you will be likely to meet with —

I have the Honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

[7 August 1799]

Report of Captain Charles Blunt, of the Ship *Diana*, regarding her capture by a French privateer; *Dianna* later recaptured by Captain Blunt

*Native Heroism!*

Capt. Charles Blunt, of the *Dianna*, arrived here on Wednesday last, in 24 days from Trinidad. He informs that two days after he left Trinidad, he was taken by a French privateer letter of Marque from St. Thomas' bound to Guadaloupe, who took out the mate and one seaman; Capt. Blunt and four others feigning themselves sick were left on board, in care of a prize master and 4 stout hands; who were ordered to proceed for St. Eustatia, and sell the prize, remitting the neat proceeds to Guadaloupe. But Capt. Blunt having preconcerted the scheme of recapture, came upon deck on the morning of the 7th of Aug. and seizing on a cutlass, at the same moment that one of his hands seized a musket, they began to try the fortune of War. A blow from the but-end of the musket settled Mr. Helmsman pretty quick; but rising again, Capt. Blunt aimed a second stroke with the cutlass and quieted his bowels. The prize master coming aft, to help his man was obliged to surrender also; and by the assistance of the rest of the crew and a passenger the remainder of the Frenchmen were secured. Capt. Blunt then gave them his long boat, their chests, some provisions and water and set them out on a new cruize to find land. After they were put into the boat, they told Capt. Blunt that he was a damned brave fellow, thanked him for his humanity and wished him safe to port. Capt. B. then made the best of his own way for port, and every true American bids welcome to the naval hero. His gallant conduct merits a good ship.

*Honorable anecdote of Capt. Blunt.*

The French gang whom Capt. Blunt so gallantly conquered, had a large quantity of Johannes with them, the spoils of many an honest fellow. It was motioned by some that Capt. Blunt should seize enough of this ill gotten gain to pay for his long boat. No, says the manly seaman; It is none of my business how they came by their gold. It appears to be theirs and I will not touch a farthing. — French Pirates pipe all hands upon deck, and belay the main sheet of plunder with such a stopper.

[LC, "New Hampshire Gazette", Portsmouth, Sept. 3, 1799.]

To John Bispham, Sheriff of Burlington, N. J., from Jo Parrott for Secretary of the Navy

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

JOHN BISPHAM Esq<sup>r</sup>  
*Sheriff of Burlington —*

SIR You be pleased to grant to M<sup>r</sup> Jean Baptiste Petit, a Midshipman now in your custody the priviledges of Parole which you have



granted to all the other French Officers, except Mess<sup>rs</sup> Riouff [Reouff] & Tilly —

I am Sir

Y<sup>r</sup> obed. Serv.

JO PARROTT by order  
of the Secretary of the Navy.

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson, Navy Agent, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 7<sup>th</sup> August 1799

STEPHEN HIGGINSON Esq<sup>r</sup>  
Boston —

SIR M<sup>r</sup> L Fauvel a French Prisoner now at Boston has solicited permission to return to France on Parole — I will thank you to give him this permission, taking his Engagement not to bear arms in the Service of France until exchanged —

I have the honor to be

Sir

[NDA. GLB, Vol. 2, 1799.]

[7 August 1799]

Extract from the log book of the Brig *Maria*, boarded by a Ship under English colors, and prize crew put on board

“On the 24th of July, sailed from Sandy-Hook. Nothing happened till the 3d of August, when at 3 P. M. we saw a sloop coming before the wind with all sail set for us; on coming nearer, we saw that she was a privateer; we tacked for her; at 4 P. M. gave her a shot; she directly hauled her wind hoisted English colours, and fired a gun to the leeward, the signal for a friend. We put about and stood on our course, then in the lat 30. 15. long. 67.

“We kept on our course till the 7th; at half-past 7 A. M. saw a large ship off the leeward quarter, and a schooner astern steering the same course with us. At the same time saw the Hole in the Wall, off the lee-bow, and a ship to the windward, standing to the northward. At half-past 8, she bore down, was in a squall and fired a shot at us under Spanish colours. At the same time we carried away our top-mast steering-boom which gave the ship the advantage of coming up. She hoisted English colours, and sent her boat on board, which took me and all my papers out. After taking me on board, sent back the boat and searched all the trunks and the hold. After that pressed four men, with regular protections.

“At 5 P. M. sent me on board without my papers, with a lieutenant and 12 men, and made sail for Providence, where we arrived next day, at one o'clock. At two, the captain came on board the *Maria*, with the purser, a midshipman, and boat's crew; took me, the supercargo and a passenger, on shore with him; left both vessels lying off. About three quarters of an hour after being on shore, I found that I was to be condemned.

"The midshipman had orders to go off, with a letter to the lieutenant, to bring the *Maria* to Forbes's wharf, and there to moor her, which I took to be a true signal for a condemnation. I therefore took this opportunity to go off with the boat. On my going on board I met her close to the bar; I told the pilot to run no risqué, for if she should touch I would have his head off that moment; which frightened the fellow, and made him keep her off.

"At half past seven, a cloud being over the moon, I gave my officers the signal that I meant to take her, and the word was *Maria*: which was soon done and all sail made for this port, where I arrived, all in safety, with the first lieutenant of the Arab, 12 seamen, and the pilot.

"My greatest thanks are due to Doctor Cuyler, for his attention, and supporting me during the passage from Nassau to this port."

[LC, Charleston, S. C. "Coliseum Museum and Savannah Advertiser" 20 August 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 7 August 1799

Begins with fresh breezes & squally Weather employ'd beating to windward, at 1 P M boarded the Sch<sup>t</sup> *Neutrality* from Newhaven bound to S<sup>t</sup> Kitts out 34 days Elnathan Atwater master at 8 saw a sail bore away & gave chase fir'd 3 Shott at her, at 9 brought her too. She prov'd to be the French Letter of Marque Schooner *Buonaparte* of 8 guns & 34 men, took the prisoners onboard & Manned her. Nevis bearing S W  $\frac{1}{2}$  S 4 leagues

Middle part D<sup>o</sup> Weather at 6 AM Saw the *Ganges & Pickering*

At 9 AM Came too in Bassterre in 9 fath<sup>s</sup> water

Ends pleasant

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding, United States Ship *Montezuma*, 7 August 1799

At 1 P.M. weighed —

Came to. Cape Henlopen Light house. S by E. 2 or 3 Miles distant

$\frac{1}{2}$  Past 12 stood out for sea and at  $\frac{1}{2}$  2 discharged the Pilot —

Light winds and pleasant —

[NA.]

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To Secretary of the Navy from President John Adams

QUINCY, 8 August, 1799.

SIR, — I received last night your favor of the 2d of this month. I am sincerely sorry for the resignation of Captain Truxtun. Although you have not explained to me his motives, I presume the decision, which gave rise to them, was founded in principles of sound policy and eternal justice, as it was made upon honor and with conscientious deliberation. If it were now to be made, it would be the same, though my son or my father were in the place of Captain Truxtun. I have no more to say. If we lose Captain Truxtun, we

shall soon regain Captain Dale. Meantime I am very desirous that Captain Decatur should take the *Constellation*. If, however, he prefers the merchants' frigate, as you call her, I will not urge him from his bias. Of Captain Barron I know very little, but repose myself with great confidence upon your judgment. I now request of you that Barry and Talbot may be separated. I have reasons for this, which it is unnecessary to detail. Not from any misunderstanding or dislike between them that I know of or suspect, but it is best the great frigates should have separate stations.

[NR&L. Adams, Vol. IX, p. 12.]

Letter containing information concerning Surinam, and arrival of the U. S. Ship *Portsmouth* there

*Hospital Island, Thursday, August 8. [1799.]*

"Brig Fitzwilliam, Capt. Dolliver, 27 days from Surinam. *Passenger*, Mr. THOMAS WILLIAMSON — Capt. M'NEIL, of the United States ship *Portsmouth*, had arrived at Surinam, in 23 days, but was prevented going up the river by a small party who went out and gave him information of a 20 gun French ship that lies at Surinam; she has taken several valuable prizes, among which is a ship from Ireland, bound to Jamaica, loaded with provisions and Irish linens — the sch. *Chance*, from Hatford, loaded with horses, bound to Demerara — the horses condemned — vessel given up.

"In consequence of the above information, Captain M'NEIL has come to anchor near Brandt Point, and has sent all his spare spars, casks, &c. to Surinam, and every thing is prepared to give the Frenchman a drubbing. — The privateer has a considerable sum of money on board, and was expected to sail in 3 days. There is another French ship in Cayenne, nearly ready for sea. Captain M'NEIL will take good care of them— His officers and crew were in high spirits. Previous to Capt. M'NEIL'S arrival several American vessels had been taken by the French, and the Captains and Supercargoes set on shore; among which is a Mr. BANGS, from Boston; the sch. *John*, Lufkin, of Cape-Ann, was ransomed for 5000 dollars.

"Left at Surinam, the *Maria* and *Eliza*, Downs, of Boston; *Rose*, Chace, Newburyport; *Bellisarius*, Allen, Salem; *Brothers*, Hawkins, Philad.; *Fox*, Lincoln, Charleston; *London Packet*, Anderson, Baltimore; *Resistance*, Mareni; *Almira*, Wait, Portland; *Three Friends*, Endicot, Salem; *Eliza*, Smith, Newburyport; with about 20 other Americans. — On the passage was boarded by several English cruizers, and treated politely."

[LC, "Mass. Mercury" (Boston), 13 August, 1799.]

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 8<sup>th</sup> August 1799*

Capt<sup>s</sup> THOMAS TINGEY  
Ganges W Indies —

SIR Enclosed is the duplicate of a Letter sent you by Capt Mulwony — Pray issue orders to all the Vessels under your Command

never to part with a Man without sending with him a Certificate from the Purser stating the Balance due him & how long he has to serve Issue orders also to the Commanders & as a General instruction from the President that they are always to receive and take care of any Specie offered to them to be brought to the United States, for their care of which they should not expect more than a half per Cent, it being the Policy of the Country to encourage the introduction of Specie by making the means easy. But it is to be understood that the Vessels are not to return out of time merely to bring Specie — You ought to return to Philad<sup>a</sup> on account of your Mens time by the first or 10 of Nov<sup>r</sup> I will endeavor to relieve you, to admit of your returning something earlier as you have had hard service & must be anxious to see your family —

I observe you have some men whose time will not be out before March & April — The *Norfolk* has some in the same situation — Could you not make Exchanges so as to admit of the *Norfolks* men whose times will be out in October being discharged in the United States, for they ought not to be discharged in the West Indies and there are too few of them to justify the return of the Vessel merely to discharge them Attend if you please to this subject with respect to all the Vessels under your Command & do what is best — The sailors ought to be treated justly, & no cause of complaint should be given them — The utmost attention should be paid to having the Accounts of any men transferred — transferred along with the Men —

You know that Trade is opened between the United States & Cape Francois & Port Republicain in Saint Domingo Great numbers of our Merchant Vessels have gone to that Island & we have sent but two armed Vessels for their protection the *George Washington* Capt<sup>n</sup> Fletcher and the Frigate *Boston* Captain Little — Their greatest danger will be from the Cruizers from Guadeloupe which you must take care to keep in port or if you cannot effect this let a part of your force pursue them to Saint Domingo — I hope you have now force enough under your Command to attend occasionally to Porto Rico as well as the little Island to Windward of Guadeloupe from whence the French Privateers issue & where they find protection —

On the subject of Prisoners it is a serious evil to keep them at the expense of the United States in the Islands and they must not be let loose — Every vessel returning should bring Prisoners — I wonder the propriety of a measure so obviously necessary & proper did not strike Captain Truxton — We have had vessels enough returned to bring in more prisoners than we had captured — When the *Ganges* comes in you must bring in all the prisoners you can —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Master Commandant Hugh G. Campbell, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 8<sup>th</sup> August 1799

Capt<sup>r</sup> HUGH G CAMPBELL

Brig *Eagle* New Castle

SIR Having already sent you your authority to capture French armed vessels — Circular Instructions of the 29<sup>th</sup> December 1798, 16<sup>th</sup> July & 12<sup>th</sup> March 1799 and two Letters of General instructions dated 27<sup>th</sup> July last and knowing that you ought now to be ready for sea I have now to request that you will in 12 Hours after the receipt of this proceed with the *Eagle* under your Command to Sea and make the best of your way to S<sup>t</sup> Kitts, where you will place yourself under the Command of Captain Tingey of the *Ganges* or whoever may be the Commanding Officer on the Guadeloupe Station on your Arrival —

It is not impossible that Capt. Tingey may have changed his place of Rendezvous from S<sup>t</sup> Kitts to Prince Ruperts Bay in Dominica.

You will however find our Vessels on that station & cooperate with them for the protection of our Commerce & the punishment of the French Vessels & people who depredate upon it —

Wishing you great Success and Glory, I have the Honor to be Sir  
Your obed<sup>t</sup> Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT].

[P. S.] — You have enclosed Letters for Captain Tingey Your Accounts I presume are ready, and that they will be sent up to the Accountant before your Departure —

[NDA. OSW, Vol. 2, 1799.]

To Christopher G. Champlin, Newport, R. I., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 8<sup>th</sup> August 1799

CHRISTOPHER G CHAMPLIN Esq<sup>r</sup>

New Port — Rhode Island —

D<sup>r</sup> SIR I am honored with your Letter of the 1<sup>st</sup> Inst — I have sent on to M<sup>r</sup> Champlin the appointment of Purser to the *General Greene* — The Hospitals are entirely with the Secretary at War and Secretary of the Treasury — It is presumed that as the Seamen in the United States Service are to contribute to the fund for Hospitals that no other arrangements will be necessary for them beyond the Hospitals for the other seamen, which I hope are going on with some spirit, the one at New Port particularly ought to be well attended to — Doctor Masons character stands so very fair that I hope he will not be disappointed in his wishes — I will with great pleasure do any thing in my power to prevent it —

It is unfortunate that the *General Greene* should have returned in so disagreeable a situation — The Captain complains of his Ballast as the cause of the sickness — I rather suppose it has arisen from his intercourse with the Havana

I have desired him to look out for a proper character to be Surgeon, if neither of the Mates are qualified — I would not send one on

supposing there may be Gentlemen on the spot desirous of serving — I have told the Captain however that he must not wait for a Surgeon, if he cannot at once get one —

I would rather charter a Vessel to carry one to the Havana to him than that he should be unnecessarily delayed in Port — Perhaps you can give him some aid in this business

The Accountant will send on by this or the next Mail some observations which will require the Pursers attention —

I have the Honor to be with great Esteem —

D<sup>r</sup> Sir

[NDA. GLB, Vol. 2, 1799.]

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To Captain Thomas Truxtun, U. S. Navy, from Officers of U. S. Frigate *Constellation*

SHIP *Constellation*

8 August 1799

SIR It is with a degree of regret scarcely to be conveyed in words, that we have understood you mean to decline the Command of the United States Ship *Constellation*.

We cannot take a parting leave without expressing our lively acknowledg[ment] and grateful thanks for the kind & Paternal Care you have uniformly exercised towards us.

We have nothing more to add but our most fervent & Cordial Wishes for Your Prosperity here & hereafter —

We are Sir

Your most grateful  
obliged & Obedient  
Humble Servant<sup>s</sup>

BAT CLINCH *L. M.*  
ISAAC HENRY *Surgeon*  
ISAAC GARRETSON  
SAM<sup>l</sup> B. BROOKE 4<sup>th</sup> Lieut.  
JOHN H. DENT 5<sup>th</sup> d<sup>o</sup>  
THO<sup>s</sup> ROBINSON J<sup>r</sup> 6<sup>th</sup> d<sup>o</sup>  
AND<sup>w</sup> STERRETT 1<sup>st</sup> Lieut.  
AMBROSE SHIRLEY 2<sup>nd</sup> d<sup>o</sup>  
JOHN ARCHER 3<sup>d</sup> d<sup>o</sup>

[NYHS. Misc. Mss. T.]

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To the midshipmen on board the *Insurgente*, from Captain Alexander Murray, U. S. Navy

ON BOARD THE FRIG<sup>t</sup> *Insurgent* 8<sup>th</sup> August 1799

To the Midshipmen

GENTLEMEN My anxiety to see you all acquit yourselves as becomes a duty incumbent on you in your present stations induces me to say what I expect from you and by thus making you acquainted with your respective duties I am in great hopes that I shall never have cause to repeat the same over again for rest assured I shall have a very watchful eye over your conduct both in your private deportment as well as public and those who do not shew an ambition to excel, and

an ardent desire of promotion need not expect my patronage and I beg you will not suppose that you are placed in your present line merely as Drones, and Idle Spectators, but as Gentlemen sent forward to be the Bulwark, and able defenders of your Country, you have a noble Field to range in, for Glory, & reputation, if you do not (many of you soon get into distinguished Rank) it must be your own fault, for without a spur of Ambition, towards Eminence, you had better have stay'd at home.

What I require of you is this, beginning with your private deportment as concerns the oconomy of your apartments, & messing, Vizt.

A perfect harmony, Sobriety, and Cleanness in your Births as well as persons, & regularity of meals, for which you will have a due proportion of servants to assist you, and should there be at any time any Bickerings, & Quarrelling, among you, I must insist upon having the same made known, that I may be the Arbiter upon the Occasion.

With regard to your duties on deck, you will remember that you are to be inquisitive to learn all the art, & mystery of Seamanship, to do this, you must attend to every thing that is going on onboard, I do not require you to do hard Work, but it may be sometimes necessary to lend your assistance in handing & reefing, but always to be aloft when that business is going forward, unless your duty calls you otherwise.

You must be constant in your attendance upon Deck in your respective Watches, & never by any means presume to sleep, on your Watch, and keep in motion, and take frequently the rounds of the Ship, to see that the Sailors do not Sleep, & as soon as we have all our arrangements properly made out, you will then attend to the learning Navigation, & keeping your Journals, these are all the Observations I mean to make at present, & be assured I have your interest much at heart & the only partiality I shall ever shew to the one or the other will proceed from the score of merit

With great regard

I am

Yours — —

[NDA. A. Murray's LB, 1799-1805.]

To Nehemiah Hubbard, Jr., Navy Agent, Middletown, Conn., from Captain Moses Tryon, U. S. Navy

AUG<sup>t</sup> 8<sup>th</sup> 1799

United States Ship *Connecticut*

Between the Outer points of Seabrook Barr

Neh. HUBBARD, Esq<sup>t</sup>

DEAR SIR — Your favour by Cap<sup>t</sup> Ward is Recei<sup>d</sup> his Demurage Can not take place untill the 7<sup>th</sup> which was yesterDay. Agreeable to your Request I have unloaded Cap<sup>t</sup> Cotton yesterDay — on board the three other Vesels — we have been unfortunate as to winds which have been constantly to the Southward — we have been Sounding the Barr two Days & find more water at high water than the Ship Draws should it be Calm or a Breaze any way fair — I am Determin<sup>d</sup> to go on either by wharping or otherwise —

be asure<sup>d</sup> their shall no Exertions be wanting which is Consistant with prudence & Safety — I hope you will send on the Rest of the Iron work the Stations &c — Likewise the Ventulater which will be very much wanted indeed — as their is a Great heat produc<sup>d</sup> by the Dampness of the hole arising from the Circumstance of her being Sunk & I fear it will be Attend with very ill Consisquences to many of the Artickels Such as bread Rice beens powder &c I shall procure Cole as soon as we arrive at N London & have the parts Dried as much as possible I hope the Next time your hear from us will be our Safty at N London

I am Dear Sir

Your Ob<sup>t</sup> Serv<sup>t</sup>

MOSES TRYON

[F. D. Roosevelt Collection.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 8 August 1799

Fresh breezes and Clear. Employd working up Junk —  
at 4 Squally took in topgallant sails. Employd exerciseing Great Guns and Small arms, at 5 saw a strange sail bearing S S W. at 6 d<sup>o</sup> weather at half past 6 saw a strange sail bearing N N E at 8 Shortnd Sail and Sounded in 27 fathoms black and white sand. Supposed to be between Newyork and Cape henlopen Wore to the Southward and hauld to the Wind

at 12 Moderate breezes and Cloudy

at 4 D<sup>o</sup> Weather

at 6 Made Sail. saw several sail working to windw<sup>d</sup> at 7 Shortnd sail and Spoke with an American Schooner from Baltimore bound to Boston

At 9 Tack'd to the Northward Saw a strange sail bearing N N W. Gave chace, at 11 Spoke with the chace an American Ship from Newyork bound to Baltimore Employd working up Junk & Trimming Ship, Sail Makers and Carpenters Employd as occasion requird —

[Latitude Observed 38.27 North.]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, Commanding, Thursday, 8 August 1799

[Basseterre Roads, St. Christopher.] Begins with light breezes & pleasant employ'd in Ships duty, a number of the People on board the prize discharging her

Middle part pleasant Weather Moor'd the Prize

Latter part pleasant, employ'd as usual —

[HS of Old Newbury, Mass., NDA photostat.]



Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding,  
United States Ship *Moritzuma*, 8 August 1799

Fresh breeze and clear  
Several sail in sight during the Day — — Spoke Brig *Abigail*  
from Phil<sup>e</sup> bound to Cape Francois —  
Strong Winds, and weather clear

[NA.]

[9 August 1799]

To certain Officers of the U. S. Frigate *Constellation* from Captain Thomas Truxtun,  
U. S. Navy

UNITED STATES SHIP *Constellation*  
9th. August, 1799

GENTLEMEN I acknowledge the Receipt of your Gratefull and Affectionate letter of yesterday. It is true I have declined the future Command of the *Constellation* — but it is also true that it has been a declension of necessity and not of choice, for at a period like the present it would be a circumstance too painfull for me to think of if Sentiment did not Compel it. A misunderstanding with respect to rank is the only Cause. The Rank to which I Conceived myself intitled from my Standing in the Navy has been given against me to another by the President of the United States (Perhaps justly, for I may have thought wrong.), but it as little becomes my character to yield my rank against what I think a well founded right as it would my Ship to an enemy unequal in force. I have therefore thought proper to quit.

During the Various Scenes in which we have Co-operated I believe no greater harmony could possibly have prevailed among men under similar circumstances, especially when we reflect on the indispensable disciplin attending Naval life. I therefore trust, and I most sincerely hope that you will be as a band of brothers when far Removed from me, continue one and all of you to Cultivate and Cherish, that System of order, good will for each other and love for your Country that has so much to your own honor and my Satisfaction manifested itself within the Walls of this Ship on every occasion and I now only ask of you, that whenever you meet our foes, (and when I ask it, I have no doubt) to remember your old friend, and to do your duty as I have seen you like brave Americans do it before. —

May honor, Great Glory, health and success be the Reward of your next Cruize.

Farewell,

THOMAS TRUXTUN

To:

Lieutenants — Sterett, Shirley, Archer, Brooks, Dent, Robinson & Clinch — Mr. Isaac Henry, Surgeon & Isaac Garretson, Purser  
Of the Frigate *Constellation*

Messrs, STERETT . . . . .  
*Constellation.*

To Captain Thomas Tingey U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 9th August 1799

Capt<sup>n</sup> THOMAS TINGEY  
Ganges — West Indies

SIR Our Trade has suffered very much latterly by Privateers fitted out in Spanish Ports to intercept the Vessels to & from Vera Cruz We have no Vessel ready which can be spared to send in pursuit of these Privateers — When Campbell joins you in the *Eagle* you must send one of the Vessels under your command on this service — Captain [Moses] Brown I understand is well acquainted in the Gulph of Mexico — You will be pleased therefore to detach him unless you prefer another Vessel for this service, with orders to cruize along the South side of S<sup>t</sup> Domingo and Cuba & to scour the Coast from Cape Catouche to Vera Cruz & to operate between these two places until the 15 November when he will return to Boston — You will be pleased to send me a copy of your Instructions to Captn Brown which you will make as particular as you may judge to be necessary — It will be proper that he take provisions enough to last him until his Return — He will be entitled to friendly treatment in any of the Spanish Ports —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

HAMPTON ROADS ON BOARD THE

FRIGATE *Insurgent*

9<sup>th</sup> August 1799 —

BENJ<sup>n</sup> STODDERT Esq<sup>r</sup>

SIR In looking over my respects to you of the 1<sup>st</sup> and 5<sup>th</sup> Inst you had certainly a right to suppose me at Sea before this but I was not then perfectly acquainted with the difficulties and delays attending the procuring of the most trifling article here which generally occur at the last moment and the length of time it frequently takes to get them on board after they are procured tho' to do M<sup>r</sup> Pennack justice no man in the world can be more indefatigable & clever in his exertions for the equipment of our vessels however I am now ready with three hundred and eight men on board. (325 went to Sea)

I am very fortunately well provided with good introductions (to Generals OHara and Doyle at Gibralter should I have occasion to stop there) from Colo: Hamilton the British Consul here who has been very polite and attentive to me, and those Gentlemen are his particular friends to whom he strongly recommends me, should I stand in need of their friendship

You will be informed that I have turned over several of the Midshipmen that have been sent down to me as I really could not accomodate them, & I have now Twenty two on board.

Commodore Barry has furnished me with Two hundred 12<sup>lb</sup> Shot which weighs only 3<sup>o</sup>s less than mine for I find Cap<sup>t</sup> Truxton was

wrong entirely in his estimate of the Weight of our twelves they only weigh 12<sup>lb</sup> 3<sup>oz</sup> the six pound shot are the same as ours The eighteens weigh 19<sup>lb</sup> so that there will be no difficulty on that score.

I have just now received the articles Cap<sup>t</sup> Gill sent round agreeable to Bill of Lading all in good order except the Linen for the Stars which I do not see

The Commodore tells me he shall certainly be ready by the 12<sup>th</sup> so that he advises me to wait till then to try our trim and difference of sailing which I think to do if I have not a very favourable time to run off and in the meanwhile no time will be lost, as we shall keep our men well employ'd at their exercise of guns and sails.

The *Constitution* has not yet appear'd so that it will be at least the 1<sup>st</sup> of Sept<sup>r</sup> before she can get from hence, consequently she will have no time to Cruize off Cayenne unless you lengthen her limit which I feel anxious about wishing to be on the Coast of Europe as long as possible, that is if my services should be required there —

Yours &c &c

[NDA. A. Murray's LB, 1799-1805.]

[9 August 1799]

Extracts from letter to the President, from Turell Tufts, U. S. Consul, Paramaribo

\* \* \* \* \*

In my first official communication to the Secretary of State I mentioned pretty accurately the Privateering force of France in this quarter. The whole of it has been very lately united to the destruction of this trade. — A Frigate — Two twenty Gun Corvettes — A Brig. Sloops & Schooners — come daily in sight of Capt M<sup>c</sup>Neill. The Station which he has taken to watch the *Hussar* yet in this Port tho' it prevents that Ship from doing any mischief — cannot save a single Merchantman, & indeed any thing of less force than a Frigate — from falling into possession of the other Privateers. — A Brig belonging to M<sup>r</sup> George Pennock of Phil<sup>a</sup> & consigned to me is just now taken — none can escape. The *Portsm<sup>o</sup>* blocks up the *Hussar* — but in turn is herself blocked up by a much stronger force, who will *probably not attack*, but continue as they are, to seize every arrival on the Coast — Particularly as their object is not fighting, but plunder. More than a Million of Livres value have been carried into Cayenne of American Property within 6 Weeks — And more than five Millions will be there in 6 Weeks more — if a Frigate does not arrive off that place to intercept it. Every exertion is making there in Privateering, as they consider it the very harvest of Plunder; and besides, they have no other means of procuring Supplies. In regard to Plunder — it is a little Algiers — for the only excuse they make for it — is their wants. Their Official declaration is the Phantom — the mere Show.

Besides the Security that a Frigate would give to our trade coming to this Coast, (the almost certainty of taking all the force of Cayenne being considered in it) it would at once fix the Politics of this Govern<sup>t</sup> and lead to the completion of my views discoverable in the preceding Part of this Letter. — This Gov<sup>t</sup> would then feel strongly the value of our friendship — of our intercourse, & of our ability to protect & insure it. And if they did not confess it by granting some

extra advantages, — withdrawing this Protection from our own trade, would soon be felt by them — and in such a manner as they would court its continuance on liberal terms. — Their plea now is — your nation has not shown that, she will — or can, Protect the trade which we allow — and as we are not sure of it only for the moment — it does not become us to show in Strong terms what our Politics really are. They are nevertheless favorable to your trade, and this we shall always endeavor to prove — whenever our Politics in regard to a stronger Power, do not intervene. I am well assured that the Gov<sup>t</sup> has lately rec<sup>d</sup> instructions from Europe to act in every respect as he shall think for the good & safety of the Colony, without waiting for Particular instructions. He knows that the continuance of our intercourse is essential to this safety — and I am Satisfied, that when he is persuaded that our Gov<sup>t</sup> will protect this trade & the conditions of such continuance & protection are intimated to him — that — He will Declare himself & perhaps grant us — advantages that may be refused to others. — These are the reasons that have induced me to urge Capt M<sup>c</sup>Neill to send express the Sch. *La Fripponne* which he has taken, coming from Cayenne. — The force of the Enemy has app<sup>d</sup> so formidable, he has at length assented to it.

Besides, we want instructions on many Points; about Prisoners, Ransoms, Hostages, &<sup>r</sup> &<sup>r</sup> There are many Americans in prison at Cayenne. — I have not rec<sup>d</sup> a single Letter from the Secretary of State in answer to mine communicating the answer of the Gov<sup>t</sup> to me: — and I do not now expect to receive any, as the Privateers will intercept the whole. Too much dispatch cannot be made in expediting a Frigate & some fast sailing tenders. I leave the particulars to Capt M<sup>c</sup>Neill. The Gov<sup>t</sup> writes by this conveyance to the Dutch Ambassador at Phil<sup>a</sup> on the subject. It is my opinion, that the arrangement should take place without the seeming effect of what he may offer. That is, that he should be told, it was already determined upon — but, if this Gov<sup>t</sup> wished a continuance of the trade he must prove it, by some favorable act. — You Sir, will excuse me for advising so frankly; but it is a point with them to make us believe, that we are not necessary to them — & unless they are told that we know better — they will think, that we know not our importance.

Be pleased to accept my warmest wishes for Your happiness.

T. TUFTS.

AUGUST 9, 1799

[SDA. Paramaribo, Vol. 1, CL, 1799—1834.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 9<sup>th</sup> August 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN I am honored with your Letter of the 2<sup>d</sup> Inst.

The *Augusta* was inspected by Captain Truxton & other good Judges before she was purchased & they reported her to be nearly perfect in Hull, Masts and Spars &<sup>r</sup> &<sup>r</sup>

If a Ship was to pass through the hands of 20 Captains each would suggest alteration, in which however they ought never to be indulged —

The spars of Norfolk are stronger than those to the Eastward, and therefore may be smaller — At any rate I request you will suffer no alteration If it is wrong, the responsibility must be upon me, I mean [ ] of the Masts and Spars, nor must the Rudder Irons be taken off to put on others Iron properly guarded will last several years 5-6- or 7, before it be greatly corroded by the copper and probably as long as the Timber of any of our new vessels — If the Vessel can without waiting for them to be obtained elsewhere — I mean if they can be got at once at Boston, it would be well to Sheathe her with thin deal Boards before the Copper be put on — If the Boards cannot be had without delay she must be Coppered without them after laying on a sufficient quantity of Sheathing Paper — In short I beg that you will not in this instance indulge the whims of the Captains, but that you will direct the Vessel to be caulked & coppered as she is, that no alteration be suffered in her Masts & nor no other Expense incurred about her but what is absolutely necessary to arm her and send her to Sea —

She will require more sails and I suppose more rigging, But I am sure she ought to be at Sea in August, if these can be readily obtained —

As to the Prisoners, they must of course be treated as the President directs, He has not written to me on the Subject —

I have the honor to be with great respect & Esteem Gentlemen  
Y<sup>r</sup> obed. Serv<sup>t</sup>

I understand the *Herald* was a good Vessel until she was ruined by the alterations made in her.

[NDA. GLB, Vol. 2, 1799.]

[9 August 1799]

Extract from a letter from Madeira regarding capture of the Ship *Fortitude* of New York by a French Privateer

Aug. 10, "Landed yesterday, part of the crew of the ship *Fortitude*, of N. York, for Madeira, captured by a French privateer in sight of this Island. This privateer has taken two other Americans, a ship from Boston, bound to India, and a brig from Charleston."

[LC, "N. H. Gazette" (Portsmouth, N. H.), 6 November 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 9 August 1799

Begins with light airs of wind & pleasant W<sup>t</sup>  
at 9 PM got under way, left A Midshipman & 2 Men to take care of the prize

Middle part Squally with rain several sail in sight  
At 8 AM Nevis bore N by W 4 leagues  
Latter part Hazey Weather

[HS of Old Newbury, Mass., NDA photostat.]

Extract from Log of the Merchant Ship *Perseverance*, Friday, 9 August 1799

First part this 24 hours pleasant gales & fair W<sup>t</sup> at ½ past P M saw a sail to the S & W standing to the Nward at 2 P M tack'd ship to Nward Supposing the Strange sail to be a Cruizer the ship still in sight that had been in Sight Several Days at 6 P M the Strange Ship Boarded the above mentioned Ship and bore away and made Sail for us at 9 hove too finding her to come up with us Very fast at 10 Sent her boat on board of us found her to Be his Britanick Magesty's Ship *Glanmore* of 36 Guns Who after an examination permitted us to proceed Treating us with the greatest politeness & Middle part Light & Calms the *Glanmore* and an English man of war Brig in sight at 8 tack'd Ship the Wward —

[Latt Observation 50.53 N.]

[Essex Institute.]

To Secretary of State, from Geo. Hally or Hally, acting as U. S. Consul at Isle of France in absence of Jacob Lewis, U. S. Consul of that place

ISLE OF FRANCE 10<sup>th</sup> August 1799 —

duplicate.

Honourable TIMOTHY PICKERING

SIR, Since my last of eighth of July via Copenhagen a duplicate of which I now transmit you, I have to add, that I received from the Administrateurs Generaux of this Colony, their lettre of the 24<sup>th</sup> July announcing to me that my functions were suspended in consequence of the Governor General's Proclamation that hostilities exist between the United States & France — on the twenty fifth July a — french Ship arrived here from Bordeaux with thirty seven passengers on board, She brought Public papers and private letters dated in March & April, by which it appears that France & America were in Prospect of adjusting their differences, that the American Flag was displayed in Bordeaux and other Port's of France, unmolested, that the American Consul in Bordeaux had never ceased to exercise his functions, and that neither War or hostilities was thought of — In consequence of this intelligence, I addressed the Government requesting to be reinstated in my Functions, that the Law for Sequestration of all American Vessels and Cargo and the Governor's Proclamation might be revoked, and the American Flag permitted again to wave in this port, Stating the extream injury which the Commerce of the United States had already Suffered and must Suffer, by said Law and declaration if they continued to exist; but the only thing I could obtain, was, that nothing appeared, Sufficiently authentic to induce the Government to change their resolutions, and it was out of their power to grant my request and reinstate me again. Therefore I expect Soon to have the mortification to hear of further Depredations by the Cruizers from this Port on our Commerce, and some other American sent here for adjudication, the Frigate *Preneuse* and two privateers Sailed a few days ago on a Cruize & as the Governor's Proclamation still exists, doubtless they will Capture all Americans they Can, in Short the Government is not favourably disposed towards us, and now talk of official and authentic news in order to change their resolutions which were taken under vague, Contradictory and uncertain rumours.

Such Sir, is the Inconsistency of this Administration, I think it my Duty further to inform you of the Conduct of Peter Goynard a French man naturalised in the City of New-York, this man came out from France in the French Corsair *La Clarisse* Cap<sup>t</sup> Surcouff and in December last went on a cruize as Interpreter & Second Lieutenant on board Said Ship when the American Ship *Pacific* Captain Ingraham (which I stated to you in my former Letter) was Captured, he returned here not long since; finding I had knowledge of his conduct, he wrote me a Letter copy of which I send you. An American Vessel is this moment announced, I therefore close for the present. The vessel announced is the *Aurora* of Philadelphia Cap<sup>t</sup> John Suter, from Batavia home, Captured in the Streight's of Sunda, by a Small Brig from this Port of about fifty tuns and forty men, after engaging some time the Privateer boarded and Carried the Ship: Cap<sup>t</sup> Suter was very unwell and most of his crew in ill health, the *Aurora* had three or four killed and the rest badly wounded. She will be immediattely condemned, M<sup>r</sup> Lewis took with him a list of American Vessells entered and Cleared at this Port to thirty first December I have no list to send you from that time to thirty first June, no American Vessells having arrived here, except the Brig *Sally Pierpoint* on her return Voyage from Batavia with coffee, Sugar & Arrack belonging to Roussel & Morin of this Place. She cleared for China but went to Batavia: the Brig hath been Sold to a Frenchmen here and is now under french colours, and the only American Vessell which hath Sailed Since the last list is the *Orion* Geo Cunningham Master belonging to M<sup>r</sup> Lewis on board of which he embarked with his family 25<sup>th</sup> february for Boston. I have the honour To be with highest Respect & Esteem

Sir,

Your very Obedient & humble Servant.

GEO. HALLY [OR HALLY]

[SDA. Port Louis. Vol. 1, 1794-1834.]

To Joshua Sands, New York, from Secretary of State

[PHILADELPHIA]

Department of State, 10 Aug<sup>t</sup> 1799.

SIR The newspapers mention the arrival at New York of the Ship *Citizen*, E. Hubble, master, from Campeachy, consigned to Hoyt and Tom, Laurence and Whitney, and others. They further state on Capt. Hubble's authority, that the Brigantine *Franklin*, Morris, of Wilmington (D.) and the *Nancy*, Auenburgh, of Baltimore, from La Vera Cruz, were captured by the Privateer *Buonaparte* of 11 guns, manned with 4 Frenchmen and 88 Spaniards. The *Franklin* was chartered by sundry merchants of Philadelphia, who have made a statement of the capture to me. They inform me, that the *Buonaparte* was fitted out at Campeachy whence she had sailed but a very short time before she made the captures above mentioned. Of Captain Hubble's knowledge of these transactions I much wish to have a comprehensive deposition: — and I shall be obliged to you to have it taken. If there is any other person who can depose to them or

others of a similar nature, I should be glad he would join Capt. Hubble in the deposition.

I remain, Sir, very respectfully  
Your most obed<sup>t</sup> Serv<sup>t</sup>

TIMOTHY PICKERING.

JOSHUA SANDS Esq<sup>r</sup>  
New York

[Mass. HS. Pickering Papers, Vol. 11.]

Extract of a letter from I. Cox Barnet, U. S. Consul at Bourdeaux, to whom, not indicated

BORDEAUX August 10 1799 —

“Your letter, Sir, is a great relief to me, not so much on account of the advances I have made as for those to be made, at the time of its reception all the american Seamen at this place had been released and mostly all gone or employed, so that I have had no application for relief — there are yet some here who have been privateering and would, I believe, quit that trade if they could pay their debts and get to America, beeing generally dissatisfied with the result of the cruize.

I am sorry to have to communicate to you, Sir, an additional list of unfortunate captured Seamen. The Privateer *Bordelais* of this port has captured, few days since, the Ships —

*Betsey* of Boston from Liverpool to Boston — Cap<sup>t</sup> Choates sent into St John de Luz.

of N. York. { *Port Mary* Cap<sup>t</sup> Hewit, from New York to Liverpool arrived D<sup>o</sup>  
*Lydia* Cap<sup>t</sup> Handers D<sup>o</sup> — D<sup>o</sup> retaken &  
*Fanny*, Cap<sup>t</sup> Braine D<sup>o</sup> to Glasgow D<sup>o</sup>

The crews of the first three vessels (except the Captains) arrived here on the 7<sup>th</sup> Ins<sup>t</sup> from Bayonne, with English prisoners going to Saumur. They are eighteen in number and are all *Bona fide* Citizens of the United States and have certificates from our Custom Houses, as such, I applied yesterday (primidi) to the Commissary of Marine for their release. He told me it was not in his power to accede to my request without orders from the Minister of Marine and that they must go on to Saumur. I suggested the Hardship of such a march and the expence I should be at to Bring them away (not doubting but the Minister would order their release, as was done before in cases I quoted) and begged he would retard their departure till the Minister's decision should be known to him, in the Interim I *offered to pay their expences here*. He promised me they should stay, and I wrote to him officially on the subject yesterday. The Rations & lodgings of these unfortunate fellows while prisoners, will cost 30 or 40 Sols per Diem, and will require such advances as my present situation cannot enable me to make; therefore, Sir, I shall be extremely obliged to you if you will authorise me to value on you or some merchantile house, so that I may not be obliged to borrow money here, at the extravagant Interest of 2-2½ per Cent per Month.



I likewise enclose five Vouchers for monies paid for Acc<sup>ts</sup> of the U. States, say:

	#	\$
1. For attendance at the Hospital of Brest, M <sup>r</sup> Shanklin...	8.	16
2. D <sup>o</sup> .....D <sup>o</sup> for James Fletcher.....	6.	12
3. Relief to Eden Sprague at Quimper.....	63.	5
4. D <sup>o</sup> Capt. Seaward & 3 men of his Crew, Paimpol...	891.	5
5. D <sup>o</sup> Sundry Seamen at Quimper, Prisoners.....	167.	85

Livres F<sup>b</sup> 1136. 16.

in all One Thousand one Hundred & Thirty Six Livres 16 Sols for which I shall be glad to be authorised to draw. I had the Honour of writing to the Secretary of State on 16 Ult<sup>o</sup> and transmitted him copies of my other Vouchers, the originals of which shall be sent when circumstances shall warrant it, for not having taken duplicates at the time, I am the more anxious the originals should go safe.

In my former communication, Sir, I had the honour of informing you of the situation of the captured vessels in the District of Brest, among others I mentioned the case of the Brig<sup>s</sup> *Maria* of Norfolk Cap<sup>t</sup> A. Jeffery. This cause has been finally rejected and lost at the Court of Cassation; When Captain Jeffery arrived at Brest he gave me a bill for £300 St<sup>s</sup> and which I had negotiated in Paris, to enable me to carry on the suit; besides the expences incurred at Morlaix & Quimper, I was obliged to furnish two thousand Livres to the Agent at Paris to support the cause in cassation & moreover to *guarantie his Commission*. I did this both under a confidence of the goodness of the cause and that of the payment of the Bill above mentioned. I have been disappointed in both, and my correspondent at Paris is about to draw on me for the Balance due him for the costs and his Commission, the amount I am not yet acquainted with, it will be from 3000 to four thousand Livres. I have already advanced 3882 and feel the want of it exceedingly. I was not authorised prior to the 1<sup>st</sup> May to advance for the relief of captured vessels, but nevertheless Sir, may I not expect to have a charge like the above approved of? and can you come to my relief by reimbursing me, if not the whole, a part of my advances? for I shall really be at a loss for the means to pay the above engagement. My old account against the United States amounts to 4333 # for which as I have not got duplicate vouchers, I propose drawing on the United States when I know it is approved, I mean for the balance, as I have already drawn for 650 Dollars. These advances together with some others and the expence I have been at in removing here have rendered my Stock, which, (it will not discredit me to tell you, Sir,) has always been very small, for the American Revolution & my fathers untimely death, left me no pecuniary assistance and I have not been in a situation to make any thing since my establishment. The Consular office at Brest did not bring me in enough to live on, and this one for some time to come will not support my family, I trust however by a zealous attention to it and a continuation of the encouragement our Government has set the example of, that when harmony is restored between the two Countries, I shall find full indemnity.

When I can obtain the liberty of any American seamen, I propose, (if they cannot be engaged here or in a neighbouring port,) sending

them on to S<sup>t</sup> Sebastians for a passage — their Board will cost here 3# per D<sup>m</sup> — I have this instant received a letter from the Commissary of Marine, implying consent to the object of mine and of which I have the honour of transmitting you a copy.

It will be proper to mention to you Sir, that *Privateer husbands* allow *Six Sols* per league to their sailors for their traveling expences. I beg leave to offer you as my opinion, that *that* sum is too small, for American Sailors and think it should be *eight* or *nine Sols* especially in *this* Country. I make the distinction on account of the difference of living between the two & from observations I have made.

I will attend particularly to your directions, Sir, in respect to the kind of Relief our Seamen shall require. The rations allowd those I have mentioned are 1½ Lbs very coarse bread, ½ Lb. Beef (a very small one) some hard beans & a few vegetables per man for 24 Hours. I intend to allow them the same quantity of (good) bread ¾ Lb. Beef a small measure of wine & vegetables & *clean* straw.

I have written to M<sup>r</sup> Cathalan & M<sup>r</sup> Dobree & transmitted them copy of your letter. We have settled the limits of our respective districts, to be all places nearest to each other inclusively.

On my arrival here I visited the constituted authorities and was very well received and tho' not acknowledged in a public character, yet I fill towards them the same duties which the late consul did. Several applications have been made to me for extracts of the consular Register, may I ask you Sir, if I can apply to M<sup>r</sup> Fenwick for it — He is still in Paris, but I was told by his late chancellor that it would be sent to me if I wished, I have not called for it wishing first to know from you, your opinion thereon."

signed I. COX BARNET

[Mass. HS. Pickering Papers, Vol. 26.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 10 August 1799

Begins with fresh breezes & hazey Weather

at 6 PM spoke the *Pickering* — Saw a Ship gave a chase & Shew Signals & was answerd by her Nevis N W 5 leagues Distant —

Middle part D<sup>o</sup> Weather at 6 AM S<sup>t</sup> Bartholomews Bore West 7 leagues at 9 D<sup>o</sup> saw a sail, gave chase

Latter part steady breezes & pleas<sup>t</sup> the *Pickering* in Company

[HS of Old Newbury, Mass., NDA photostat.]

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To Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

UNITED STATES FRIGATE *Insurgente*  
Hampton Roads 11<sup>th</sup> August 1799

BENJ<sup>s</sup> STODDERT Esq<sup>r</sup>

D<sup>r</sup> SIR I have received your favor by the dispatch Boat of the 2<sup>d</sup> inst. which induces me to believe that you have a wish for me to proceed to the West Indies, and off Cayenne, but you still confide in me to act up to my own judgment, it is the utmost wish of my heart

to act consistently, and conformably to [y]our wishes, at the same time, Serviceably for our Country, to do this I still feel a strong conviction in my mind, that I shall be able to achieve something of moment that will meet your approbation, in the rout I have before layed down to you, I feel an ambition to hoist our flag in the European Seas, upon a French Staff, and our commerce in that quarter, certainly suffers heavy grievances, for tho' we cannot give effectual protection, a partial one may answer a good purpose, till we are able to do it with energy, but be assured, I shall not lose a moment in getting to the Coast of Cayenne, & should I call at Gibraltar I can speedily fill my water up, so as to preclude the necessity of calling elsewhere till I get to Martinico,

You will perceive by the returns that I have encreased the number of my crew to 325 so that I shall be obliged to shorten my cruize, or encrease the stock of Provisions in the West Indies, not being able to take in more here, I hope to be instructed on this subject when we arrive there.

I now find you the Various details of the Ship as far as we can go, but not having a Boatswain or Gunner till yesterday they have not been able to give me their returns as yet, but shall have them ready for the first conveyance.

I have never yet been able to get a Carpenter or Sail Maker, but hope to get the former to day by some means or other, and the Purser tells me he cannot get his Acct<sup>s</sup> made out in time as every settlement has been hurried upon him at the last moment, & we only wait the Comm<sup>dr</sup> Signal to get under weigh.

I am very well pleased with my officers in general

With great respect

I am your most Obed<sup>t</sup>

[NDA. A. Murray's LB, 1799-1805.]

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To Captain Thomas Truxtun, U. S. Navy, from John Cowper, brother of Master Commandant William Cowper, U. S. Navy

NORFOLK Aug<sup>t</sup> 11<sup>th</sup> 1799

MY DEAR SIR I am indebted for your very obliging letter informing me of the promotion of my Brother, and which I should have answered before now, but it was understood here that you were to Sail before a letter could reach New York — In this beleif remained your friends here untill yesterday, when an express reached Hampton roads informing Cap<sup>t</sup> Barron that he was to have command of the *Constellation*, in consequence of your resignation —! It is impossible for me to convey to you the lively sensibility which this afflicting intelligence excited — A very large collection of all your most intimate friends were assembled on board the *United States* to an entertainment given us by your friend Barry, and not a countenance was seen, in which sorrow & dejection were not strongly depicted — We are all persua[de]d that you have done what appeared to you right, yet that is but a small consolation for the loss our Country sustains, considering the services you had rendered in the organization of a system intricate in itself, and rendered more so from peculiar circumstances, remembering that you were the first to punish an

insolent Foe, we had looked forward to events equally advantageous to your Country & honorable to yourself — These pleasing prospects are obscured by an event which is more painful as it was least expected —

A ray of hope is yet left, and that is, that you have only resigned the Command of the *Constellation* and not the Service, happy indeed should I feel to have this hope realized, but should it be otherwise my poor but sincere wishes for your happiness are offered —

The kindness you have shewn to my Brother demands and receives my warmest acknowledgements, and I venture to believe that he will not prove unworthy of your confidence — every advantage which can be derived from precept and example he has in possession, his fortune and fame are in his own hands, and I trust he will not trifle with them — At present he is on board his Ship, I need not say, how he felt upon hearing that his much respected Commander was no more to command him —

Our friend Parker is here he mingles his regret with mine, as he is equally your friend with Dear Sir

Your ob: Servant

JOHN COWPER

[NYHS photostat.]

[11 August 1799]

Extract of a letter from Captain John Frankford, of the Ship *Belvidere*, to Messrs. Nicklin and Griffith, dated Fort Mifflin, August 11, 1799

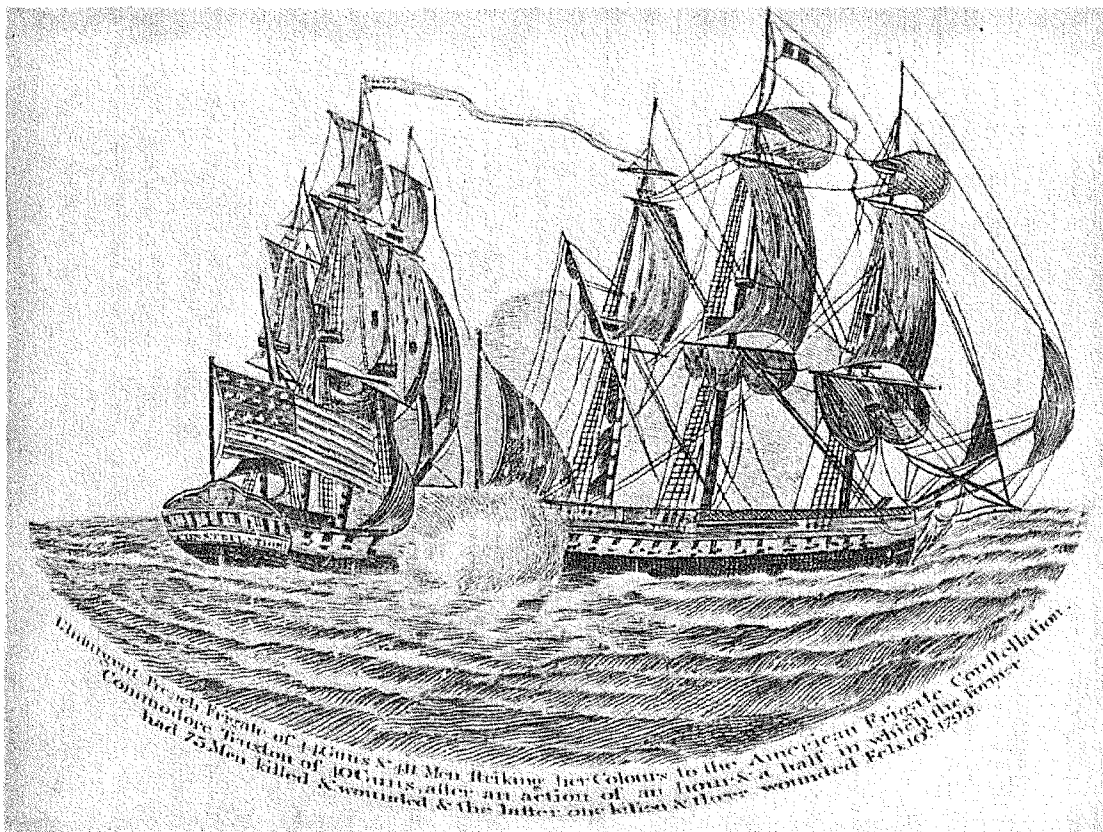
"I left Corunna the 1st of April, and on the 4th fell in with two French zebecks in the gut of Gibraltar, one of which engaged us three quarters of an hour, but bore away for the shore before the other came up. We continued our course and arrived at Gibraltar the same evening.

"On the 13th, left Gibraltar for Alicant, and at 10 o'clock the same day, off Malaga, three sail hove in sight, which gave chase to us, and proved to be a French privateer brig and two zebecks, the brig began to fire, which we instantly returned, and the engagement continued till dark, when they all bore away for the Spanish shore, and we continued our course and arrived at Alicant the 19th April.

"I sailed from Alicant on the 28th of May, and on the 2d of June, off Malaga, fell in with a French xebeck, and engaged her two hours in a calm. She rowed twenty sweeps, but as soon as a breeze sprung up, that we could handle the ship, she made sail and pulled for the shore.

"In all the above actions, there is much credit due to the spirited exertions of both officers and men under my command.

"Leaving Gibraltar, the 1st of July, in company with the *Alert*, of Boston, and the *America*, of Philadelphia, at 4 o'clock P. M. saw ten sail of French cruisers getting under way from Algesiras; upon which we stood back for the bay of Gibraltar and anchored: at 10 in the night, got under way in company, and ran through the gut.



L'INSURGENTE STRIKING HER COLORS TO THE CONSTELLATION, FEBRUARY 9, 1799.



“You have here an account of the different fleets in the Streights. The French fleet passed Alicant, on the 10th of May, of 24 sail of the line, 4 frigates, and 2 brigs. Lord St. Vincent passed with his fleet, on the 13th of May, consisting of 17 sail of the line, and some smaller vessels. The Spanish fleet, consisting of 24 sail of the line, put into Carthagea, on the 23d of May—7 sail dismasted. Admiral Gardner, passed Gibraltar, on the 11th June, with seventeen sail of the line, one 40, and a frigate.

“I also annex an account of the American vessels in Algeiras:

“The ship *General Washington*, of Boston, captain John Roberts, captured by the Spanish gun boats, and detained by the Captain General of St. Roque.

“The Ship *Hope*, of Philadelphia, captain George Hardie, captured by the French and ransomed.

“The brig *Sally*, of Philadelphia, captain William Bell, captured by the French and ransomed.

“The brig *Ceres*, of Philadelphia, captain Thomas Norris, arrived without capture.

“The ship *Ardent*, of Baltimore, captain Alexander Smith, captured by the French — he was killed by some powder taking fire on his deck; the ship ransomed.

“The ship *Mary Ann*, of New-York, captain Adams, captured by the French, had one man killed and seven wounded; the ship is ransomed and sailed for Barcelona.

“Left at Gibraltar, the ship *Assiduous*, of Philadelphia, captain Bray, waiting for convoy.

“On the 4th of June, spoke the United States brig *Sophia*, captain Geddes, bound to Lisbon, with a British convoy.

“On the 29th of July, in lat. 36, 29, N. long. 59, 30, W. spoke the United States brig *Scammel*, captain Mark Furnel, [Fernald] 8 days out from the Delaware, bound to Surinam.

“On the 2d of August, in lat. 35, 42, N. long. 62, W. spoke the United States frigate *Constitution*, captain Talbot, 7 days out from Boston, bound to Norfolk, all well.

“I have this moment arrived and am put under quarantine.”

[LC, Phila., “Claypoole’s American Daily Advertiser”, 14 August, 1799.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 11 August 1799

Fresh breezes and Cloudy, Employd working to windward Kill’d a Bullock that weighd 420 pounds. Condemnd and hove over board 30 pounds of cheese at 2 Sounded in 26 fathoms white Sandy bottom at 4 squally Sprung the Jib boom In Top Gallant sails and Riggd in the flying Jib boom. At 5 Took 2<sup>d</sup> reef in the Topsails. at 7 Close reefd the Topsails and Single reefd the Courses. Saw several strange sail standing to the Westward. at half past 7 handed the Mainsail at 8 Squally with rain Thunder and lightning — taken aback Wind from the W N W. clewd up the topsails and wore to the Southward. Sounded in 20 fathoms white sand. Cape Henry then bore S W by W 17 leagues at 9 Set close reefd Topsails, at 12 light airs and cloudy, Made Sail as nessasary. Sounded in 30 fathoms

AM at 3 Fresh breezes and Cloudy Sounded in 33 fathoms at half past 4 Wore Ship to the Westward. at 6 Moderate breezes and clear weather Made Sail Sounded Every hour Gradually Shoaling from 33 to 24 fathoms, at 9 Sounded in 15 fathoms

At 10 Assembled the Ships company and performed the divine Service, at 12 Sounded in 8 fathoms Tackd to the Southward, saw Teaches Island bearing West 6 Leagues, and the high land of Mantomkin bear<sup>e</sup> W by N 7 leagues. at 12 Fresh breezes and clear weather Cape Henry S W 20 leagues

[Latitude Observed 37.42 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 11 August 1799

Begins with Steady breezes & pleasant W<sup>t</sup> at 1 PM Came up with our chase the *Pickering* boarded her she was a Cartel from Guadaloupe bound to Charleston

S<sup>t</sup> Bartholomews Bearing West 9 leagues at 10 Brought too & boarded the [merchant] Sloop *Herald* from Antigua bound to New London Joseph Comestock Master

Middle Part D<sup>o</sup> Weather

At 5 AM the Body of Antigua Bore S E Dist 5 leagues, Latter part Moderate the *Pickering* in Comp<sup>t</sup>

[HS of Old Newbury, Mass., NDA photostat.]

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To Secretary of the Navy from President John Adams

QUINCY August 12<sup>th</sup> 1799.

SIR I have signed the commission for Dr. Edward Field of Enfield & sent it on in your letter to him. Dr. Cogswells letter to Mr. Wolcott I return to you. Knowing, esteeming & loving Dr. Cogswell I could not hesitate a moment to credit his recommendation. I hope every exertion will be made to get the *Congress* to sea. I have as good & as high an opinion of Capt. Sever as you have expressed in a late letter & my indignation is not too moderate at certain insinuations which have been thrown out against him.

SECRETARY OF THE NAVY.

[NDA photostat.]

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To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12<sup>th</sup> August 1799

Capt<sup>n</sup> CHRISTOPHER R PERRY

Frigate *General Greene* —

New Port, Rhode Island —

SIR Presuming that the health of the crew of the *General Greene* is now restored and that the Ship is in a condition to perform service, I have the honor to request that you will immediately proceed to Sea and take your former station off the Havana for the protection of our Commerce & the punishment of the French depredators upon it —



You will join the two Brigs before under your command — if they have left the station they will be sent back to join you, and in all respects conform yourself to the Instructions you have heretofore received —

The Brig *South Carolina* has been represented to me as a very dull Sailer and useless in the Navy Service — If you find her so, send her back to South Carolina to be employed as she was originally intended in the Revenue Service

Altho Havana is pointed out as your Station it is not meant that you or the Vessel under your command are to remain constantly before that place or be constantly employed in convoying vessels to and from it — but it is wished that you should occasionally make cruizes for two or three weeks at a time, wherever you concieve there are objects worthy your attention — I could point out places where you might render service by cruising occasionally but I would rather depend upon your own Judgement & Knowledge to find them out for yourself —

Whatever Prisoners and Prizes you take, send into some port of the United States, and whenever you part with an Officer or Men, let him have the Pursers Certificate of the state of his Account — Wishing you great success & Glory —

I have the Honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

You should by all means keep the Vessels under your command out of Port — Enclosed is a letter from M<sup>r</sup> Iznardi which please to take a copy of & seal & send to him —

[NDA. OSW, Vol. 2, 1799.]

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To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 12<sup>th</sup> August 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN I am honored with your Letter of the 6<sup>th</sup> Ins<sup>t</sup> and will direct a further remittance to be made you —

On the subject of the *Augusta* I refer you to my last — That Vessel is not so large and therefore not so agreeable to Captain Russel as the *Herald* — I received before I ordered her to be bought from the Navy Agent & Navy Officers their unanimous opinion that she was the best calculated Vessel for a West India Cruiser ever built in Norfolk Captain Truxtun certified that she would be superior in the West Indies to any Vessel in our Service — It is strange that at Boston she should have lost all her good qualities — Whatever may be the report of the Carpenters [who] view her — I must Still persist in having her fitted & I hope without delay as a Cruiser & that no change be made in her — If Cap<sup>t</sup> Russel should not like her, some other Officer will —

The *Norfolk* & the *Richmond* about the size of this vessel but inferior to her it is said in those points which promise fast sailing and

rather inferior in size are two of the most useful Vessels in our Service — We want small fast sailing Vessels — The Weakest we have are strong enough for the French Cruizers —

I have the honor to be with great respect Gentlemen  
Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Captain James Sever, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy department 12<sup>th</sup> Aug<sup>t</sup> 1799.

SIR I am honor'd with your Letter of the 2nd inst.

I have directed two of the Anchors made by M<sup>r</sup> Boyd of Boston to be delivered to the order of M<sup>r</sup> Jacob Sheafe if so many are yet wanting for your Ship — They will average about 44 C. W<sup>t</sup>, and with those you have heretofore received will compleat your sett of large Anchors — About small ones there can be no difficulty —

I observe with increased satisfaction the progress you are making in preparing the *Congress* for her destined element, and figure to myself that before you receive this she will have had a prosperous Launch. —

Your recommendation of M<sup>r</sup> Little as Sailing Master has been attended to and his Warrant forwarded to him on the 9<sup>th</sup> inst. —

I am Sir

Your most obe<sup>d</sup> Serv<sup>t</sup>

BEN STODDERT

Cap<sup>t</sup> JAMES SEVER

[LC J. Sever Papers. NDA photostat.]

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[12 August 1799]

British Occupation of Surinam, the U. S. Ship *Portsmouth* and U. S. Brig. *Scammel* being in port at the time

The following interesting intelligence was received yesterday by the Sch<sup>r</sup> *Moncrief*, capt. Pierce, from Surinam.

On the 12<sup>th</sup> of August an English fleet under the command of Lord Seymour, vice admiral of the blue, consisting of 5 line of battle ships, of 98 guns (the admiral's) and one of 74, with 6 frigates, and as many transports, (the land forces under the command of Lieut. General Trigge,) made their appearance off the mouth of Surinam river, and sent a flag of truce to the Governor, demanding possession of Surinam and its dependencies in 24 hours, on the following terms, as near as capt. Pearce recollects:

The colony and its dependencies, forts on the river, &c. to be delivered to the English.

The Dutch and Spanish soldiers to march out from the forts with the honours of war.

That no alteration would be made in the government, and that all Dutch property should remain in the situation it was then in.

That no American property should be molested afloat or on shore, and the Americans should be privileged to trade there, but only allowed to take in return produce to the amount of the one third of their cargo, except molasses.

The governor demanded 48 hours to consider on it; (and laid an embargo on all vessels in port, at which time several were ready for sea) the term of 48 hours was allowed, and at the expiration of which time the governor sent a flag of truce down to the admiral, which concluded the capitulation.

On the 21st, the admiral landed at Paramaribo, and took possession of the fort there, being the last one. On the 22d, capt. Pearce went on board the frigate *Amphetrite*, in which the admiral came up, in order to get permission to proceed to sea. The admiral informed him he should not be detained but a day or so, as he was informed some French vessels that were in port, had, within a few days hoisted American colours he would send an officer on board all the vessels in port first, to examine their papers, and those that were clear should be allowed immediately to proceed to sea. The Admiral behaved with the greatest politeness, as well as all the officers. On the 24th capt. Pearce called on the Admiral, who gave him his passport; and on the same day gave several other Americans their passports, who were detained as well as capt. Pearce, from the time the English first made their appearance off the river.

Captain Pearce also informs, that the United States sloop of war *Portsmouth*, commodore M'Neil, and the brigantine *Scammel*, captain ———, were then in port. The *Portsmouth* had been stationed off the river Surinam for several weeks, in order to keep in port a French ship of 20 guns, called the *Hussar*, capt. Pelatier—about the time the English appeared off the river, captain Pelatier of the *Hussar*, gave the ship up to Commodore M'Neil, who put on board his first lieutenant, and upwards of 100 men, and took the Frenchmen out as prisoners, and put them on board the *Portsmouth* and *Scammel*.—When the English came in port, Commodore M'Neil, (dressed in his uniform) went in his boat to go along side the *Hussar*, in order to give his lieutenant some orders, when a captain of one of the frigates ordered him twice at his peril not to go along side of the French ship, of which Commodore M'Neil took no notice. The third time the captain of the British frigate ordered one of his men to fire a musket at Commodore M'Neil, which M'Neil took no further notice of, further than turning his head round, told the British captain to fire again, which he did twice, but neither ball did any injury. Commodore M'Neil proceeded to the ship *Hussar*, gave his lieutenant some orders, and immediately went on shore at New-Fort, to see the Admiral. While M'Neil was on shore, the same British captain was coming to the *Hussar*, when the lieutenant ordered him on his peril three times not to come any nearer than he was. The British captain took no notice of the order. The lieutenant ordered one of his men to fire on the British captain, which he did. The boat immediately put back.

By what Captain Pearce could learn, the Admiral was much displeased at his captain's proceedings. Some agreement was entered into by Lord Seymour, the Admiral, and Commodore M'Neil, on account of which Commodore M'Neil gave the ship *Hussar* up, with all the prisoners.

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 12 August 1799

Begins with pleasant weather & Moderate breezes at 1 PM the Cap<sup>t</sup> of the *Pickering* came onboard to Dine — At 6 saw a sail bore away & gave chase, exchang'd Signals with her she proved to be the *Ganges*, at 8 Cap<sup>t</sup> Brown went on board at ½ past 9 Return'd, made Sail, the *Ganges* & *Pickering* in Comp<sup>y</sup> —

Middle part D<sup>o</sup> Weather at 5 AM saw a sail, the Brig gave chase Antigua bore East 6 leagues Reef'd the Topsails

Latter part fresh Breezes & pleasant

[HS of Old Newbury, Mass., NDA photostat.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> August 1799

Captain W<sup>m</sup> BAINBRIDGE  
Brig *Norfolk*  
New York

SIR I am honored with your Letter of yesterday — You will please apply immediately to Mess<sup>rs</sup> James & Ebenezer Watson New York for such repairs as the *Norfolk* wants requiring nothing not essentially necessary & omitting nothing that is — I expect, you will have the business effected with your usual oconomy and dispatch — Your Men whose times will be out in September and October you may at once discharge & pay off, to enable you to do which I shall tomorrow send you on some money —

I have the honor to be

Sir

Your obed Serv

[NDA. OSW, Vol. 2, 1799.]

To James and Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 13<sup>th</sup> August 1799

Mess<sup>rs</sup> J. & E. WATSON  
New York —

GENTLEMEN, I have written to Capt<sup>n</sup> Bainbridge to fit the *Norfolk* for Sea with all possible dispatch and directed him to call on you to aid him on all such repairs as are essentially necessary — This assistance I am sure you will readily give —

I have made you a remittance of Ten thousand Dollars —

I have the honor to be

[NDA. GLB, Vol. 2, 1799.]

To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 13<sup>th</sup> August 1799*

Capt<sup>n</sup> Samuel Barron  
New York —

SIR The *Constellation* being compleatly prepared for Sea, Captain Truxtun will deliver to you the Command of that Vessel, with which you will immediately proceed on a cruise —

Captain Bainbridge saw on the 4<sup>th</sup> Inst in Lat. — 25'' 40 N Long. — 67 — 15 W — a french Frigate which has probably captured some of the Vessels under his convoy — Nothing seems more probable than that she is destined for our Coast — Let it be your Endeavor to intercept her and I have no doubt that you will give a good Account of her — You will continue cruising at such distance from the Coast as your Judgement shall direct between New York and Saint Marys until the 15<sup>th</sup> of Sept<sup>r</sup> when you will be pleased to return to New York for further orders, unless you should find objects to keep you out longer, in which case you may remain till towards the last of Sept<sup>r</sup>

Wishing you great Success and Glory I have the Honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

Enclosed Circulars as in Margin.

[NDA. OSW, Vol. 2, 1799.]

Enclosed Circulars "I have the honor" &c dated 29 July 1799 29 Dec<sup>r</sup> 1798 — 16 January & 12<sup>th</sup> March 1799 and relative to return of Provisions dated 29 July '99.

To Captain Thomas Truxtun, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 13 Aug<sup>t</sup> 1799*

THOMAS TRUXTUN ESQUIRE

SIR, I am honored with your Letter of yesterday. I now send Cap<sup>t</sup> Barron's Instructions — open for your perusal. If he should not have arrived, I wish you would add one more laurel to your brow, by taking the ship under your Command, & proceeding after the French Frigate seen by Bainbridge. Barron in that case may wait at New York until your return — & you can write him a letter to that effect. That you may be furnished with every thing necessary, & return your Commission — You can send it back when Barron releives you — If you do not do this, have the ship moved to Sandy Hook, if you judge it best.

I have the honor to be Sir &c

[NDA. LB, 1799-1807.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary  
of the Navy

[PHILADELPHIA]

Navy Department 13th August 1799

MESS<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
Boston

GENTLEMEN In spite of my determination not to do so, I find I must yield to the general opinion prevailing at Boston, that the *Augusta* is totally unfit for a Cruizer, and to your opinion & Captain Russels, that the *Herald* can be made a very fine Vessel — But tho I yield it is not with a good grace, nor on conviction, for I still fear the *Herald* will prove to be a dull vessel and still believe that the *Augusta* will turn to be a fine Cruiser — But whatever Officers and Men might be put on board the *Augusta* at Boston would imbibe the prejudices entertained against her, nor is [it] yet reasonable to expect the Carpenters would Confess themselves mistaken —

Be pleased therefore to let the contemplated changes be made in the *Herald* which Captain Russel informs me will not cost more than a fortnights time nor more than One thousand D<sup>r</sup> Expense tho I expect the Expense will be more than double as much, And as to the *Augusta* be pleased to let her take her Copper on board except what may be wanted for the *Herald*, and be sent as nearly in the state she arrived from Norfolk, as circumstances will now permit, to this place, and as Soon as practicable — You will adopt the cheapest mode of getting her here, perhaps you may get enough of Freights to pay her Expenses round —

Captain Russel speaks of a small Round House to be made on the *Herald* which ought not to be permitted. the Deck should be flush fore and Aft, unless it is absolutely impossible to find accommodations below — very good accommodations ought not to be expected by the Officers of such a Vessel, and the real utility of the Vessel ought not to be sacrificed to inferior considerations — With these observations I leave it with you to determine finally about the Round House —

Captain Truxtun who examined the *Augusta* throughout — his own Expression — joined with M<sup>r</sup> Pennock the Navy Agent in representing this Vessel as every way better calculated than any Vessel in our Service for a West India Cruiser — If I find there has been the Imposition with respect to her which the Accounts from Boston imply, I will assuredly try to make at least M<sup>r</sup> Pennock repent his share in the Business

I have the Honor to be with great respect & Esteem

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 13 August 1799

Begins with fresh breezes & pleasant Montseratt bearing S W Dist. 3 leagues Antigua N E by E 6 leagues — Employ'd plying to Windward

Middle Part Squally attended with rain

Latter part Ditt<sup>o</sup> Weather at Mer<sup>dn</sup> Antigua bore N E 4 leagues *Ganges & Pickering* in Comp<sup>t</sup>

[HS of Old Newbury, Mass., NDA photostat.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14<sup>th</sup> August 1799

JOHN ADAMS Esq<sup>r</sup>

President of the United States

SIR I am honored with your letter of the 8<sup>th</sup> Ins<sup>t</sup> — Captain Truxtun resigned on the ground that he was injured in rank by the confirmation of Talbot in his original rank

I do myself the honor to enclose the Copy of my letter to him communicating the decision and his answer — He still keeps the command of the *Constellation* — Barron not having arrived from Norfolk, tho hourly expected — Barron will well supply his place, and as he is a favorite with the Officers and Crew, he will do better in that Ship than Decatur would He has all Decatur's Gallantry and Zeal and something better Education —

Barry was at Norfolk the 6 August when Talbot had not arrived — Barry after getting in a Bowsprit will cruise on the Coast till the 15 September when he will put into New York — As his Ship has excellent accomodations for passengers, it is contemplated if you do not disapprove to employ her in carrying the Ministers to France —

Talbot will proceed direct to Cayenne and remain on that Coast until towards the beginning of October when he will proceed to Cape Francois to take the Command on that Station — Murray in the *Insurgente* who I expect sailed the 8<sup>th</sup> Ins<sup>t</sup> from Norfolk will proceed to Algeciras, thence to Gibraltar Bay for intelligence respecting our Trade in the Streights, thence to Madeira & Teneriffe and endeavor to be back to Cayenne soon after [he] leaves it — at any rate by the last of October — The *Constellation* will cruise on the Coast till late in September when she will put into New York for orders — She may then be sent to the West Indies or be kept on the Coast as circumstances require

The Brig *Norfolk*, Bainbridge has arrived at New York, in want of repairs — I hope she may get out in a fortnight. The *Retaliation* [*L'Magicienne*] captured by the *Merrimack* Captain Brown has also arrived in the Delaware They both bring French Prisoners — tho there are still a good many left at Saint Kitts and the *Montezuma* sailed ten days ago to S<sup>t</sup> Kitts on purpose to bring them in — The time of the Crew being so nearly out as not to admit of her remaining to Cruise —

I have the honor to be

[NDA. Nom. Appts. LB, 1798-1820.]

To Secretary of the Navy from Captain Patrick Fletcher, U. S. Navy

UNITED STATES SHIP *George Washington*  
Cape Francois August 14th 1799

Hon<sup>ble</sup> BENJ<sup>s</sup> STODDERT Esq<sup>r</sup>

Sec<sup>r</sup> of the Navy

SIR By the Schooner *America* bound to Baltimore, I acquainted you of my arrival at this port, Since which I have seen Doctor Stevens who speaks highly of Touissant who at present is at Port a Paix with

his Army — The other Officers of Government has paid me all the attention I could wish

On the 9<sup>th</sup> Inst two vessels arrived from France who report that two Frigates and ten sail of Merchant Vessels may soon be expected here — There has arrived at this port at the rate of Seven Vessels per day since the first of August, and on the 2<sup>d</sup> there was at Port Republic 18 and several have left this place for the Bite of Leogan — Those remaining here have not the least prospect of Selling their Cargoes, and are at a loss to know what to do I feel myself perfectly satisfied that one half the property shipped from the United States in the months of July and August will be sacrificed — Flour was selling on the 30<sup>th</sup> of July from 30 to 40 Dollars per Barrel, Fish at 24 Dollars per Quintal, and on the first of August altho but one vessel had arrived, Flour was at 10 Dollars, Fish at four — At the same time Sugar which had been only four dollars was up to nine, Coffee from 7 cents to 20, and all other produce rose at the same rate. — General Touissant has fitted out several armed vessels from this place to cruise in the Bite with a passport from Doctor Stevens —

How far I shall be able to distinguish those Vessels bearing the French Flag (from those employed by Rigaud) I do not know, but mean in my way to the Bite, to stop at Port a Paix and see General Touissant. After seeing those vessels which are going under my Convoy safe into port, I shall cruise a few days off the Mole, and then proceed for this place, to convoy thro the Islands any Vessels then ready to Sail for the Northward

General Touissant had a narrow escape a few days ago, having his Doctor, & Aid de Camp killed and two balls passed thro his hat (by a party of Rigauds men who way layed him — It is the general opinion of the people of this Island (the best informed) that should any accident happen to him, that this place would be once more drenched in blood, and in that case a confiscation of all American Property here —

Inclosed is an Arrett for the encouragement of trade at Saint Domingo (or rather discouragement) and a Proclamation for the Suppressing of piracy —

I have the honor to be

Sir

Your most obed Serv<sup>t</sup>

(Sign<sup>d</sup>) PATK FLETCHER

[NDA photostat.]

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

[PHILADELPHIA]

Navy Department 14<sup>th</sup> August 1799

Capt<sup>n</sup> RICHARD V MORRIS

Frigate *Adams* N York

SIR I approve of your taking J P Lynch as Purser of the *Adams* until he shall prove whether he possesses competent abilities or not — The Pursers station requires a man of considerable skill in the arrangement of Acc<sup>ts</sup> as well as strict integrity — When you are satisfied that M<sup>r</sup> Lynch possesses these requisites he shall have a Warrant

I ordered a Camboose to be shipped for the *Adams* from Connecticut the 25<sup>th</sup> Ult<sup>o</sup> —



Our Ships of War are very much wanted in the West Indies — Pray loose not a moment in preparing the *Adams* for Sea, and tell me when you think sailing orders may be sent you.

I have the Honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Captain Christopher R. Perry, U. S. Navy, from Charles W. Goldsborough for  
Secretary of the Navy

[PHILADELPHIA]

*Navy Department 14 August 1799.*

Circular

SIR In addition to the return which you have been instructed to make, of your Officers and Men with the time and terms of their entering, when ever you are about to Sail from any port in the United States, you will be pleased to make a Seperate return of your Lieutenants, Lieutenants of Marines, Surgeons, Surgeon's Mate, Sailing Master, Purser, Boatswain, Gunner, Sailmaker, Carpenter, & Midshipmen, with the time of their entering, and remarks during your different Cruizes, agreeably, to the form enclosed.

I have the honor to be Sir,

Your most Obed<sup>t</sup> Serv<sup>t</sup>

CHARLES W. GOULDSBOROUGH,  
*By order of the Secretary of the Navy)*

CHRIST<sup>t</sup> PERRY Esquire  
of the *Gen<sup>l</sup> Greene*

(a Copy)

[F. D. Roosevelt Collection.]

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To James and Ebenezer Watson, Navy Agents, New York, from Secretary of the  
Navy

[PHILADELPHIA]

*Navy Department 14 August 1799*

Mess<sup>rs</sup> JAMES & EBENEZAR WATSON  
*New York —*

GENTLEMEN I have received your Letter of the 13<sup>th</sup> Inst — Before the repairs of the *Norfolk* are begun it will be proper to ascertain what are necessary & undertake nothing that is not essential — This Vessel is much wanted in the West Indies and I hope her detention will not at farthest exceed two weeks

I am Gentlemen

Y<sup>r</sup> obe<sup>t</sup> Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To James and Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 14<sup>th</sup> August 1799

Mess<sup>rs</sup> JAMES & E. WATSON  
New York —

GENTLEMEN A number of French Prisoners having arrived at New York in the *Norfolk*, I have to request that you will be pleased to dispose of them agreeably to the directions contained in my Letter to you dated 13th October 1798 to which I beg leave to refer you —

I have the Honor to be &c

[NDA. GLB, Vol. 2, 1798.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 14 August 1799

Begins with fresh breezes & Squally

a sail in sight at 1 P M the Comm<sup>o</sup> gave signal for chasing, at 3 D<sup>o</sup> saw Guadalupe bearing S by E 6 leagues at 4 D<sup>o</sup> got so near the land was obliged to give over chase —

Middle part D<sup>o</sup> Weather at 6 A M the South Part of Antigua bore N By E 5 leagues

Latter part fresh Breezes & Squally

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Wednesday, 14 August 1799

Moderate breezes and Cloudy, Employd working to windward, at  $\frac{3}{4}$  past 1 Tackd to the Westward at 2 Shortnd sail and took a pilot who took charge with orders to proceed to Hampton Roads. at 4 Variable winds and small showers of rain, Tackd as nessasary. Bent the sheet cable and unstowd the two Bowers. at 5 the wind came round to the W by S. close reefd the Topsails and Tackd to the southward at 7 Cape Henry W S W 5 leagues the North part of Cape Charles W  $\frac{1}{2}$  N 7 leagues

At 12 Moderate and cloudy, Sounded in 12 fathoms Yellow sand. at 2 Wore ship to the westward & made sail. at Daylight saw Cape Henry bearing W by S  $\frac{1}{2}$  S. 6 or 7 leagues made all plain sail, Employd working in towards the Capes. Condemnd and hove overboard 155 pounds of bread and 50 pounds of cheese at 11 answer'd the private signal of the *United States* at 12 Joind the United States Ship *United States* and *Insurgente*, Cape Henry W by N 4 miles

Saw several Sail standing out to Sea suppos'd to be under Convoy of the *United States*

Orderd into Confinement and Suspended from Duty M<sup>r</sup> Benjamin Brackett for Rioutous behaviour

[Latitude Observed 36.59 North]

[NHSC, NYHS.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding,  
United States Ship *Montezuma*, 14 August 1799

Light winds & clear weather

A Strange sail discovered on our Starboard Quarter, standing  
S<sup>d</sup> & E<sup>d</sup>

All hands at their common quarters exercising the great Guns.  
Tried the Current & found it to set ½ knot to Eastward.

[NA.]

[15 August 1799]

Launching of the U. S. Frigate *Congress*

PORTSMOUTH, *August 20.*

On Thursday the 15th every necessary arrangement being previously made, which could possibly facilitate the labours of the day, Col. Hacket, United States Naval Constructor, at the Port of Portsmouth, proceeded to prepare for the positive launch of the Frigate *Congress*, one of the most beautifully modelled and elegantly finished ships in the service of the Union. Mr. Sheafe, the Naval Agent in this department, having forwarded a polite invitation to His Excellency Gov. GILMAN, he was pleased to accept of the same; and at the confines of the town was met by as many of the commissioned officers of the first military grades, as could conveniently attend, who escorted him to his lodgings at Col. Brewster's. A large number of respectable fellow citizens there awaited his arrival, to welcome the man whom New-Hampshire delights to honor; the man whom the President loves to praise; and from thence escorted by Capt. Sparhawk's Independent Company of Light Infantry, he passed over to Continental Island, in the *Congress'* barge, handsomely decorated, and followed by a vast number of boats, containing the military, militia officers, citizens, clergy and strangers of distinction. At the moment of his Excellency's embarkation the flag of the United States was hoisted at the flagstaff on the island; the American standard displayed from the frigate's stern; the stars on a blue ground at the bow, and the Continental pendant amidships. Orders at the same moment were expedited to hasten the knocking away of the blocks and every workman's hammer was plied with that redoubled activity, and exactness of incessant strokes which constitute the harmonies of the shipwright. A federal salute announced his Excellency's arrival, while the countenances of unnumbered spectators spoke the plaudits of a grateful community in more sensible, tho' silent accents, for the language of the heart was never more feelingly expressed, and nothing but the high wrought impressions of the moment, suspended the animated Huzza.

Precisely at 12, a few blocks still remaining in their places, and 16 workmen yet at their numbered posts, the ship, as if self moved by the independent spirit of that illustrious body, whose name she bears, majestically moved off the ways; made one graceful plunge into her future element, and instantly raising her stern in equilibrio with her head, swept on a right line athwart the channel, swung round, and brought up. Her movements on this occasion may be considered

as oracular of her future destinies. The stern pitch and instant recovery forcibly said, *we only bow to the element on which we float; and bid erect defiance to a world beside.* Reiterated cheers proclaimed the sincere pleasure of an immense number of spectators; a federal salute bore the joyous tidings to distant plains, and the huzzas and salutes were returned with animation from the opposite wharves and town hills.

At 1 o'clock upwards of 180 citizens and strangers sat down to an elegant dinner, and nearly double this number were regaled at different parts of the island. Among the strangers of distinction it gave us particular pleasure to notice *James Scott, Esq. Col. Allen, Maj. Frazier, and Maj. Sargent, of Boston; Judge Wingate, Hon. John Prentice, Esq. Hon. Oliver Peabody, Esq. Maj. Cass, Maj. Graves* and many others, whom we do not recollect, whose distinguished urbanity and politesse, heightened the pleasures of the day, and embellished the feast of reason and the flow of soul.

Some most excellent songs were sung with peculiar spirit and effect, and a series of sentimental toasts added to the felicities of the hour.

At a little past 4, His Excellency, returned to town in the same manner as he had left it: A federal salute announced his departure, and Capt. Sparhawk's company, received him at landing, escorted him thro' the principal streets, and attended him to his lodgings, after which they were dismissed. Two Aboriginal Chiefs of the Eastern tribes were present on the island, and appeared to enter with spirit into the firings, evolutions of the military, &c.

#### *Minutes relative to the building of the "Congress."*

Exactly 258 working days were employed in the building of this noble ship. The number of shipwrights never exceeded 100, and frequently did not average more than 60 per diem. The regular working hours were from sun to sun; One half hour being allowed for breakfast and 1 hour for dinner. Gentlemen from all parts of the continent have visited the yard, and acknowledge that they never witnessed such regularity, order, harmony and unity. The length of the *Congress* is 145 feet keel. — Breadth of beam 41 feet; depth from the upper deck 26 feet 7 inches; tonnage 1250 tons: she is destined to carry 36 18 pounders, but may easily carry 44 guns, or in fact be rendered equal to any 50 gun ship. — The inside and outside work of the *Congress* is pronounced vastly superior to any European ships, and equal to the very first stile of American building. We pronounce her to be the Non Pareil.

#### *Anticipated Seventy-Four.*

It is expected that when the Secretary of the Navy shall compare the estimates of building the *Crescent, Scammel, Portsmouth* and *Congress*, in point of expence, labor, materials and various works, with sums already paid for building vessels of the same size, model and tonnage in other ports; and examine the excellent workmanship of these ships; their neatness of finishing and beauty of appearance, and discern every solid advantage in a clear saving of at least one third money and time, that he will expedite his orders to erect the keel of one of the 74s at this navy yard, and that the waves of *Piscataqua* will float another line of battle, 'besides the *America*.

*Captain Sever*

Did himself great honor in the opinion of all maritime judges of naval property, for altho' he had a most excellent pilot on board (Capt. George Turner,) who alone was adequate to the task of mooring the ship in perfect safety, and who in fact was responsible for her good anchorage; nevertheless Capt. Sever never came over the sides until the frigate was totally secured, although he knew that his absence would be regretted at a table where every gentleman wished to participate in the pleasure of his company. If manliness of behaviour, goodness of heart and amiable manners insure success in obtaining men, Capt. Sever will soon receive his full complement. The sailing master is said to be a man of great knowledge in his peculiar department, and as thorough bred an officer as ever stepped between stem and stern. — We may expect the *Congress* to sail in 90 days.

*Mr. Sheafe, Naval-Agent.*

This gentleman's attentions have been unremitting to every needy supply, and the duties of his office executed with a precision and punctuality which has commanded admiration and applause. At the same moment that no ill timed parsimony on his part has retarded public service, he has been peculiarly attentive to the true interests of the continent.

*Col. Hacket,*

May be accounted as one of the most experienced master builders in the Union. During the late revolutionary war he built for the United States, the following ships of war:

	<i>Tons.</i>	<i>Guns.</i>
The <i>Raleigh</i> frigate,	750	32
The <i>Portsmouth</i> ,	300	18
The <i>Ranger</i> ,	300	18
The <i>Bellona</i> ,	300	18
The <i>America</i> ,	1700	74

And since the 25th of October, 1796, he has raised, finished and launched the following ships:

		<i>Tons.</i>	<i>Guns.</i>
The <i>Crescent</i> frigate,	[For Algiers]	600	36
The <i>Scammel</i> , revenue cutter		130	14
The <i>Portsmouth</i> ,		480	24
The <i>Congress</i> ,		1250	36

What naval Constructor can shew a nobler list? Whose workmanship will compare with Hacket's? Let government examine the bills and determine whose are cheapest. An experienced, tried, faithful servant merits constant employ.

*Mr. William Deering,*

Has displayed much taste and neatness in the execution of the carved work, which is finished in a very beautiful stile of neat simplicity. It is only to be regretted that this gentleman's native abilities were not called into more powerful action, by proper encouragement, and the fanciful heads of the South would no longer take place of the more solid imagery of the North.

[LC, "New Hampshire Gazette", Portsmouth, Aug. 20, 1799.]

To Master Commandant William Cowper, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> August 1799

Capt<sup>n</sup> WILLIAM COWPER

Ship *Baltimore* Norfolk

SIR You will receive herewith your Instructions for the Government of your Conduct on a cruise, some parts of which will require your attention prior to your sailing —

I shall on Monday next send on your sailing orders and I hope you will be prepared to receive them — From Letters received from M<sup>r</sup> Pennock & Captain Barron of the 6th August, I Judge you will be in want of nothing but some officers and some men by the time this reaches you These you will exert yourself to obtain but whether you obtain your full number of men or not, you must sail in a day after your orders arrive for sailing — You must govern yourself accordingly — M<sup>r</sup> Seton being removed you want a Second Lieutenant — If M<sup>r</sup> King who was appointed to go in the *Insurgente* and for whom Captain Murray took down a Commission did not go on that Vessel he may go with you and if he has not received his commission he must go without one — If you cannot get him you must consult with Col<sup>l</sup> Parker and get a proper character for a Lieut and let him act for this cruise under Your Appointment — So you must act as to any other Officer who may be wanted when you are ready —

M<sup>r</sup> Morris the Purser does not go again in the *Baltimore* — I have sent an appointment for M<sup>r</sup> Davis of Norfolk — If he should be absent & does not return in time, get M<sup>r</sup> Pennock and Col. Parker to assist in getting a good Purser — He should be a man of integrity and should understand accounts —

I am thus particular, that nothing may be wanted when your Sailing orders arrive — Then you must go, if you are only half officered and manned —

I have the honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

Enclosed in the foregoing Letter to Capt Cowper dated 15 August “I have the honor to enclose your Authority to Capture armed Vessels Sailing under authority from the French Republic &c See Page 162 — *Circulars to Captains* [dated 27 June 1799]” Also enclosed Circulars of 29 December 1798 16 January & 12 March 1799, also Instructions relative to Returns dated 29 July 1799 ordered to make return of Provisions wanted for a Six Months Cruise. —

[NDA, OSW, Vol. 2, 1799.]

To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> August 1799

WILLIAM PENNOCK Esq<sup>r</sup>

Norfolk —

SIR The French Prisoners brought in by the *Insurgente* have made a complaint of the treatment they have recieved in a Letter to M<sup>r</sup> Letombe which I have received through the Secretary of State, and enclose you a Copy —

It is strange that I have never before heard any thing of such prisoners — I wrote you on the 13th October 1798 on the subject of the Treatment of French Prisoners to which I beg leave to refer you & I request you will please to let me know the number under your care —

I have the honor to be —

[NDA. GLB, Vol. 2, 1799.]

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To John Murray, Wm. Bayard, George Barnwell and John P. Mumford, New York,  
from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> August 1799*

JOHN MURRAY  
W<sup>m</sup> BAYARD  
GEORGE BARNWELL  
JOHN P MUMFORD } Esq<sup>rs</sup>

GENTLEMEN I will lay your Letter of yesterday before the President — He will I have little doubt appoint Captain Robinson to a Command in the Navy, but no assurances can be given that he will be appointed to any particular Ship — The oldest officers will consider themselves generally entitled to the largest Ships, but all are and must continue to be, subject to removal from one Ship to another by the President.

Captain Morris has been so long in Service without having been to Sea that I am sure it would be very mortifying to him to be longer employed in the Superintendence of the building of Ships — He will sail I hope very soon on a Cruise, and it will depend on the time when the Frigate will be finished whether he will return in time to take the command of her — Every thing that can with propriety be done to gratify your wishes as to Captain Morris shall be done — But if it should happen that he cannot with propriety return in time, the Frigate will be well Commanded by one of the other Gentlemen mentioned in my Letter of the 1<sup>st</sup> Inst.

I have the honor to be with great respect Gentlemen

[NDA. GLB, Vol. 2, 1799.]

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

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> August 1799*

Capt<sup>n</sup> RICH<sup>d</sup> V. MORRIS  
Frigate *Adams* —

SIR I request to be informed how many men you have recruited for the *Adams*, — the State the Ship is in & when she will be ready for Sea — Our Commerce is suffering for want of the protection our Ships ought to afford —

I have the honor to be

Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

A. T. OSW, Vol. 2, 1799.]

To Honorable Theodore Foster, Providence, R. I., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15 August 1799*

Honble THEODORE FOSTER

*Providence —*

D<sup>r</sup> SIR I am honored with your Letter of 15 Ult<sup>o</sup> & 8<sup>th</sup> Ins<sup>t</sup> —

Nothing has yet been decided on the subject of the Dock, — I have received communications from different places, and have adopted other means of information — the result of all I shall lay before the President —

But it being of the utmost importance that the Dock should be well fixed, and as it is a thing which may wait a little longer I do not believe there will be a hasty decision on the subject — I am much obliged for the communications you have taken the trouble to favor me with, which shall be attended to — I would not wish to give you much trouble, but if you could inform me without trouble the depth of Water all the way up to Gaspee Point I shall be obliged to you —

I have the Honor to be

D<sup>r</sup> Sir

I mean the depth of water at low tide — I expect only from you the general report of the depth of water. — If the place on being viewed by a person sent by the U S should be judged most eligible in other respects, the soundings will be taken at Public Expense —

[NDA. GLB, Vol. 2, 1799.]

To Joseph M. Yznardi, U. S. Consul, Havana, Cuba, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15<sup>th</sup> August 1799*

JOSEPH M. YZNARDI Esq<sup>t</sup>

*Havana —*

SIR John Morton Esq<sup>r</sup> being appointed Consul for the Havana, will of course act as Navy Agent at that place — He has been requested to call on you on his arrival and recieve from you any provisions which may be in your possession belonging to the United States on acco<sup>t</sup> of the Naval Department and any Balance which may be due the United States on account of the Drafts you have made. —

I have the Honor to be

Sir

Y<sup>r</sup> Obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]



To John Morton, Philadelphia, Pa., appointed U. S. Consul to Havana, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15 August 1799*

JOHN MORTON Esq<sup>r</sup>  
*Philad<sup>a</sup> —*

SIR On your Arrival at the Havana you will be pleased to wait on M<sup>r</sup> Yznardi the American Consul and Navy Agent at that place and request him to transfer to you any provisions which may be in his possession belonging to the United States on Account of the Naval Department

M<sup>r</sup> Yznardi will settle his accounts with the United States with you and pay into your hands any Balance that may be due the United States, as I suppose his Expenditures have not been equal to his Drafts — The Vessels of War, cruising off the Havana may sometimes be in want of a few articles of provision, these you will please to supply and take the Captains draft on me for the Amount —

Should you fall in with the *South Carolina* and *General Pinckney* [*Pinckney*] cruising off the Havana you will be pleased to inform them that they are to continue on that Station & that they will soon be joined by another Ship which will bring them a supply of Provisions —

I have the honor to be

Sir

Y<sup>r</sup> obed, Serv<sup>t</sup>

Should there be any provisions on hand of a perishable nature you will be pleased to sell them. —

[NDA. GLB, Vol. 2, 1799.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 15 August 1799*

Capt<sup>n</sup> W<sup>m</sup> BAINBRIDGE  
*Brig Norfolk*  
*New York*

SIR Instead of waiting to receive monies from me agreeably to my Letter of 13<sup>th</sup> Inst<sup>o</sup> you will be pleased to make your requisitions upon the Mess<sup>rs</sup> Watsons, who are Instructed to furnish you with what may be necessary — I expected to have heard from you before this as you can best judge from knowing what supplies and repairs the *Norfolk* requires when she will be ready to sail — You will please to consider this subject & communicate the result — I have every confidence that you will exercise your usual promptitude in despatching the Brig —

I have the honor to be

Sir

[NDA. OSW, Vol. 2, 1799.]

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15 August 1799

Captain GEORGE CROSS  
Frigate *John Adams*  
Charleston —

SIR M<sup>r</sup> Crafts informs me that the *John Adams* will be ready for Sea early in September — I shall send on your orders and Instructions for a cruise so as to reach you in time to prevent a moments delay — I give you this early information that you may make such arrangements as to obviate all cause of attention on your part — If you can get your full complement of men and Stores on board in time it will be well but a small deficiency will not justify the detention of the Ship —

I have the honor to be

Sir

[NDA. OSW, Vol. 2, 1799.]

To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 15<sup>th</sup> August 1799

WILLIAM CRAFTS Esq<sup>r</sup>  
Charleston —

SIR Private accounts state that the *John Adams* cannot be ready for Sea in less than two months, but relying on the accuracy of your judgement and your Information of the 25 Ult<sup>o</sup> saying she would be ready at latest in 5 Weeks I shall send on orders to Captain Cross and furnish him with all the Instructions necessary for a Cruise so as to arrive early in Sept<sup>r</sup>

The Ship must not be detained a moment for any thing not absolutely necessary to equip her for a cruise. A small deficiency of men or stores be no impediment to her sailing — Our Commerce is suffering in different quarters from the long detention of our Ships in Port —

I have the honor to be

Sir

[NDA. GLB, Vol. 2, 1799.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Thursday, 15 August 1799

Light airs and Clear weather, at 1 Spoke with and cheerd the *United States* Commodore Barry at half past one Fild and made all sail for Hampton Roads. Parted company with the *United States* and *Insurgent* at 7 shortnd sail and brought too In Lynhaven bay in 8 fathoms Vore [veered] away to two thirdds of a cable on the small bower the light house on Cape Henry E S E five miles

Sent an officer and a boats crew to Norfolk. at 8 moderate breezes and Cloudy

AM Fresh breezes from W S W, Employd setting up the Rigging. Carpenters and Sailmakers employd as nessasary

Sent an officer and a Boats crew to Cape Henry for sand

At 12 Fresh breezes and Cloudy

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 15 August 1799

Begins with fresh breezes & Squally  
 employ'd plying to windward at 6 P M  
 Grand Cape Bore East 5 leagues  
 Middle Part Steady breezes at 1 A M in T G Sails at 8 AM  
 saw a Sail gave Chase, at 9 Boarded the Sloop *Bee* under Danish  
 Colours  
 Hall<sup>d</sup> to the North<sup>d</sup> for the Comm<sup>o</sup> saw a sail gave chase in Comp<sup>t</sup>  
 with the *Ganges* & *Pickering*  
 Latter part D<sup>o</sup> Weather —  
 Still in chase  
 [HS of Old Newbury, Mass., NDA photostat.]

To Mr. Van Polanen, Minister Resident from the Batavian Republic, from Secretary  
 of State

[PHILADELPHIA]  
 Department of State Aug<sup>t</sup> 16<sup>th</sup> 1799

SIR, I think it proper to inclose for your perusal a letter of the 20<sup>th</sup> ult. from B. H. Phillips the Consul of the U States of America, at Curacao — a copy of his letter of June 21st, to Governor Lauffer and the gentlemen of the Council of that Island, to which I suppose they did not condescend to give an answer — and the deposition of ten seamen of the schooner *Nautilus* of New-York, relative to the capture of that vessel, and the murder of her captain (Dixon) his mate, boatswain & two seamen, by the privateer *Trois Amis*, commanded by Jos Rival, fitted out at Curacao. By that deposition, and by the original certificate, also inclosed, of nine Dutch merchants there, you will see that this privateer hoisted the pirate's flag — a dark colour, with a skull & cross bones painted on it — was protected by the Government of the Island, and what is most extraordinary, with this piratical, murderous ensign hoisted, was saluted by the Dutch frigate *Ceres*, Captain Albert Kickert! — When you have read the papers, have the goodness to return them. I shall send copies to M<sup>t</sup> Murray for the information of your government. If you think proper to write either to the Government at the Hague, or to the Governor & Council of Curacao, & will commit the letter or letters to my care, I will forward them. There is ground to suspect that the Administration at Curacao is interested in the privateers fitted out there with French commissions; and hence the countenance & protection yielded to the pirates.

I am with great respect,  
 Sir Your ob<sup>t</sup> Servant,

TIMOTHY PICKERING.

M<sup>t</sup> VAN POLANEN  
 Minister Resident from  
 the Batavian Republic.

[Mass. HS. Pickering Papers, Vol. 11.]

To Secretary of State from Edward Stevens, U. S. Consul, St. Domingo

CAP FRANCOIS Aug<sup>t</sup> 16<sup>th</sup> 1799.

SIR The enclosed Packet was written from L'Arcahaye to be sent by the *Sprightly* Cutter, but That Vessel meeting with bad Weather in her Passage from Jamaica was unable to proceed for America. No good Opportunity offering since, I forward it by the present.

I now have the Honor to acknowledge the Rec<sup>t</sup> of your Dispatches N<sup>o</sup> 4, 5, 6, 7, & 8, containing Copies of the President's Proclamation for opening the Ports of S<sup>t</sup> Domingo, and The Secretary of the Treasury's explanatory Letter. Your Letter and That of M<sup>r</sup> Liston to Admiral Sir Hyde Parker, and General Maitland's to M<sup>r</sup> Liston have also been handed me. By a Vessel which will sail direct for Philadelphia Tomorrow I shall answer the Contents of these several Letters very fully. At present I beg Leave to make a few Observations, and for further Particulars, especially respecting the political State of the Island, must refer you to my Letter from L'Arcahaye. —

The Arrival of the President's Proclamation gave great Joy to all Ranks of People in this Colony. It convinced them of the Sincerity and amicable Disposition of the American Government. General Toussaint requests me to make known his Acknowledgements, and to renew his Assurances of the most perfect Attention to the Commerce of the United States. —

I enclose you a List of the Vessels that have arrived from the different Ports in America since the Publication of the Proclamation. Such an immense Quantity of Provisions and dry Goods suddenly thrown into the Market has reduced the Prices of every Article, while, on the other Hand, it has proportionally raised *that* of the Productions of the Colony. The first Adventurers will, therefore, be considerable Losers, and the Markets will continue to be bad, until the Spirit of Speculation shall a little subside. —

By the Regulations which were made between General Maitland and General Toussaint respecting the Coasting Trade, you will observe, Sir, that it was agreed that my Signature should be respected by the British Cruisers, and that until Lord Balcarras should send up a proper Person to act in Conjunction with me, all Passports should be granted by me alone. In Consequence of this Arrangement and to facilitate those Persons that wished to go to other Ports in the Island, I have granted Passports agreeable to the Form which you was kind enough to enclose me. Lord Balcarras having, however, notified to me in a Letter I had the Honor of receiving from him, a few Days ago, that he has appointed M<sup>r</sup> Charles Douglass to reside at the Cape, and to cooperate with me in promoting the Interests of the two Nations; when *he* arrives the Passports will bear our joint Signature. — On the Arrival of M<sup>r</sup> Douglass I shall be able to write you in a more satisfactory Manner on this Subject. —

You will find in the Copy of the secret Convention which I enclosed you at L'Arcahaye, that the Article respecting Contraband is alter'd as you wish, as also that a Clause has been inserted respecting the Safety of the Southern Colonies. If any Attempts should be made to infringe either the one or the other you may be assured that I shall take the most prompt and decisive Steps to oppose them. I do not, however, apprehend that we have Reason to be afraid of any Vexations from the English on the Subject of Contraband. The Conduct of the British Cruisers has of late been very conciliatory, and since the

Publication of the President's Proclamation, they have treated all the American Vessels they have spoke, with the utmost Civility, & made no Attempts to search them: —

I regret exceedingly that there should be any Mistake respecting the Ports that were to be open'd, at the same Time that I beg Leave to assure you, Sir, that this Mistake did not originate with *me*. In all my Conversations with General Maitland he constantly held up the Idea that it was necessary to open the Ports of America and Jamaica on a stipulated Day in order that Vessels coming from these Places might have an equal Chance of arriving in the Colony of S<sup>t</sup> Domingo, at the same Moment. Nothing was ever said that could lead me to suppose he meant that the Ports of S<sup>t</sup> Domingo were those contemplated to be open'd at a certain fixed Time. And 'tho' it clearly appeared from the Agreement made between you and General Maitland that the latter was clearly intended, yet as *he* had managed this Transaction, and was but recently from America, I thought it safer to trust to *his* Explanation of the Agreement than to my *own*. But 'tho' the Mistake *has* happened, I am convinced it will be attended with no ill Consequence. Most of the Vessels that have arrived lately from America were spoke with on this Coast by British Cruisers, furnished with Admiral Sir Hyde Parker's Instructions, and have all been permitted to pass without the least Detention. The President's Proclamation is a sufficient Proof that the Trade to S<sup>t</sup> Domingo is now *legal*, & that will perfectly shield all American Vessels from Vexation on the Part of the English. —

I shall forward the Letters for Admiral Parker, and shall do every Thing immediately that lays in my Power to place the Trade to this Island on a footing of Safety. —

Three Days ago Cap<sup>t</sup> Fletcher, who commands the United States Ship of War the *George Washington*, arrived in this Port. He was received with the greatest Cordiality, and saluted with 15 Guns from the Fort. After supplying his Ship with Wood & Water he sailed this Morning to convoy several American Vessels bound for Port au Prince and other Ports in the West. His Presence there is necessary, as Rigaud had fitted out several Barges which might have annoyed the Trade. As yet they have done no Mischief. —

I shall omit giving you any Intelligence respecting the State of this Island until Tomorrow, when I shall have Leisure to write you fully on this important Subject. At present it may be necessary barely to mention, that notwithstanding the exaggerated Accounts you may hear, the Tranquility of the Island is nearer being established, & a Termination put to the War than when I last wrote you. —

As the *Kingston's* Inward Cargo is now disposed of I have the Pleasure of enclosing the Sales. There will be a Ballance in my Hands when the Acc<sup>t</sup> is regulated with the Proprietor of that Vessel which I shall hold subject to your future Orders. —

I have the Honor to be with Respect & Consideration.

Sir

Your most obed<sup>t</sup> Serv<sup>t</sup>

EDWARD STEVENS.

The Hon<sup>o</sup>

TIMOTHY PICKERING

&<sup>o</sup> — — &<sup>o</sup> — — — &<sup>o</sup>:

[Enclosures missing]

[SDA. Cape Haytien, CL, Vol. 1, 1797-1799.]

To Lieutenant Josias M. Speake, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16 August 1799

Lieut JOSIAS M SPEAKE  
Brig *Richmond* —

SIR When the *Richmond* makes her appearance off the Capes of Chesapeake agreeably to the Instructions of Captain Truxtun — Lieu<sup>t</sup> [Cyrus] Talbot will assume the Command of her —

After leaving the *Richmond* you will please to attend to the Building of the Frigate at Norfolk until you receive further orders —

On Lieu<sup>t</sup> Talbot's taking Command of the *Richmond* you will deliver to him all the Laws & Instructions you have received from this Department for your Government on a Cruise.

I have the honor to be

Sir

[NDA. OSW., Vol. 2, 1799.]

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To Lieutenant Cyrus Talbot, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 16 August 1799

Lieut Comm<sup>t</sup> CYRUS TALBOT

SIR The *Richmond* will it is expected appear off the Capes of Chesapeake between the 1<sup>st</sup> & 15 of September — when you will assume the Command of her — Lieu<sup>t</sup> Speake will employ himself in attending to the Frigate building at Norfolk, till further orders —

The time for which the Crew of the *Richmond* entered will expire in Nov<sup>r</sup> & December and of course will not admit of a cruise to the West Indies — You will therefore cruise between the Chesapeake and Saint Marys until the 15 of November when you will come up to Philadelphia —

Altho I have mentioned from Chesapeake to Saint Marys as your General Cruising Station you will not consider the Instructions meant to prohibit you from leaving the Coast as far as you think proper should there be any object sufficient to withdraw you from it — An Officer will seldom incur censure for more Enterprize than the strict letter of his orders enjoin — Lieutenant Speake will deliver to you all the Laws and Instructions which he has received for his Government on a cruise to which you will please to conform —

I have the honor to be

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW., Vol. 2, 1799.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 16 August 1799

Moderate Breezes and cloudy, at one Sent an officer and a party of men on the fishing Service, Employd working up Junk at 3 the Small Cutter returnd from Norfolk at 9 the two boats returnd which had been sent a fishing and for sand. Cleard the boats and hoisted them in. AM moderate breezes and cloudy. Lighted the small bower. at 9 Sent the Small Cutter to Norfolk and the large Cutter ashore at Cape Henry. Employd Cleansing between decks and Cleaning the Main hold unrove the Topsail Tyes and Served them over again

At Single Anchor in Lynhaven Bay  
Cape Henry light house S E by E  $\frac{1}{2}$  E six miles  
[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 16 August 1799

Begins with Steady breezes & pleasant at 1 PM the *Ganges* Retook an American Schooner that had been captur'd by a French Privateer then in sight, gave chase to the Privateer at 6 the Body of Montseratt bore W by S 4 leagues still in chase at 10 the N W part of Guadaloupe bore E S E 4 Miles gave over chase after firing 4 Shott at our chase

Spoke the Commodore —  
Middle Part pleasant at 8 A M parted with the *Ganges*  
Latter part D<sup>o</sup> Weather

[HS of Old Newbury, Mass., NDA photostat.]

To President John Adams from Secretary of the Navy

[PHILADELPHIA]  
*Nav Dep 17 Aug 1799*

The PRESIDENT  
*Quincy,*

SIR, When I did myself the honor to suggest for your consideration the employment of the Frigate *United States*, to carry the Ministers to France, it was under an idea, that the Vessel would just land the Ministers & return; at least that she would not be detained more than a fortnight or three weeks, to bring back an account of their reception at Paris, and any communications they might be able to make in a few days, after their arrival at that place.

Talking on this subject with some of the Heads of Departments, I find that it is the expectation, that the Vessel which carries the Minister, will wait to bring them back, & for this purpose will wait till the spring to avoid a Winter passage.

In this view of the subject, I see many objections to employing the *United States* on this service — The most important are, the loss of the service of so great a proportion of our force for so long a time — and the danger of having excited in so numerous a crew, by inactivity for so long a period, a spirit of dissatisfaction, if not of mutiny.

The *United States*, however, is ordered into New York by the 15<sup>th</sup> Sept<sup>r</sup> & will be ready for this or any other service before the end of Sept<sup>r</sup>

I have the honor to be with the highest respect & esteem,

Sir

Your mo ob Serv<sup>t</sup>

BEN STODDERT

[NDA. LB, 1799-1807.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17th August 1799*

Capt<sup>n</sup> WILLIAM BAINBRIDGE  
Brig *Norfolk* — New York

SIR I am honored with Your Letter of yesterday and am surprized you had not received mine of the 13<sup>th</sup> — Copy of which I now enclose —

The alteration of the Round House would no doubt make the Ship better, but she is good enough without it and to make it will require a long time great expense & the ship will be kept out of Service, when her Services are highly essential and a full Crew will be kept idle — I do not positively forbid, but I shall be sorry for this alteration, especially if it will take as I suspect a long time —

As to rank you have certainly no reason to complain — You are the Senior Master & Commandant — It is true there have been latterly some Lieutenants appointed Captains but they were old Lieut<sup>s</sup> who were long ago entitled to promotion & whose promotion was delayed merely because they were absent — No Officer in the Service has been more rapidly promoted than yourself —

I have the honor to be

Sir

[NDA. OSW, Vol. 2, 1799.]

To Nehemiah Hubbard, Navy Agent, Middletown, Conn., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17th August 1799*

NEHEMIAH HUBBARD Esq<sup>r</sup>  
*Middletown, Connecticut*

SIR I have received your Letters of the 10<sup>th</sup> Ins<sup>t</sup> and regret extremely that the *Connecticut* has not yet crossed the Bar. — My Letter to you of the 7<sup>th</sup> Ins<sup>t</sup> will inform you how much I have been disappointed in this Ship —

Circumstanced as the *Connecticut* is I do not regret the slow progress in recruiting her Crew, since if they were engaged much of their time would be wasted and a considerable Expense incurred before they could be useful — Should the same disinclination to enter the Service continue when the Ship is in deep water, please to give me the earliest information of it and I will endeavor to have the Crew



furnished from another quarter to prevent delay, her Services being greatly wanted

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 17<sup>th</sup> August 1799*

STEPHEN HIGGINSON & C<sup>o</sup>

*Boston —*

GENTLEMEN I have supposed that M<sup>r</sup> Sayre, who has seen all the principal Docks in Europe might be able to give me usefull information by taking a cursory view of the principal Ports to the Eastward — For this purpose I have employed him, requesting him to communicate only with the Gentlemen at the different Ports, who act as Navy Agents — as I do not want to excite expectation which may not be gratified —

I view this subject of establishing a Dock as of high importance to the Navy of the United States, and I shall probably employ more than one Gentleman to view the several Ports to the Eastward —

I have the honor to be

Gentlemen

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

Copy of the foregoing sent to

Jacob Sheaffe — Portsmouth [N. H.]

Gibbs & Channing — Newport [R. I.]

Nehemiah Hubbard J<sup>r</sup> — Middletown Connecticut.

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 17 August 1799

Begins with moderate, pleasant W<sup>t</sup> at 3 P M hove too off Bassterre, S<sup>t</sup> Kitts the Cap<sup>t</sup> went onshore at 5 D<sup>o</sup> lost a Man overboard by the name of Martin Maden at 6 came too in Bassterre in 10 Fathoms Water

Middle & Latter parts pleasant Moderate Weather

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding, United States Ship *Montezuma*, 17 August 1799

Light breezes, & pleasant weather

Squally

Saw a schooner on our larboard bow

Spoke schooner *Rebecca*, Cap<sup>t</sup> Higgins, 14 Days from Surinam, bound to Boston — Left at Surrinam the U. S. Ship *Portsmouth* —

Squally and unsettled weather

[NA.]

Extract from log book of U. S. Brig *Pinckney*, Saturday, 17 August 1799

This day Clear Present Wether at 4. A M. proceeded to Unmoor Ship at 6 several Masters of Vesels cam ABord and Received Orders to Sail. Under our Convoy at 7 Whied Anker and Got Under Way at 8 Clear of the Havana Several Sails In Sight the *South Carlina* in Company at 9 Came Up with A Brig Sent A Ofecer ABord She Proved to Be the Brig *Frederick* Cap<sup>t</sup> Will<sup>m</sup> Smith from Sin Thomases bound to the Havana out 10 Days at Noon Spock the Brig *Gayon* from Philadelphia Bound to the Havana this Days Log Ends with 12 Hours Broched one Punchen of Watter  
[MSB. New London, Conn.]

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

[PHILADELPHIA]

Navy Department 18<sup>th</sup> August 1799

Capt<sup>n</sup> CHARLES C. RUSSELL

Ship *Herald* Boston —

SIR The *Herald* under your Command (besides Officers of Marines and 15 Privates which will be supplied by the Major of Marines, and your Commissioned and Petty Officers, the latter of which you will appoint) is allowed not exceeding 65 Men & Boys, of this number you will recruit not exceeding 30 Able Seamen — The residue to consist of ordinary Seamen & Boys —

Able Seamen you will allow 17 Dollars p<sup>t</sup> month, ordinary Seamen and Boys from 5 to 14 Dollars according to merit — All to be entered to serve one Year from the Ships first weighing Anchor on a Cruise

You will be carefull to suffer none to be entered but such as are sound and healthy and suffer no indirect or forcible means to be used to induce men to enter the Service —

You may allow two months Pay but previously take care to obtain responsible Security to resort to in the event of Desertion —

The forms of a Shipping Paper, Bond to be signed by the Sureties for the Seamen, Muster Roll, & Pay Roll are all enclosed which you know too well the use of to render an explanation necessary.

You will keep an account of the name, Station, pay, usual place of residence and a discription of the person of every recruit So that he may be identified at any future period —

Every man entered must take an oath agreeably to the form you will receive herewith —

Mess<sup>rs</sup> S. Higginson & C<sup>o</sup> will supply all the necessary monies — You must advance to your recruiting Officers who must settle their Accounts with you, They will be allowed besides their pay and rations two Dollars for each Recruit in full for every Expence but that of provisioning the men enlisted at a distant port and in such cases their transportation to the Ship, but they must observe the utmost oconomy, for extravagant Charges for these expenditures will not be admitted, and no charge will be admitted without a proper voucher to support

Prior to sailing you will transmit your Accounts and Vouchers to William Winder Esq<sup>t</sup> for settlement —

You will exert yourself to have the Crew all entered by the time the Ship is ready for Sea —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Major Commandant William W. Burrows, U. S. Marine Corps, from Captain Daniel Carmick, U. S. Marine Corps

[U. S. S. *Constitution*] HAMPTON RHODES 18 Aug' 1799

Major BURROWS

SIR We arrived here after the Long passage of 23 days from Boston. I have received Mann the Drumer & thank you very much for sending him on to me Capt Murrey took the Liberty of taking the Fifer on board the *Insurgent*, without any orders for so doing as I was informed by a Letter from Lieu<sup>t</sup> Rankin who said he had no hand in detaining him, altho it has happened very well, as I had a Fifer on board, it does not excuse Capt Murrey for taking him & had I seen him I certainly should have told him so, & informed him he had no business whatever to interfere with your arrangements. I presume Sir you will not permit every Capt<sup>n</sup> that chooses to swap & take the Marines where ever they can catch them. I have got the Marines on board this Ship in a fair way of becoming respectable. I permit them to do no kind of work that will Tar their Clothes, the Officers of the Ship do not interfere with my men, & had they been clean when they came on board, they wou'd have been deasent for some time yet. I have taken up Cloathing and mean to destribute them & Charge them, as there is no other way of making them Decent. I this evening had a little difference with the Officer of the Deck respecting the Tatoo. but carried my point — I have saw Lieut. Claypool who appears to be in a terrible quandary on board the *Baltimore* Lieu<sup>t</sup> [William] Cammack tells me does not know what to make of him, neither do the Officers on board. he chooses to Mess with the Midshipmen, in preference to Messing with the Commissioned Officers, altho he has the epolet on the wright Soldier [shoulder]. should I see him again I shall tell him it is absolutely his duty to dine in the Wardroom, or give up his commission, his Rations will support him with ease. Lieu<sup>t</sup> Cammack is very well situated for recruiting here & presume will get what men there are to be got here, much sooner than any other Officer you would send here; he has got two Men that ought to be discharged as unfit for Duty. I received my Commission the day after my arrival here enclosed to Capt Talbot had it not arrived I certainly should not have gone to sea in the Ship, at present I am perfectly contented & very pleased with the Capt & all the Officers, we met the *U States* Frigate & the *Insurgent* going out as we came in, where to Cruise know not. I understood we were all to Cruise in the Streights, but presume the plan is altered for the present. we have been here but three Days & are now unmooring Ship to go to Sea. I was very sorry that the Men you sent on to Boston did not arrive sooner. I suppose they were also to late for the *Boston* Frigate as I understand she sailed the Day after us. I now send you a Size Role taken from

the Different Size Roles furnished me. I believe it is not very accurate. you will excuse the small Blot one of the Officers happened to put on it just as it was finished.

My respects to all the Officers & believe me to be with due Respect  
Your Hum Ser

DANL CARMICK  
Capt Marines

[MCA. LR, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 18 August 1799

Begins with Moderate, pleasant Weather  
all hands employ'd on Ships Duty —  
At 10 P M got under way in comp<sup>y</sup> with the *Ganges*  
Middle part D<sup>o</sup> Weather at 5 A M S<sup>t</sup> Bartholomews bore North  
5 leagues at 7 D<sup>o</sup> came too in S<sup>t</sup> Barth<sup>s</sup> the Cap<sup>t</sup> went onshore,  
at 11 he return'd — got under way & Made Sail —  
Latter Part moderate & Pleasant  
[HS of Old Newbury, Mass., NDA photostat.]

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Extract from Log Book of U. S. Brig *Pinckney*, Sunday, 18 August 1799

Clear Plesent Wether. — A Sloop in Company Under Convoy  
At 2 P M. Made A Signal to the *South Carlina* to Speck to Hur  
taked to the Nored and Eastard Under Easey Sail  
A 3 the *South Carlina* Came down to Hus and Sent A Ofecer  
ABord Cap<sup>t</sup> Haywerd went ABord the S<sup>o</sup> *Carlina* And Returned  
Soon  
A Midnight Light Wind and Plesent  
A 5. A M. taked to the Southard and Westerd and Made Sail the  
S<sup>o</sup> *Carlina* and Sloop in Compney  
At 8 Several Sails in Sight Coming Out of the Havana. A Sail in  
Sight to the Nored and Westerd at Noon joined By two Briges and  
two Schoners to which Delivered Sailing instructions took in Al the  
Light Sails and taked to the Nored and Easterd the Moro Bore  
S W Dist<sup>s</sup> 3 or 4 Leages took under Convoy Brig *Poley* Funer Master  
Sch<sup>t</sup> *Citiler* (?) Heckett Master Sch<sup>t</sup> *Susanah* Smath Master Sloop  
*Delight* Swann Master for Philadalfley  
1 Punchen of Water Broched this Day  
3 Men unfit for Duty By Siknes  
[MSB. New London, Conn.]

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To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges* AT SEA, WEST OF SABA  
19<sup>th</sup> Aug<sup>r</sup> 1799

SIR Presuming You are in possession of my correspondence by Capt<sup>s</sup>  
Bainbridge with the *Norfolk*; I forbear by this circuitous & uncertain  
route, to trouble You with a copy thereof.

Agreeably however to intimation therein, I proceeded to S<sup>t</sup> Bartholemews, to forward the Brig<sup>t</sup> (I had sent in there from Bourdeaux) under convoy of the *Norfolk* and *Retaliation*; when to my surprize, I found M<sup>r</sup> Andrews had deviated from our agreement, and had forbid the Gentlemen, who had purchas'd his cargo, delivering the returns to our Agent to be ship'd on board the Brig<sup>t</sup> — I applied to the Governor — who immediately order'd the Sugars to be deliver'd — Considering, as he had from the beginning; the Vessel & Cargo, under arrest of the United States, for a breach of Law.

The opportunity being thus lost, for the Brig: to proceed with the Convoy — Capt<sup>n</sup> Brown was dispatch'd to S<sup>t</sup> Thomas, with 5 or 6 sail of vessels that were ready, to join the Convoy; which was duly & timely effected.

I loaded the Brig: on the ensuing day, and saild intent on cruising about the Island, till return of the *Merrimack* — On the morning of the 5<sup>th</sup> Aug<sup>st</sup> at the appearance of day, a Schooner was discover'd to the windward, we gave chase, and about 7 capture'd her; being a French Letter of Marque, from Guadaloupe laded with Sugar & Cotton — She was calld the *Rebateuse*, of 6 Guns & 28 Men, but the Guns had all been cast over-board, and they stood the fire of 13 Guns from the *Ganges*, nor struck their colours till our canister-shot reached them — another Gun would probably have cost them some blood, which was fortunately for them, prevented by timely submission.

I proceeded with her to S<sup>t</sup> Kitts — Under the west end of which in the Even'g I spoke the *Merrimack* and gave Capt<sup>n</sup> Brown intelligence of another Letter of Margue Schooner (the *Buonaparte*, late the English Privateer *Sturdy Beggar*) which I had seen at the mouth of the harbour of S<sup>t</sup> Bartle<sup>m</sup> — ready for sailing — I got into Basse Terre Road with the prize on the morning of the 6<sup>th</sup> discharg'd the whole of the Cargo, into the Stores of M<sup>r</sup> Clarkson, and at dawn of the 7<sup>th</sup> put to sea again — with the Brig *Pickering*, Lieut<sup>t</sup> Command<sup>t</sup> Hillar, who came in about noon on the 6<sup>th</sup> and deliver'd me Your dispatches of 22<sup>d</sup> June — I feel myself highly gratified by the favorable sentiments You are pleas'd to express on my subject — which I shall ever emulate to deserve — The orders therein shall be strictly attended to; and I shall embrace every favorable opportunity, of sending home the Prisoners we take for they lay here at a very heavy expence — in consequence of which 30 were order'd on board the *Norfolk* & *Retaliation*, of those taken in the *Vainquere*.

I had been fortunate in the direction given Capt<sup>n</sup> Brown, relative to the situation he should place himself in, to intercept the *Buonaparte*, for the *Ganges* had scarce made sail on the 7<sup>th</sup> when we discover'd him coming in with her — We spoke, & he was directed after discharging her cargo, to join me off Barbuda — where I had heard, there were one or two French Cruizers The day was boisterous, and in the afternoon the *Pickering* made signal for having sprung a Lower-Mast when he was directed back to Basse Terre to secure it.

On the evening of the 11<sup>th</sup> the *Merrimack* and *Pickering* join'd me again under Barbuda, nothing material having occur'd to either of us, except a few fruitless chaces — It was now determin'd to try the windward side of Guadeloupe a few days; and then give the *Pickering* opportunity to fill her water (at Prince Ruperts bay) of which she was now nearly out — and the *Ganges* to fitt new Trus-

sel-trees to her Maintopmast-head, the second pair (*on this cruize*) having been completely carried away — and the TopGall<sup>t</sup> mast hanging only by a lashing — We saw nought but neutral vessels till the 15<sup>th</sup> when a Sail was discover'd to the Northward; our situation being about 4 or 5 leag<sup>s</sup> east of Antigua, and just preparing to tack to the Southward — The signal was made to chace, the *Ganges* came up with the vessel about 2: PM, it was the American Schooner *John* of Gloucester (Massachusetts) from Berbice in ballast — captur'd by a French privateer, then in sight to leeward, and the signal given for the *Merrimack* & *Pickering* to chace her — which was put in effect as soon as understood. — Having taken out the Frenchmen from the Schooner, & put an Officer and men on board (for they had left only the Captain and a very small boy) intended seeing her to S<sup>t</sup> Kitts — and immediately made sail after the Chace — Finding we outsail'd the *Pickering* she was directed to take care of the Schooner, while the *Ganges* & *Merrimack* pursued the Privateer

The Chace continued under full sail till about 10 PM — when we had pas'd the *Merrimack*, gain'd within half or at most  $\frac{3}{4}$  of a mile of the privateer, & a mile & half, or very little more from the shore of Guadaloupe — when the wind becoming light, she gain'd to the windward of us, disappear'd under the land & the chace given up — Two or three untoward accidents, was the cause, the *Ganges* did not absolutely get alongside her — We have however, every reason to believe he had cast his Guns and boat overboard — the latter was seen pass close to the *Merrimack*; and if he had not parted with the others, it is scarcely to be believ'd but that he would [have] fired to alarm the Forts on shore, to which Capt<sup>s</sup> Brown (who is much better acquainted with that coast than I am) knew us to be so nigh, that he was about to make the signal, for the *Ganges* running into danger, when I veer'd Ship —

Capt<sup>s</sup> Brown was directed back to cruize off S<sup>t</sup> Bartle<sup>w's</sup>: the *Pickering* to proceed to Old Road to fill her water — and the prospect of fine weather induc'd me to go into Basse-Terre, To refit the Materials of my main-topmast — fearing to lose the use of the Top-gallant-sail — & Royal & other sails thereunto appertaining

While this business was completing, the Commanders of 10 sail of homeward bound vessels, ready to sail, became very importunate for a convoy, and to appease — we agreed to see them clear of the Islands —

We had not been above two hours at anchor, when the *Merrimack* came in, having met the British Frigate *Southampton*, who had politely put the enclos'd letter on board from Capt<sup>s</sup> M<sup>e</sup> Neal — which they had been in possession of, as per memorandum therewith — You will readily perceive Sir, at so distant a day from the date of Capt<sup>s</sup> M<sup>e</sup> Neals letter; it would be useless to attempt aiding him with our force; as his fate must to a certainty be determin'd 'ere we could get to him, which we could not calculate on in less than 10 or 12 days — But I've no apprehension for him, as we know of an expedition to that country, from Martinico — which must 'ere this have arrived there.

Having determin'd on seeing the Merchant vessels clear of the Islands, it was concluded that, the trade at S<sup>t</sup> Bartholemews, S<sup>t</sup> Thomas & S<sup>t</sup> Croix should all benefit thereby.— The *Ganges* being

again refitted on the 17<sup>th</sup> we sail'd with the *Merrimack* to cruize toward S<sup>t</sup> Bartholemews, and receive the vessels from thence on the morrow — while the *Pickering* with those ready at S<sup>t</sup> Kitts were to sail at 11 the next morning, to join the whole off Saba — I went into S<sup>t</sup> Bartholemews early on the 18<sup>th</sup> but there were no vessels ready to sail: I intended however, to send home, or at least take to S<sup>t</sup> Thomas, the captur'd Brig<sup>t</sup> *Young George* of Boston, as she might be laid safe in that harbour, unhurt in case of hurricane — but I could not get her clear'd out it being Sunday — Capt<sup>n</sup> Brown was immediately sent back to meet the *Pickering* under S<sup>t</sup> Kitts, and prevent the fleet laying too there, a few hours, as had been order'd — The *Ganges* remain'd till evening, for one vessel who thought he could be ready by that time but we sail'd without him. {See page 121} [\*]

I observe Your intimations relative to Prince Ruperts Bay; the little we have to do in port (except for wood & water, for which that place is preferable) had better be done at this time of the Year at S<sup>t</sup> Kitts, as, from the latter, we can more easily put to Sea, on the appearance of bad weather, whereas, the faulting winds, previous to the Gales of the Season, might prevent a Ship getting out of that deep & narrow bay — — What I intimated on the subject of the Hurricanes, was only meant as a general observation — It being determin'd to keep a force here during these months: of which I daily see the absolute necessity — No Ship in the service (I speak from experience) will be found better able to sustain their violence than the *Ganges* — nor a crew that can with more alacrity, bring a Ship to a state of preparation to bear heavy weather — Nor can I suffer myself to be totally silent on the subject of her sailing: believe me Sir, that she has out-sail'd every ship & vessel of the United States, that we have been in company with; when in chace under a press of canvas; even the *Merrimack*, we have twice past in full chace — It is true, that some of her material rigging is much strain'd, and will want shortly to be replaced with new — as also in her sails some materials will be wanted; our Courses are reduc'd to the last sett, and those full half worn; but we will endeavor (without apprehension of failing) to make her work her time out, here; or wherever You may please to order her — It is also true, that I felt extremely uneasy at want of success; but we begin now to get sight of the aggressors, and have, nor fear, nor doubt, of giving tolerable good account of those, which come within our view.

*In the original between the Crotchets page 119 was inserted as follows, omitted in its place by mistake viz<sup>t</sup> {I had certain intelligence that, nearly the whole of the Guadeloupe privateers were in port & under embargo as also that 3 or 4 hovering about S<sup>t</sup> Thomas, were committing daily deperadation on our trade; these are they who send so many of our vessels to Porto Rico — It was determin'd therefore to try a few days cruize in that neighbourhood — We join'd the fleet off Saba before midnight — At dawn of day the *Pickering* was order'd forward to get the vessels ready at S<sup>t</sup> Thomas — The *Merrimack* to remain with the Merchantmen — and the *Ganges* to proceed for those at S<sup>t</sup> Croix, for which place we are now steering.} [\*]*

AUG<sup>th</sup> 21<sup>st</sup> OFF S<sup>t</sup> THOMAS

The foregoing was so far prepar'd Sir, agreeably to date when I was broke off by information of two sail, a Ship & Schooner, being discovered a-head — We gave chase and first came up with the Schooner, she was an English Privateer, informing they believ'd the other to be an American arm'd Merchantman taken by the French — We instantly pursued, but she led us a long chase till past noon — half way down the South-side of S<sup>t</sup> Croix — when we brought her too — she prov'd however to be a British arm'd Ship from Trinidad bound to Glasgow — An American brig<sup>t</sup> came also in view, from Trinidad, with his outward bound cargo of Provisions &c &c. which he could not sell satisfactorily there. I travers'd the South-side of S<sup>t</sup> Croix — call'd in at the west-end: dispatch'd a note up to the principal harbour for any Americans ready for sailing home to prepare, as I should call there the next morning — We beat up on the North side to the harbour — but the coast hereabout being dangerous for a Ship to come too near — I went on shore in the *Kings* [*Kingston*]. Pilot. boat to facilitate the business I came on, but there was not a single American vessel at either port ready for sailing.

The day however was not totally lost, a capture was effected of a small French letter of marque from Guadeloupe, with Sugar, Coffee & Cotton, bound for S<sup>t</sup> Thomas — She was chac'd by an English privateer when first discover'd on board — when on the *Ganges* making sail also, they made for us (in preference to the Privateer) came along side & struck his colours & sails — We took possession & are with her now making for S<sup>t</sup> Thomas — where, from the extreme lightness of the wind, and that little being in an uncommonly northerly direction — I apprehend we shall not arrive this day —

AUG<sup>th</sup> 22<sup>d</sup> 10 AM S<sup>t</sup> THOMAS

I was join'd last night by the *Merrimack*, who in company this morning off the mouth of this harbour made signal for the Merchantmen to get under sail: (the *Merrimack* had, by direction, kept during the night, in a situation to intercept french Letters of Marque bound to, or privateers hovering about this Island; We saw nothing) The *Pickering* in the harbour, repeated the signal of the *Merrimack*, and got under sail — the Merchant vessels, are about that business, to amount of about 20 sail — The vessels escorted from S<sup>t</sup> Kitts were chiefly heavy — and bound to Ports far North & east of Philadelphia — But hearing of the arm'd Brig<sup>t</sup> *Polasky*, of & for New York, Capt<sup>o</sup> Shoemaker, I prefer confiding this paquet to his care; and have given him my directions thereon.

A Gentleman from Guadeloupe, the proprietor (or in part of vessel & cargo) was on board the Letter or Marque now under capture; whose Lady's situation is particular — and humanity call'd to aid her, nor cause an accumulation of her distress — Several little materials, and particulars of her own (for they are fled from Guadeloupe, fearing another Insurrection, in that devoted Island) I have promised to see landed here for her — When the *Ganges* with the prize will immediately sail again, & cruize to the windward — as a British Frigate, or I believe two, are fix'd on this station.



The *Pickering* has orders to proceed one full days sail, to the North of the Islands, and then cruize up to the windward of Anguilla — another route of the very small privateers.— The *Merrimack* will probably see the little fleet, just clear of the passage, and cruize so as to join me in our way to the windward — Time permits not to add but that — I have the honor to be with real esteem

D<sup>r</sup> Sir

Y<sup>r</sup> Obed<sup>t</sup> Serv<sup>t</sup> &c

T:T:[THOMAS TINGEY]

The Hon<sup>bl</sup> BENJ<sup>n</sup> STODDERT  
Sec<sup>y</sup> of the Navy.

[\*NOTE.—Crotchets shown thus ( { } ) are placed as in the Mss.]  
[NDA. Tingey LB, 1798–1800.]

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To Major Commandant W. W. Burrows, U. S. Marine Corps, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19th August 1799*

Major W. W. BURROWS

SIR The *Herald* Captain Russell at Boston, if not already supplied requires officers of Marines and Fifteen Privates —

You will be pleased to take the necessary orders immediately for the supplying this detachment —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Captain James Sever, U. S. Navy, from Charles W. Goldsborough for Secretary of the Navy

[PHILADELPHIA]

*Navy Department 19th August 1799*

SIR, The Bearer, M<sup>r</sup> Charles Morris, is the gentle man mentioned in my Letter to you of 12th instant, as purser of the *Congress* — He now waits upon you, to place himself under your command. —

I have the honor to be, Sir,

Your most obed Serv<sup>t</sup>

CHARLES W. GOLDSBOROUGH  
*By order of the Secretary of the Navy*

JAMES SEVER Esquire  
of the *Congress*  
Portsmouth [N. H.]

[LC, J. Sever Papers. NDA photostat.]

[19 August 1799]

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Two letters from Captain Thomas Truxton, U. S. Navy, regarding his resignation, dated Perth Ambiy, August 19 and 24, 1799

COPY of a letter from Capt. Truxton to a gentleman in New-York, enclosing one from him, to a gentleman in Norfolk.

PERTH-AMBOY, 24th Aug. 1799.

My DEAR SIR, I WAS so busily employed on board the *Constellation*, arranging matters for sea, when your letter came to hand, that I could not then find time to answer; and since I landed here, last from Sandy-Hook, have had but few moments in which I have found myself disengaged in matters that materially concern me.

On the subject of my resignation, as it was unexpected, I have received a volume of letters, making inquiry as to the cause.— To answer them at full length, would be constant employment for a week: therefore, I enclose you a copy of one answer, written to a friend of mine at Norfolk, which I expect will justify my conduct to you and him.

I do not think I shall visit New-York until I return from a short tour I contemplate making in the country, merely for the sake of exercise, when I shall be happy to see you. In the mean time let me hear from you — and believe me always yours,

With real friendship and esteem!

THOMAS TRUXTON.

[Enclosure]

PERTH AMBOY, *New-Jersey*, August 19, 1799.

DEAR SIR, I have received your letter by Capt. BARRON, whom I delivered up the command of the *Constellation*, in the road of Sandy-Hook, last evening. As you have requested of me, a statement of the cause of my resignation, as far as I could consistently give it. I will readily comply with your desire, for I can consistently relate the whole cause, and every circumstance of it, there being nothing in the dark; and I am not ashamed of any part of my conduct: — No, Sir, I put all my enemies at defiance.

In the year 1794, an act of Congress was passed for building six frigates, for a particular purpose, which act set forth — that, in case of a peace taking place between the United States and the Regency of Algiers, all further proceedings should cease under that act. In consequence of this law, six captains were appointed, and the operations commenced for building the ships, under the superintendance of a captain to each frigate: but some [Paper mutilated] ceeding of building, took place, and the whole business was stopped agreeable to law: but, another act, after a great struggle in the House of Representatives, was soon past; empowering the President to continue the building of three frigates, and pay and rations were provided for the captains only: and those three (Barry, Nicholson, Truxton) were commissioned, and their commissions numbered 1, 2, 3, in the above order, and registered accordingly by directions of President Washington. The pay and subsistence of the other three (as they had become deranged officers) then ceased, until the affairs of the nation called for an augmentation of the naval armament, in 1798; when the President nominated them a second time to the Senate, who gave advice and consent to their appointment; consequently their Commissions could only bear legal date, in my opinion, from that time, there being no permanent naval establishment — and their first appointment having died a natural death, with the law that gave birth to them.

It may again be said, as it has been argued that the suspension of the functions of an officer, is no deprivation of his office; or that

shaking down the apples is not cutting down the tree. This is all true, and will hold good where the law is alive to continue the office; but, whenever a law, by which an office is created, dies, all appointments (not continued by another law) under it, must die also; for a chief magistrate, cannot, by our Constitution, continue an office beyond the life or existence of the law; and the derangements in our army and subsequent appointments of old officers therein gave abundant proof of this fact; and in case of Talbot, the very case in question! you see that the President would not risque the employment of him on board a ship of war in the navy, until he nominated him a second time to the Senate, and had their advice and consent to his appointment.

Thus Sir, you have, agreeable to your request, the whole story, told with candor and in as concise a manner as possible. And I now leave you to judge, whether I could as an officer, without despising myself, have done otherwise than resign; and I also leave you to judge of my feelings, after five years faithful service (of the best part of my life) attending the building of a ship of war, near two hundred miles from my family, and being constantly employed on board her in active scenes at sea, since she was fitted and manned — forsaking domestic ease and happiness — incurring disadvantages in private pursuits, and losses of many thousands of pounds, far beyond the prize money I have acquired, and the emoluments received from the service, which I am ready to show if necessary and to prove; but this is not all, I am finally left to commence a new employment, and to set aside all the arrangements I had made for spending my life in a service I was devoted to.

But, Sir, it was much better for me to be thus chagrined and deranged, in prospects I had in view, and to suffer a multitude of disadvantages, other than I have enumerated, than one tittle of my honor should be tinged, by submitting with tameness and pusillanimity to that injustice which I feel — injustice which every palpitation of my wounded soul tells me, is incomprehensible — but, sir, I swear, by that long friendship that has subsisted between us, that I shall forever feel as a true American ought to feel; and the last drop of my blood I will readily spill, at any time, by sea or land, for the preservation of the honor and interests of my grateful country, for such I acknowledge to have found it to me, in a variety of instances — but one exception has separated me from its service.

It would, at this time, perhaps be improper for me to communicate to you, any opinions of the officers of the government that have come to my knowledge, on the subject in question. I shall, therefore, only say, that in a letter from the Secretary of the Navy to me, dated the 15th June last, he says, "My Register stands, Barry — Truxton — Talbot — captain Nicholson, on employment on shore, and is satisfied."

This gentleman (the Sec'y) has behaved throughout the whole business with the feelings of a true soldier, on the very delicate subject before us, and it is due to him, that I acknowledge it.

I am, with sentiments of regard, your friend and very humble servt.

(Signed) THOMAS TRUXTON.

[LC, "N. Y. Commercial Advertiser", August 28, 1799.]

100 NAVAL OPERATIONS; AUGUST 1799-DECEMBER 1799

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 19 August 1799

Begins with pleasant weather & Steady breezes at 2 P M saw the fleet that came from S<sup>t</sup> Christophers consisting of 9 Americans & 1 English Brig under convoy of the Brig *Pickering*, Lay by & sent the Signals onboard them. S<sup>t</sup> Eustatia bearing N by W 4 Miles. took the Fleet under our Convoy. hove too under the lee of Saba, at midnight Spoke the Comm<sup>o</sup> fir'd a signal gun for the fleet to make sail.

Middle part pleasant the *Ganges* left us & went to S<sup>t</sup> Croix & the Brig made all sail for S<sup>t</sup> Thomas' —

Ends with steady breezes & pleas<sup>t</sup> W<sup>t</sup>

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding. United States Ship *Montezuma*, 19 August 1799

Fresh breezes & squally

Saw a sail, standing S. W — Saw a brig & Schooner to windw<sup>d</sup>

Gave chase to the first sail discov<sup>d</sup>

Spoke Brig *David & George*, from New York, out 20 Days, bound to Kingston Jamaica —

[NA.]

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Extract from log book of U. S. Brig *Pinckney*, Monday, 19 August 1799

Beings [Begins] with Clear Plesent Wether the Whole of the fleet in Compney and S<sup>o</sup> *Carlina*

2 Straing Sails in Sight to the Westerd of Hus Made A Signal for the S<sup>o</sup> *Carlina* to Giv Chase

At 5 P M. Spock the Sloop *Delight* one of the fleet Sent the Doctor ABord to A Sick Parson on Bord the Super Cargo taking Sick At 6 Shortned Sail the Pan of Metenzes Bore SE b S Dis<sup>t</sup> from the Shor 3 Leges Lay two for the fleet to close in to the Havanas & Vessel to cum Up and Made A Signal for the Head Most Ship to Shorten Sail

from 11 to Midnight Laying two for the fleet to cum Up the Whole of the fleet in Sight

At 7 Made A Signal for the fleet to close in with Hus A Strang Saile in Sight to the Nored —

A Noon the *South Carlina* and the Whole of the fleet in Compny

1 Punchen of Water Broched this Day

3 Men onfet for Duty By Siknes

[Latt. by Ob<sup>s</sup> 24° . 07' N.]

[MSB. New London, Conn.]

To Captain George Cross, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20th August 1799

Captain GEORGE CROSS  
Frigate *John Adams*  
Charleston S Carolina

SIR The French Privateers which rendezvous at Cayenne make great depredations on our trade to Surinam and Curacao — Captain M<sup>r</sup>Niell in the *Portsmouth*, of 20 nine pounders and two sixes and the Brig *Scammel* are stationed in the vicinity of Surinam, but there wants a force at Cayenne to keep the Privateers in port or to Capture them if they issue out as well as to recapture our Vessels taken by them —

As soon as you are ready for Sea which I hope will be by the time you receive this you will be pleased to proceed immediately to Cayenne and employ your Vessel in cruising on that Station until further orders, should the enemy have a force Superior to Yours, you may repair to the vicinity of Surinam and join Captain M<sup>r</sup>Niell, with whom you will in that case Co-operate, and he being your Superior Officer under his Command But I do not expect you will find a force at Cayenne superior to your own and it is of great importance to the Security of our Trade not only to Surinam and Curacao but to other ports that the French privateers sh<sup>d</sup> be prevented from rendezvousing at or issuing out of Cayenne —

You may possibly arrive at Cayenne before Captain Talbot of the Frigate *Constitution* shall have left that Station — Captain Murray in the *Insurgente* I expect will be in that vicinity about the last of October and should it be necessary he will remain there for some time — It is possible I may send a Vessel shortly from hence to join you and act under your command, but on this you cannot calculate —

When you are in want of water or other necessaries you may obtain them at Surinam through M<sup>r</sup>Tuffts the Consul of the United States — You are entitled to expect and have a right to good and friendly treatment in the Dutch ports; as well as in those of Spain, and without giving any just cause of offence it may be proper to let the Officers of the Powers know that such treatment will be required at their hands — I cannot prescribe the length of your Cruise, not knowing how many months provisions your vessel will carry — You must remain, if you receive no other orders, as long as your provisions last on the Coast of Cayenne and Surinam, and when you return it must be by way of Dominica and Saint Kitts, at one of which places we shall have a Squadron to rendezvous to protect trade from the ravages of the Guadeloupe Privateers & where you will probably find provisions & further orders lodged for you —

I am desired by the President to express to you his confidence that you will prove yourself worthy of the high rank you hold in the Navy, and that the honor of the American Flag will not suffer in your hands — Should it so happen that any circumstance should make it necessary for Captain M<sup>r</sup>Niell to return you are in that case to assume the command of any Vessels that may be under his command, and employ your best efforts not only to keep the Privateers of

Cayenne in check but to protect the Trade to Surinam & Curracoa.  
Wishing you great Success & Glory I have the Honor to be  
Sir Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[PHILADELPHIA]

Navy Department 20<sup>th</sup> August 1799

WILLIAM CRAFTS

Charleston So. Carolina —

SIR I send this day Cap<sup>t</sup> Cross sailing orders — I hope he will be ready to receive them.

I think it probable the *General Pinckney* & the *South Carolina* may soon return to Charleston The *General Pinckney* must be fitted out again as quick as possible for another cruise and must proceed again to the Havana where she will meet the *General Greene* Captain Perry just now sailing from New Port —

The *South Carolina* must be stripped of her Military equipments except those necessary for her as a Revenue Cutter and must be delivered over to the Collector to be so employed — You will please to settle with the Captain & Crew up to the time of their return to Port — The Expenses hereafter will be paid by the Collector — I ordered the 2<sup>d</sup> Ins<sup>t</sup> from Norfolk 20,000 bread for the *John Adams* — No doubt it will arrive in time.

I have the honor to be

Sir

Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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[20 August 1799]

Extract of a letter from Captain Moses Brown, U. S. Navy, commander of the U. S. Ship *Merrimack*, to William Bartlet, of Newburyport, dated August 20, 1799, concerning capture of the Ship *Rose*, Captain Chase by French Privateer *L'Egypte Conquise*

NEWBURYPORT, Sept. 13.

SEVERE ACTION.

I suppose you will have heard the fate of your ship *Rose* ere you receive this—but perhaps not particulars. The enclosed list of killed, wounded, &c. is handed me at this place by a Mr. Starks, as an authentic account. Capt. Chase behaved with the greatest bravery and conduct, but at last was overpowered and boarded.

Capt. Chase, of the ship *Rose*, owned by Mr. Wm. Bartlet, of Newburyport, was taken the beginning of the present month (Aug.) by the privateer *L'Egypte Conquise*, and after a brave defence of one hour and a half was obliged to submit to superior force.

LIST OF KILLED AND WOUNDED.

Killed—Benja. B. Dennison, mate; John Tyler, Samuel Foot, and Samuel Williams; the last of whom was shipped in Surinam.

Wounded—Capt. Chase, slightly; Abel Hale, John Whaling, Samuel Hopkinson, Francis Hill, Johnson Brookins, Moses Currier, Richard Long, Samuel Pearson, Wm. Reed, Samuel West, Smith Adams, Thomas Kennison, Joseph Norton, John Stone, and a Dutchman; all doing well except Hale and Whaling, who were severely hurt.

Capt Chase engaged 30 Americans from Cayenne to ship on board his vessel, but they afterwards declined shipping. Capt. Chase is of opinion that had they been in his ship, he should have carried the privateer, as he had hulled her very dangerously before he was wounded. *Thus far the account.*

No letters have yet been received from Captain Chase, or any of his crew. Many reports of particulars of the action are in circulation, but they cannot be depended on. The force of the privateer is not known, nor their loss. It is supposed that Capt. Chase had 25 men, and that 6 only remained unhurt. The ship and cargo was probably the most valuable ever bound to this port from the W. Indies.

[LC, "Salem Gazette", Vol. 11, Sept. 17, 1799.]

[20 August 1799]

Concerning capture of the Ship *Rose* by the French Privateer *L'Egypte Conquise*

NEWBURYPORT, Nov. 3

Tuesday evening arrived in town, Capt. Chase, late master of the ship *Rose*, of this port, who was captured in lat. 16, long. 69 to W. by the French privateer sch. *Le Conquise L'Egypt*, mounting 14 guns and 120 men, after an action of 2 hours and an half, in which Captain Chase lost his mate and 2 men killed and 14 wounded, and the Frenchmen had 25 men killed and 21 wounded.

Mr. Sam'l G. Pearson,	} Died in Guadaloupe.
Abel Hale,	
John Whaling,	
David Knowlton,	
and 2 seamen shipped	
in Surrinam.	

Capt. Chase was taken from prison as a Danish seamen. His crew still remain in prison.

At Tortola Capt. Chase was informed that between the 11th and 17th Sept. 10 sail of Americans had been carried into Guadaloupe by their cruisers.

[LC, "N. H. Gazette" (Portsmouth, N. H.), 6 Nov. 1799.]

Extract from journal of Ship *Mary* Captain Gamaliel Bradford, Tuesday, 20 August 1799

Light winds —

at Midnight came up with the vessells a head. spoke the *Holland Goodrich* from Gibraltar, in company with the *Industry*, Goodwin — — — — Hill, *Cruger*, *Shillaber*, *Eliza* — — all of which left Gibraltar the day we did, a few hours later —

Squally & some rain

[Latt Os.d 33.58 N.]

[Col. of G. and E. W. Bradford.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 20 August 1799

Begins with moderate breezes & pleasant Weather at 3 P M hove too & hoisted signals for the fleet to Anchor at 4 came too off S<sup>t</sup> Thomas' harbour in 12 fathoms water, fine Sandy Bottom, the Fort bearing N N W dist. 1 mile. the Cap<sup>t</sup> went onshore at 8 Return'd onboard.

Middle & Latter parts Fresh breezes & Clear Weather

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from log book of U. S. Brig *Pinckney*,  
Tuesday, 20 August 1799

Beings [Begins] with Clear Plesent Wether the fleet in Compney and the S<sup>o</sup> *Carlina*

A 5 P M Where Ship to the S<sup>o</sup> and Westerd at 6 the Docter whent on Bord Sloop *Dlight* to viset A Sick Man

At 7 parted from the fleet that whe Had Under our Convoy at 8 Light Breeses from the Southard and Easterd Made all Sail Back to our Station to the Havana

At Mignight Squaley and Cludey with Small Rain in Riles and Top Galansails and Stasles

A 7 Made A Signal for the S<sup>o</sup> *Carlina* to Speck Hus which was Anserd in Roils & Stasles

at 11 A Sail in Sight to Winderd

at Noon fresh Breeses

1 Punchen of Water Broched this Day

2 Men unfet for Duty by Siknes

[Latt. by Ob<sup>s</sup> 24°. 22' N]

[MSB. New London, Conn.]

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To President John Adams from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21 August 1799

JOHN ADAMS Esq<sup>r</sup>

President of the United States

SIR Captain Barry and Captain Murray sailed from Hampton Roads on the 13<sup>th</sup> Ins<sup>t</sup> — The former on a Short cruise, the latter on the Cruise mentioned in my Letter of the 14<sup>th</sup> Ins<sup>t</sup> Captain Talbot had not then arrived at Norfolk tho he had been out 16 or 17 days but this is not surprising considering the Winds which have prevailed — I sent a fast sailing Pilot Boat from hence on the 2<sup>d</sup> August, to Norfolk for Captain Barron and she did not get there till the 13<sup>th</sup> — Barron however got on board of the *Constellation* the 18<sup>th</sup> and has now the Command of that Vessel — She is also to cruise on the Coast until about the 20<sup>th</sup> of September —

The *John Adams* of Charleston Cap<sup>t</sup> Cross of 32 Guns will I have reason to believe be ready to sail the 5<sup>th</sup> September — I sent by the Mail of yesterday his orders to proceed direct to Cayenne there to remain until further orders unless driven away by a Superior force in which case to join M<sup>o</sup>Niell at Surinam



The Ship *Baltimore* under repair at Baltimore will be ready in a short time and I believe it will be proper to send her to Curracoa, the rest of the Vessels nearly ready it will I presume be right to divide between Saint Domingo & Guadeloupe —

I have the honor to be with the highest respect & Esteem

Sir

Y<sup>r</sup> most obed Serv<sup>t</sup>

[NDA. Nom. Appts. LB, 1798-1820.]

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To James Constable, New York, from Secretary of the Navy

[PHILADELPHIA]

Navy Department 21 August 1799

JAMES CONSTABLE Esq<sup>r</sup>

New York —

SIR In answer to your letter of the 17 Ins<sup>t</sup> I do myself the honor to state the real cause of Captain Truxtuns resignation, as the best mode of vindicating his character from the injurious surmises which prevail & which have appeared in the News papers on that subject —

It is well known that there has existed for a considerable time, a question concerning the relative rank of Captain Talbot and Captain Truxtun — Each Gentleman was so confident of his right to Seniority that each had long since determined to quit the Navy Service should the question of rank be settled in favor of the other — The merits of both were too highly appreciated, not to make it a matter of serious regret that the Services of either should be lost to the Public Hence the decision of the question was delayed as long as it could be delayed without injury to the Service — It became however at length necessary to decide it — the decision has been made by the proper authority — the result is that Captain Talbot remains in the Service & Captain Truxtun consistently with his uniform declarations repeatedly made & long before the capture of the *Insurgente* was thought of, returns to private life.

That Captain Truxtun should have thought it incumbent on him to pursue this course occasions real concern to the President as it must do to all the friends of their Country who have properly estimated the merits of this gallant officer — You are at liberty to make what use you please of this letter —

I have the honor to be

Sir

Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 21 August 1799

[Off St. Thomas] Begins with fresh breezes & flying clouds, all hands employ'd on Ships duty.

Middle part moderate & cloudy

Latter part Squally weather all hands employ'd as usual

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of U. S. Brig *Pinckney*.  
 Wednesday, 21 August 1799

Beings [Begins] with clear Plesent Wether the S<sup>o</sup> *Carlina* A Starring A Sail in Sight on our Lee Broo At 6 Handed Both Top Galan Sails Squaly and Cludey Laying two for the *South Carlina*

At 11 two strang Sails in Sight on our Lee Broo Standing to the Nored Spock the S<sup>o</sup> *Carlina*. at Midnight fresh Breses and Cludy

At ½ Past 4 Havey Rains and Squaly at 5 A M. Saw the Metanzas Berend [?] S S E At 6 Saw A Small Brig Standing in for the Land going Under Ease Sail

At 8 Strang Schoener in Sight Standing to the Easterd Gave chase She Hoisted French colors at ½ Past 8 fired A Gun She Struck Hur Colors to Hus Sent the first Leutenant on Bord of Hur She Proved to Be A frinch Schoener from the Havana Brought Hur Cap<sup>t</sup> ABord

At Noon the Moro Bore S W b W Dis<sup>t</sup> 3 Leages  
 one Punchen of Watter Broched this Day

[MSB, New London, Conn.]

[21—22, August 1799]

Papers concerning capture of French Schooner *Adelaide* by U. S. Brig *Pinckney*

UNITED STATES OF AMERICA — SOUTH CAROLINA DISTRICT — IN  
 THE COURT OF ADMIRALTY FOR THE DISTRICT AFORESAID — 4<sup>th</sup>  
 SEPT. 1799

The UNITED STATES . . . v <sup>o</sup> The French Schooner <i>Adelaide</i>	}	The Answers of Lieutenant Cornelius O Driscoll of the United States Brig <i>General Pinckney</i> [ <i>Pinckney</i> ] to certain Interrogatories administered to him in this Cause —
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To 1<sup>st</sup> Interrogatory — He was on board when the Schooner was captured on the 22<sup>d</sup> of August last, about two Leagues to the Eastward of the Moro, on the open Seas — she had sailed that Morning from the Havannah — at the time of Capture they appeared to be French property, from the declarations of the Officers on board, and the Flags that were flying —

To the 2<sup>d</sup> Interrogatory — She had no Cannon or Fire Arms when captured, only two cutlasses and three Bayonets in the Cabbin, she had a parcel of Grape Shot suitable for small Cannon, and new made Wads, such as would be proper for a Vessel of her size, also some round Shot of 1<sup>lb</sup> and 2<sup>lb</sup> — The Wads appeared to be fresh made, not more than a few days before — she had only one broken Carriage on board — She appeared to have been armed by the Ports ten in number and hooks to fix Takles to, and her other appearances amongst which that of her Port Holes being painted red which is peculiar to Vessels intended for War and was in a State to receive cannon — And had provisions and Stores for about 40 Men for two Months on board, say 80 — or 100 Gallons rum, and Tallow prepared in Sero[ol]ns for new cleaning

One of the men viz the Mate mentioned that the Taffel on the Stern had been cut some time before for the purpose of taking up a Gun occasionally as a Stern Chase —

To the 3<sup>d</sup> Interrogatories — That the papers produced from N<sup>o</sup> 1 to N<sup>o</sup> 9 were found on board the *Adilade* as belonging to her — There were no papers thrown over board that he knows of, but there were some letters also on board which were delivered to M<sup>r</sup> Crafts the Agent —

To the 4<sup>th</sup> Interrogatory — Answered above —

There were Eleven Men in the clearance, and Fifteen on board when captured — Vessel about 45 or 50 Tons burthen —

CORNELIUS O. DRISCOLL

1<sup>st</sup> Lieutenant of the U. S. Sloop War *General Pinckney*

[NDA. XZ.]

UNITED STATES OF AMERICA — SOUTH CAROLINA DISTRICT — IN THE COURT OF ADMIRALTY 4<sup>th</sup> SEPTEMBER 1799 —

The UNITED STATES v <sup>o</sup> The French Schooner <i>Adelaide</i> —	}	The Answers of Joseph Roque Mate of the Schooner <i>Adelaide</i> , to certain Interrogatories administered to him in this Cause —
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To the 1<sup>st</sup> Interrogatory — He Knows the *Adelaid*, he was 2<sup>d</sup> Mate, Citizen Peter was Commander — He was on board when she was Captured, she had just sailed from Havanna and was on the high Seas — She was the property of Mons<sup>r</sup> Du Mot at the Cape and was put into requisition by Toussant to carry dispatches to Havanna, the American Consul was present when she was cleared out — She was not armed, nor ever has been — There were two Cutlasses on board, one belonging to himself and one to a Pilot — there were some small shot in the run as ballast, but no Bayonets — No Powder — No Wads, to his knowledge, they had not sailed more than half an hour from the Havannah — They had no Carriage Guns on board, or ever thrown over board — There are Parts which were made by Spaniards prior to her being taken from them formerly — He knows the papers N<sup>o</sup> 1 2, 8, 9 to belong to the Vessel, the others he cannot say any thing about — There were some dispatches on board from the Governor of the Havannah — There were no papers thrown over board — They were in the Captains Trunk — N<sup>o</sup> 2 was the only Commission they had — They had the National Flag Flying when taken — 11 Men of the Crew — 2 Spaniards — They had never taken any American Vessel —

his  
 JOSEPH X ROQUE  
 Mark.

Chabot De Latange of S<sup>t</sup> Domingo, Sworn and Examined as follows —

Says, that he had been Nine Months at the Havannah and availed himself of this opportunity of going to the Cape in this Vessel to See after his property there — That he saw her on her arrival at the Havannah and that she had No Guns on board, nor on her departure from thence — nor any other arms on board, as he saw or any other Munitions of War — That she sailed from the Havannah about Seven OClock in the Morning and was taken in about one hour after,

and that during that time or any other he did not see any Arms or munitions of War thrown over board — That she came to the Havannah in the Charecter of a Parliamenteer or Flag of Truce as he understood and believed — She carried a White Pavillion with the National Flagg, but she had not the white pavillion when she was taken, because he understood there was a convention between General Toussant and the United States of america —

That he had not any property in the said Vessel or was anywise interested in her nor does he know that she was armed, That he never saw the White Flag on board at any time —

Audit Petre was again examined who says that he had no white Flag on board but arrived with a Flag on board which had been much used, and which had the appearance of a white Flag —

IN THE COURT OF ADMIRALTY — 4<sup>th</sup> SEPT. 1799

The UNITED STATES vs French Schooner <i>Adelaide</i> —	}	The Answers of Humphry Magraw one of the Midshipman of the United States Brig <i>South                  Carolina</i> Captain Payne to certain interroga- tories administered to him in this Cause —
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To the 1<sup>st</sup> Interrogatory — The Vessel was taken off the Havannah in the open Seas — on the 21<sup>st</sup> or 22<sup>d</sup> of August last — He understood she had sailed from the Havanna — It appeared from her colours that she was French —

To the 2<sup>d</sup> Interrogatory — He does not know of her being Armed, He saw some old Cutlasses, and Bayonets, and some shot — She had Ports and ring bolts, but no Guns, she was peirced for 12 Guns —

To the 3<sup>d</sup> Interrogatory — He answers not — He thinks she may be about Sixty Tons, but does not know of her taking any American Vessels —

HUMPHREY MAGRATH

IN THE ADMIRALTY, SOUTH CAROLINA DISTRICT — 5<sup>th</sup> SEPTEMBER 1799 —

The UNITED STATES vs The French Schooner <i>Adelaide</i>	}	The Answers of Constantine Lyrau to certain Interrogatories administer'd to him in this Cause —
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He was a Seaman on board the United States Brig *South Carolina*, when the *Adelaide* was taken off the Havanna on the high Seas — She had French Colours, but was not armed — Saw 2 or 3 Bayonets on board, no cutlasses — She had some round and Grape Shot, a few on Deck, the rest in the hold — He saw a few Cartridges that were for Muskets or Pistols found in the hold, and some new Wads, but no Guns; in passing along side at the Havanna he saw a man cleaning one Musquet very rusty — She was painted in the Havannah and cleaned — but he saw no Guns on board — He does not know of her having been armed or throwing over any — She has 12 Ports she had 2 Crow Bars, and one Screw for extracting Shot — She had 16 or 17 Men —

CONSTANTINE LYRAU

IN THE ADMIRALTY — SOUTH CAROLINA DISTRICT — 6 SEPTEMBER 1799 —

The UNITED STATES vs The French Schooner <i>Adelaide</i> —	}	The Answers of Captain Samuel Hayward of the United States Brig <i>General Pinckney</i> to certain Interrogatories administered to him in this Cause —
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To the First Interrogatory — He was on board at the taking the *Adelaide* on the high Seas on the 22<sup>d</sup> August off the Coast of Cuba — had sailed that Morning from the Havannah and was about 5 Leagues from the land — The Captain told them he was the property of the French Republick, and was a Cartel on the Republicks business — That she was sent to the Havanna to take French Prisoners from Providence but could not get away — He afterwards said she was Solely for a Packet to carry dispatches from General Toussant to the Governor of the Havannah — On being asked for his papers to shew her being a Packet he produced several, which he believes are those filed in Court — N<sup>o</sup> 1 he said was his Commission as a Packet — N<sup>o</sup> 2 was his Commission as a Cartel — N<sup>o</sup> 7 he recollects and N<sup>o</sup> 8 and N<sup>o</sup> 9 — the others he cannot be particular about —

To the Second Interrogatory — She was pierced for Ten Guns — she had some Cutlasses and a Number of Four pound Cannon Shot, and some Grape Shot for 4<sup>th</sup> Cannon, — No Gun Powder — some Wads for 4<sup>th</sup> Cannon and some ladles and rammers, as the Officers told him who went on board — He does not know that any Arms were thrown overboard — The papers were delivered to him by the Captain of the *Adelaide* — He knows of None being thrown overboard — She had the National Flag — but none of a Cartel — She had 17 Men on board including passengers — between Fifty and Sixty Tons burthen — was painted Yellow sides — ports red — nothing peculiar to a Vessel of War —

SAM<sup>l</sup> HAYWARD  
 Commander Gen<sup>l</sup> *Pinckney*

IN THE ADMIRALTY 10<sup>th</sup> SEPTEMBER 1799 —

The UNITED STATES vs The French Schooner <i>L Adelaide</i>	}	The Answers of Lewis Rinald Purser of the United States Brig <i>General Pinckney</i> to certain Interrogatories administered to him in this Cause —
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To the 1<sup>st</sup> & 2<sup>d</sup> He was at the taking of the Schooner to the Westward of the Moro at Sea — She appears from the Evidence that he collected from Captain Petrie that she was Private property of his own, and in the Service of the French Republic — she was not armed as he knows of, nor of her having any on board, she is pierced for Guns — he knows the papers found on board from 1 to 9 the same as now filed except N<sup>o</sup> 3 — he understood from Captain Petre that he had been Armed with 4 Guns Cutlasses and Pistols and 1000 round of Catridges, that he went from Port Republic to S<sup>t</sup> Cruix, and was going with a cargo of dry Goods from S<sup>t</sup> Cruix back to Fort Republic, and had 44 Men including passengers, and was chased by an English Frigate, and run in among some keys, where she was detained 15 days, and got from thence back to Fort Republic — That

he sailed for Port Republic to Baracoo, and from thence to the Havanna, and was returning to Baracoo when taken — He told him that General Toussant had ordered him to take out his Guns, when he went to the Havannah — He said he had been employed by Toussant before to carry Powder from the Cape to Port Republic, under a Convoy of a British Frigate — She had the National Flag and 16 Men on board —

LEWIS T. RAYNAL

The Answers of James Smith 2<sup>d</sup> Lt of the United States Brig *General Pinckney* to certain Interrogatories administered on the day and Year aforesaid and in the same Cause —

He was present at the Capture of the *Adelaide* she was from the Havanna that Morning, and was taken at Sea — Captain Petrie told him she was his property and employed by Toussant — she had no Cannon on board when taken — but a large parcel of Shot, round and Grape — also langrage, and swivel shot, and 2 Cutlasses and 3 Bayonets — Six Iron Crow Bars — 2 Sponges and an Iron worm — 1 New Truck for a Gun Carriage, 2 powder Horns, one [ ] Cartridge, 2 Wooden formers, 2 leaden aprons, and a large Signal Lanthorn — Captain Petere informed him that he had four four pounders on board to protect him from Rigauds Men — That he came from Port Republic to Barcoo from thence to Havanna, and was going to Baracoo again He heard a Negro one of the Crew say that the Arms were too well secured for him to find — Captain Petre told him that no vessel could go from Port Republic without being armed for fear of Rigauds Men, who were near each other as no Quarters were given — That the Taffel was cut away to get a Gun to bear on the Boats of the Boats of the Brittish Frigate — Baracoo is a small port resorted to by the Privateers on the Coast of Cuba — The papers from N<sup>o</sup> 1 to N<sup>o</sup> 9 were found on board — They were about four or Five Leagues from the Land — There were some letters found in the Ceiling of the Vessel which he sent to Captain Heyward — Six Bars were more than sufficient for a Merchantman — The Crow Bars were 2 of them Solid for Guns, the others with claws —

JAMES SMITH

Further examination of M<sup>r</sup> M<sup>o</sup> Grauth Midshipman, taken in this Cause the day and Year aforesaid —

That when the Vessel was Captured she had on board the several Articles mentioned in the Inventory — The Vessel has Five ports on each side, besides a Bow port — he thinks they were four or five Leagues from the Havanna —

The UNITED STATES vs The French Schooner <i>Adelaide</i> —	}	The Answers of Captain Audiet Petrie to certain Interrogatories administered to him in this Cause —
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He was Captain of the *Adelaide* — He was on board when the Schooner was taken — it was about 1 League and  $\frac{1}{2}$  from the land when he was taken — She belonged to a M<sup>r</sup> Honeman of the Cape, and was taken into the service of the republic, she was not [armed] when taken, and had only 2 cutlasses on board, one belonging to the Mate, & one to the Pilot, also a broken which he had used to Cut

wood — There were a number of Cannon Shot of different sizes for Ballast — 2 Bayonets on board — 3 Crow Bars and some for the Hatches — There were no wads on board, except 3 for Muskets — 5 large Sweeps on board — The Sponge Staves had been used for Tallowing the Bottom — No other Articles of cannon, except 2 powder Horns — The formers and Tin Cartridge Box, and leaden aprons — No powder, about 20 or 30 Wads which were made at St Thomas's — He was going from the Havannah to Baracoo — No Musquets were cleaned on board whilst at the Havanna —

She had been Armed Before on a Voyage from Port Republic to St Thomas's — Gen<sup>l</sup> Toussant had her disarmed before she was put into requisition — All privateers were forbidden, and no Commissions are now given — No Arms were thrown over board when she was chased she had 10 ports and one Bow port — He knows the papers from 1 to 9 which all belonged to the Vessel filed in Court — There was two Packets of Letters on board one for Toussant and the other to Citizen Roume — No papers were thrown over board — She had the Tri Coloured Flag — is 35 Tons burthen — 11 of the Crew — 2 passengers — 2 pilots and 2 Negroes — —

PITRÉ AUDET[?]

[NDA. XZ.]

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To Secretary of the Treasury from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 22<sup>d</sup> August 1799*

SECRETARY OF THE TREASURY

SIR Believing that a malignant fever prevails in a Sufficient degree to render dangerous a longer residence in Philadelphia, I contemplate removing my Offices to Trenton, and mean to begin arrangements for that purpose tomorrow, unless it Should be thought right that a meeting of the heads of Departments should be held to determine on the Subject of a general removal. — In this case I will cheerfully wait the result of Such meeting. —

I have the honor to be

Sir —

[NDA. Req. on US T, 1798-1803.]

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To Secretary of the Navy from President John Adams

*QUINCY Aug 22<sup>d</sup> 1799*

SIR I thank you for your favor of the 14<sup>th</sup> I am very well satisfied to send Capt. Barry with the envoys, & with all the arrangements you have made of the navy. Your letter to Capt. Truxton communicated the appointment of Talbot & his rank, with all possible delicacy, both towards them & me. Inclosed is a letter from Mr. Sheafe, communicating the information of the launching of the Congress on the 15<sup>th</sup>. I hope this ship will be got to sea with all possible dispatch, having just confidence in Capt. Sever & great hopes of his success.

SEC OF THE NAVY.

[NDA photostat.]

To Secretary of War from Secretary of the Navy

[PHILADELPHIA]

Navy Department 22 — August 1799

THE SECRETARY AT WAR

SIR. Believing that a malignant Fever prevails in a sufficient degree to render dangerous a longer residence in Philadelphia I contemplate removing my Office to Trenton and mean to begin arrangement for that purpose tomorrow unless it should be thought right that a meeting of the heads of Departments should be held to determine on the Subject of a general removal In this case I will cheerfully wait the Result of Such meeting —

I have the honor to be with Great respect sir,  
Yr obed Serv<sup>t</sup>

[Same letter sent to Secretary of the Treasury.]  
[NDA. Sec. War, LB, 1798-1824.]

To Robert Goodloe Harper, Chairman, Committee Ways and Means, from  
Secretary of the Navy

[PHILADELPHIA]

Navy Dep<sup>t</sup>, 22<sup>d</sup> August 1799

ROBERT GOODLOE HARPER Esq<sup>r</sup>

Baltimore —

D<sup>r</sup> SIR I am honored with your letter of the 16th & 7 Inst — Young Yancy is on board of the *Constellation* — It would afford me pleasure to gratify your wishes in mentioning his Brother to the President immediately for the appointment of Midshipman, but upon my word we have already so many more Midshipmen than can be employed that I really am ashamed of it — Several have been appointed in South Carolina who must wait for months to be employed — The Charleston Vessel is more than full of Midshipmen. — I am now sending on to Portsmouth to go on board of the Frigate there two young gentlemen from Charleston altho in that quarter they think themselves qualified to furnish all the midshipmen necessary — Murray carried out 22 — 12 he ought to have had and considering the policy of creating good Officers 16 might not have been thought too many

As to M<sup>r</sup> Purcell I am informed that he is a Drunkard — If you know him well enough to say that he is not he shall be mentioned to the President for the Comm<sup>n</sup> he wants — Major Burrows has written you that there is no vacancy in the Marine Corps — When a vacancy happens M<sup>r</sup> Fenwick shall not be forgotten —

On the subject of coppering our Ships in London, dont you think it high time we should be out of leading strings — I hope the whole Copper for the 74s will be the produce & manufacture of our own Country and have made arrangements to that end which I believe will be attended with success —

I have the honor to be with great Esteem D<sup>r</sup> Sir  
Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]



[22 August 1799]

Extract from a letter from an American at St. Sebastians, regarding granting of commissions to Privateers, by the French Government

ST. SEBASTIANS, *Sept. 3, '99.*

"The commerce of France has received great checks owing to the late transactions, which have taken place in that country. A Paris paper of the 22d August, gives the following account:

"The situation of Bordeaux, presents an aspect the most distressing: Commerce is at a stand; credit destroyed; indignation burns in every bosom; the expression of despair is pictured in every countenance; every one is anxiously attentive to the new crisis.

"The late order of the king of Spain requiring that his billets should be received as a legal tender, and not suffer a depreciation exceeding six per cent. has generally embarrassed and cramped trade. The billets are nevertheless at a depreciation of 34 per cent.

"The French government have again granted commissions for privateering, subjecting however the owners of privateers to a duty of 15 per cent. on the amount of the sales of their prizes. Seventeen privateers of a large and elegant construction mounting from 20 to 30 guns are daily expected to sail from Bordeaux."

[LC, "Claypoole's American Daily Advertiser" (Phila.), 16 Nov. 1799.]

[22 August 1799]

Extract of a letter from Captain Edward Hedge, of the American Schooner *Samuel*, to his owners in Boston

GIBRALTAR, *Aug. 22, 99.*

"With pleasure I inform you of my arrival here, after having an engagement of one hour and a quarter with two Spanish gun boats and three French boats. They fired three times before I fired a gun. My mainsail has 14 shot holes in it. Ensign seven. They once shot away the ensign and thought I had struck to them; but (they then being a stern of me) I gave them my stern chases 7 or 8 times, cut away one of their shrouds and jib stay, and they all sailed and rowed off as fast as they could. About 100 shot struck our sails, rigging and hull. One 24 pound shot went through the transom which knocked the mate's chest to pieces, and then rolled into the run, very near the boy (who passes the cartridges.) They cut away two of our main shrouds on the starboard sides, (the side they engaged us on) which was to leeward. Two strands of the sheet cable which lay on deck were also cut. None of our spars were hurt; but the rigging very much cut. The 24 pounder struck about 10 feet above water, and a nine pounder some distance from it. Several grape shot went through the bulwark, and lodged on deck, but no man got hurt. Mr. Taylor (the mate) and every one on board, behaved to my satisfaction. The engagement began about half past six o'clock in the evening. We fired away almost the whole of our powder."

[LC, Phila., "Claypoole's American Daily Advertiser", 18 October 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 22 August 1799

Begins with cloudy squally Weather

at 1 P M saw the Comm<sup>o</sup> with a prize Schooner —

fir'd a gun & hois[t]ed the Signal for all the Captains of the Merchant vessels to come onboard for their Signals, at 5 got under way at ½ past 6 the Cap<sup>t</sup> went onboard the Comm<sup>o</sup> at 8 the Cap<sup>t</sup> returned.

Middle part D<sup>o</sup> Weather at 10 A M the *Pickering* came out & part of the fleet, the Capt Went on board the Comm<sup>o</sup> who had anchor'd —

Lay off & on, at Mer<sup>t</sup> S<sup>t</sup> Thomas town bore N by W 3 Miles —

Ends pleasant —

[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of U. S. Brig *Pinckney*,  
Thursday, 22 August 1799

Beings [Begins] with Cludy Wether and Light Brees took posen of the Schooner and Sent A Offecer — With 2 Hands ABord of Hur and [as?] did the *South Carlina* —

At 3 P M Shores of Rain at 6 the Moro Bore S b W ½ S Dist About 8 or 9 Leages

At Midnight fresh Brees and Cludey in two Refes in the Topsails

att 4 A M in one Refe in the Mainsail the S<sup>o</sup> *Carlina* and the Prise in Compney Laying two Dispatching the Prise this 3 Hours Sent 2 More Hands on Bord of Hur

At 10 Parted with the Prise and Sent Hur to Charlston under the Comand of Lieutenant Driscoll whore Ship to the Southard and Set the foresail and Main Stacle Sail Att Noon Strong Steadeys Brees the *South Carlina* in Compney

One Punchen of Watter Broched this Day

[Latt by Obser<sup>n</sup> 23° 50' N]

[MSB. New London, Conn.]

To President John Adams, from Secretary of the Navy

[PHILADELPHIA]

Navy Department. 23 August 1799.

SIR I have the honor to enclose a letter just rec<sup>d</sup> from Capt Little, who writes like a man of spirit & enterprize — and such I have no doubt, he will turn out to be.

The object of Our arrangement with Toussant was to come in for a share with the British, of the Trade of S<sup>t</sup> Domingo — The British seem intirely excluded — & indeed our own Vessels from British Islands are denied admittance — Ships belonging to the French, which were not to be suffered to enter the Ports, now sail under the protection of our Consul. I wish it may not turn out that we are no match for the French in the kind of game that seems now playing at S<sup>t</sup> Domingo.

I have enclosed copy of the Instructions given to Capt Perry — but it seems necessary that something should be said about these armed Vessels from France, they may affect to be subservient to the views

of Toussant — but I imagine their object is to get Coffee &c from Rigaud part of the Island, because it is cheap there — & that they will pay little respect to our Flag, when they have an opportunity of taking a prize.

Col Pickering is to furnish me with a copy of the agreement with Toussant, which I have never seen, — and I contemplate that it will be proper, to send additional Instructions on the subject of the Vessels from France, by the *Herald* — which I will do myself the honor to enclose to you.

I have no letters from M<sup>c</sup>Neill since the surrender of Surinam to the British a letter from S Smith Baltimore, mentions that he has behaved Nobly.

I have the honor to be with the highest respect & esteem

Sir

Y<sup>r</sup> most obed<sup>t</sup> Serv<sup>t</sup>

BEN STODDERT.

JN<sup>o</sup> ADAMS Esq<sup>t</sup>  
*President United States.*

[NDA photostat.]

To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> August 1799*

Lieut ARCH<sup>d</sup> M<sup>c</sup>ELROY  
*Schooner Retaliation.*

SIR I believe it will be best for you, as soon as you are relieved from the performance of quarantine to drop the *Retaliation* down to Marcus Hook, and there discharge the Crew belonging to her — It may be proper to keep two or three trusty men on board just to take care of her —

You will pay the men you discharge the Wages due to them — M<sup>t</sup> Joshua Humphreys will be at Marcus Hook and he will supply you with money for this purpose, but if he should not get there so soon as you do you may draw on me to some Merchant who will furnish the money — If you can meet with none such at Marcus Hook M<sup>t</sup> Davis Bellam of Chester I have no doubt will do it — It is not yet determined what is to be done with the *Retaliation* nor will it be until I hear your opinion whether she is fit for a Cruiser — from her being so often taken I suppose she must be a dull sailer —

You can in getting money from M<sup>t</sup> Humphreys or in drawing on me include some money for yourself & for the Gentleman who acts as Lieutenant who I presume will stay by the Vessel until you can go to Trenton where I expect to be in a few days — When I see what shall be done with the Vessel. I do not think it safe that the order should be discharged at this place — You must make out a Pay roll and take receipts for the money you pay the men, and have your Acc<sup>ts</sup> ready to settle when you get to Trenton —

I am Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

Since writing the above I have thought it best to send you down 1000 Dollars which I suppose will be enough for your men. —

[NDA. OSW, Vol. 2, 1799.]

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

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> August 1799*

Capt<sup>n</sup> RICH<sup>d</sup> V MORRIS  
Frigate *Adams* N York

SIR I have received your Letter of the 20 & am much pleased to hear that the *Adams* will be ready for Sea in a fortnight

It will not be practicable to furnish you with Guns from Philadelphia, those at N York must be made to answer — I hope you have made such arrangements that no Fever which may appear in New York can impede the completion of your Ship — Your next letters will find me at Trenton —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To James and Ebenezer Watson, Navy Agents, New York, from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> August 1799*

Mess<sup>rs</sup> JAMES & EBENEZER WATSON  
*New York* —

GENTLEMEN — I hope the Fever which I hear & which I fear prevails in New York will nor retard the sailing of the *Adams* or the *Norfolk* — Yet I am sure it will require great attention and good arrangements to prevent this evil — I wrote to Capt Morris early on the subject and he promised that the affairs of the *Adams* should be so managed as not to be interrupted —

He writes to me for Guns from hence it is impossible to send him any, and I am sure those at New York are quite sufficient At all events he can get no others — He says he shall be ready for his sailing orders the 4th of September — I hope he does not err in this —

Please to direct your next Letters to me at Trenton, whither I shall move my Office, tho I know not whether all the Offices will think it necessary to leave the City so soon as I shall —

I have the honor to be

Gentlemen

Y<sup>r</sup>. obe<sup>d</sup> Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> August 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
*Boston* —

GENTLEMEN I am honored with your letter of the 18<sup>th</sup> I am sorry you had not rec<sup>d</sup> mine of the 13<sup>th</sup> by Capt Russel

The Accounts for expenses of the 8 prisoners in the District of Maine is enormous — Yet I know not how such accounts are to be avoided — If the prisoners brought in Merchant Vessels are to be landed at every little time [place] to which the Vessels may belong and the Merchants will not be at the trouble and Expense of delivering them elsewhere — I wish you would make the best arrangement, in your power to have all the Prisoners brought into Massachusetts conveyed to Boston or to whatever place else, you judge they can be kept at the least expense — You can arrange with some person at each port to send the Prisoners to the place you shall direct — I have contemplated to have the Prisoners taken by the Public Vessels sent to the Eastward, but I find they can be maintained cheaper in the middle States — This cannot be the case if the best measures are adopted with you, what these should be you can better judge than I can, and I must leave it with you to determine — Would not Springfield be a good place for them?

As to a greater allowance to the Prisoners than heretofore made, if the President thinks it right, the thing must be done — I thought the allowance sufficient before, But I am sure an addition of half a pound of Bread or a quarter of a pound of Beef will be ample I wish our People in the hands of the French fared half so well — I am far from wishing to revenge upon the people in our power the wrongs of their Nation, but if ever Prisoners deserved little commiseration, those captured by us making war upon our defenceless Commerce, and really no better than Pirates, are in that predicament

Please to direct your next Letters to me at Trenton — I have the honor to be

Gentlemen

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

The acc<sup>ts</sup> I return — You must settle them as well as you can, but I do not think at the utmost more than 2 D<sup>rs</sup> a week should be allowed and nothing besides except for Blanketts.

[NDA. GLB, Vol. 2, 1799.]

To A. Giles from Secretary of the Navy

[PHILADELPHIA]

*Navy Department 23<sup>d</sup> August 1799*

A GILES Esquire

SIR I have recieved your letter of the 21 Inst — If it can be done it will be best to remove the prisoners in your custody to a County Gaol where they can be supplied by contract and out of danger of the Fever — If this cannot be done I know of nothing better than to contract with the person whose proposals you enclosed — In this case you would stipulate for a sufficiency of vinegar tho humanity requires they should be put out of the way of the Fever —

I have the honor to be Sir

Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

[23 August 1799]

**Articles of Agreement between Jacob Mark and Nicholas I. Roosevelt of New York, N. Y., and the Secretary of the Navy, for purchase of copper bolts, sheathing, nails, spikes, and other articles of copper**

Articles of Agreement made on the twenty third day of August 1799, between Benjamin Stoddert Esquire, Secretary of the Navy, for and on behalf of the United States of America of the one part, And Jacob Mark and Nicholas I. Roosevelt of the City of New York, Merchants of the other part.

FIRST, — The parties of the second part contract and engage that they will forthwith erect, or cause to be erected, suitable machinery for manufacturing Copper Bolts and Sheathing of the kind suitable to be used in the construction of public Ships of War, and equal in quality to the best Copper Bolts and Sheathing manufactured in Great Britain for Ships of War, of which bolts and sheathing samples are deposited in the Navy Office, and delivered to the parties of the second part, and mutually acknowledged to be of the kind and quality intended by this Agreement.

2<sup>nd</sup> — The parties of the second part contract and engage that they will manufacture from Copper Ore, found or to be found within the United States, Bolts, Sheathing, Nails, Spikes, and all other articles of Copper in at least sufficient quantities for the construction of six Ships of not less than seventy four Guns each, which Ships are directed to be built within the United States by an Act of Congress passed on the twenty fifth day of February last, entitled an "Act for the augmentation of the Navy."

3<sup>rd</sup> — The said Copper Manufactures shall be wrought according to such forms and dimensions, as shall from time [to time] be directed and prescribed by the said party of the first part, and shall be delivered either at New York or Philadelphia to such persons as may be designated for that purpose at the risque and expence of the parties of the second part.

4<sup>th</sup> — An Inspector shall be appointed by the party of the first part who shall be empowered to determine whether the said Copper Manufactures are equal in quality to the Samples herein before mentioned, and of the forms and dimensions which shall have been required; who shall, if necessary, reject or refuse the same. It shall however be allowed to the party of the first part to reserve for public use, any or all of the Articles which shall be rejected by the Inspector as aforesaid, for which Articles the said parties of the second part shall receive payment at prices proportioned to their value in the construction of Ships when compared with the samples herein before mentioned, which proportion of value shall be determined by Arbitrators mutually appointed.

5<sup>th</sup> — The parties of the second part shall be entitled to receive the following prices for Copper manufactures delivered by them in pursuance of this Contract, equal in quality to the Samples herein before mentioned, and to the best copper materials manufactured in Great Britain and used in the Construction of Ships of War, viz, For Sheathing, Bolts, Spikes, polished Nails, Clinch Rings, & bolt staves, and for rudder Braces each fifty Cents per pound weight. If any other Articles shall be required, the average Market prices for similar

Articles imported into the Cities of Philadelphia and New York, shall be allowed and paid by the party of the first part. —

6<sup>th</sup> — No delivery of Copper Sheathing shall be required to be made prior to the first day of January 1801, nor shall deliveries of any and all copper Manufactures, exceeding the Value of fifty thousand dollars be required within one year from the date of this Contract.

7<sup>th</sup> — In case suitable Machinery for fabricating Sheathing Copper shall not be compleatly erected within twelve months from the date hereof, or in case of a continued neglect for the term of four Months to make deliveries in pursuance of the requisitions of the party of the first part, of any other Articles, this Contract shall be deemed to be dissolved, & the parties of the second part shall be holden to reimburse the advance herein after mentioned within one year, thereafter, with damages at the rate of twelve per Centum per Annum to be computed thereon until the said reimbursement shall be completed.

8<sup>th</sup> — The party of the first part shall cause to be advanced to the parties of the second part, the Sum of Thirty Thousand dollars, which shall be reimbursed in the value of the Articles which may be last delivered during the time for which this Contract shall remain in force; so however that the said advance shall at all events be fully reimbursed by the delivery of Copper Manufactures including a due proportion of Sheathing on or before the first day of July in the year 1801, if the same shall be so soon required.

9<sup>th</sup> — If during the continuance of this contract the Security which may be given for the execution thereof, shall in the opinion of the party of the first part be impaired, the parties of the second part shall within one month after due notice, be holden to produce additional satisfactory Security, or on failure thereof this contract shall be deemed to be dissolved. —

10<sup>th</sup> — It being a principal object with the party of the first part, in forming this contract, to encourage the establishment of domestic manufactures of Copper on a scale proportioned to the probable demands of the United States for the Navy department, It is understood by the parties respectively, that if the parties of the second part shall open Mines and erect Works sufficient to supply the public demands, on terms equally advantageous both in respect to price and quality with any other terms which may be offered, in such case the parties of the second part will be equitably entitled to a preference in any future contract, which may be framed in behalf of the Navy dept. It is at the same time understood that this encouragement shall not be deemed to continue for any term beyond eight years from the date hereof, and that no damages shall ever be claimed of the United States on account of any thing contained in this Article. —

In witness whereof the said Benjamin Stoddert and Jacob Mark and Nicholas I. Roosevelt have hereunto interchangeably set their hands and affixed their Seals, on the day and year first above written.

Signed & sealed  
in the presence of  
Jo. PARROTT }

BEN: STODDERT,  
*Secry of the Navy.*  
JACOB MARK  
CALEB LOWNES Agent  
*for Nich<sup>s</sup> I. Roosevelt.*

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 23 August 1799

Begins with moderate breezes & pleasant Weather employ'd lying off & on waiting for the fleet at 1 P M Cap<sup>t</sup> Brown came onboard at 6 D<sup>o</sup> the fleet got all out consisting of 19 sail, Crab Island bearing W ½ N 3 leag<sup>s</sup> at 8 left the fleet under Convoy of the *Pickering* & hall'd on a wind to the South<sup>d</sup> Sail Rock W S W 3 Miles, dist.

Middle part D<sup>o</sup> Weather at 5 AM S<sup>t</sup> Croix bore S E by S 5 leagues at 9 Cap<sup>t</sup> Brown went onboard the Commodore at Mer<sup>dn</sup> the town of S<sup>t</sup> Thomas bore North 3 Miles

Ends pleas<sup>t</sup> employ'd lying off & on —  
[HS of Old Newbury, Mass., NDA photostat.]

Extract from log book of U. S. Brig *Pinckney*, Friday, 23 August 1799

Beings [Begins] with Clear Wether and fresh Breeses the *South Carlina* in Compney

At 1 P M. Set the Squar Mainsail and Gibb and Stacles at 3 Set the Top Galansails at 4 Shortned Sail

At 11 A Sail in Sight at Midnight Spock his British Magest Frigot *Ampheon* of 36 Gunes

A 2 A M. tacked to the Southard

At 7 Sett the Top Gallansails and Gibb two Sail in Sight Under the Land

Att 10 Cap<sup>t</sup> Payne Came ABord in Top Gall Sails and Gibb at 11 two Sail in Sight to Lowerd at ½ Past 11 Cap<sup>t</sup> Payne Returned on Bord of His Vesel A Gain at Noon Came Up with the two Sail to Winderd of Hus thay Proved to Be an American Schooner and A Sloop from Afacrake Bound To the Havana ful of Negers fresh Breeses

Broched one Punchen of Water this Day

[MSB. New London, Conn.]

To President John Adams from Secretary of the Navy

[TRENTON]  
Navy Dep<sup>t</sup> 24 August 1799

JOHN ADAMS Esq<sup>t</sup>  
President of the U. S

SIR Cap<sup>t</sup> Talbot arrived at Hampton Roads on the 15 Ins<sup>t</sup> — He writes me that he had not two hours fair winds, from leaving Boston — He would leave Hampton for Cayenne in two or three days — I am moving this day my office to Trenton seeing neither Courage nor duty in remaining longer at Philad<sup>a</sup>, which I believe could not be done without very great and unnecessary danger —

I have the Honor to be with the highest respect & Esteem

Sir

Y<sup>t</sup> obed Serv<sup>t</sup>

[NDA. Nom. Appts. LB, 1798-1820.]



To Secretary of State from President John Adams

QUINCY August 24, 1799

SIR I have received your favour of the 16<sup>th</sup> and read the Letter of M<sup>r</sup> B. H. Phillips our Consul at Curacao of 20 July and the Papers inclosed with it which I now return.

It is right to communicate this Document to Mr. Van Polanen and to Mr. Murray, and to remonstrate in clear Language to the Government of the Batavian Government against the Partiality of the Governer & Council and the Scandalous Conduct of the Frigate.

But still I think we have Something to do, to teach our own American Seamen and especially Captains more discretion. At such a time and in such a place, the Sailors ought to have had more Prudence then to have gone, on Sunday or any other day into Nanny Houses or Dance Houses with French Sailors: and the Captains ought to have known that it was their duty to apply to the Government of the Place to suppress Riots rather than to do and join in them in Person, though in order to suppress them.

If any legal evidence can be produced to prove that the Governor and Council are, more or less, concerned in the privateers, it would be a ground of very Serious representations to their Superiours.

I think it, and always thought it unfortunate that when the Authority was given to interdict Commerce with the French Islands, it was not extended to others especially Dutch. I mention these in particular because the interested character and the humiliated condition in which they were knewn to be should have suggested the necessity of the Measure. The Motives and Reasons however for adding the Spaniards Sweeds and Danes were not much less.

If an Expedition to restore the Stadtholder, is undertaken in concert with the King of Prussia, it may succeed, if without him, it is more uncertain. I make no dependence on any such probable event. By the way, Some Weeks ago you gave me encouragement to expect a Letter from our Minister at Berlin which you had rec<sup>d</sup>. In the Multiplicity of Business, you have omitted it. I wish to see it as soon as possible.

If at the future Session Congress should authorize the suspense of Commerce with Sweedish & Danish Islands as well as Dutch, I should think it, worth while to send a Minister to that Court. But I will not promise it shall be M<sup>r</sup> Smith. In my opinion he ought to go to Constantinople.

I have the Honor to be Sir,  
your most obedient servant.

J. ADAMS.

SECRETARY OF STATE

[SDA. Misc. L. Jul-Dec. 1799.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 24 August 1799

Capt CHRISTOPHER R. PERRY

Ship *General Greene* —

SIR I am honored with yours of the 15 Inst —

The *General Greene* must not be delayed a single moment for any additional supply of men. — She has already as many of every

description as will answer the purposes for which she is at present intended — It is more than probable you will see nothing but small privateers, and if you do the Ship has as many men on board as nine out of ten of the British Navy of the same force — You will be pleased therefore as soon as the health of your present crew will permit proceed to sea immediately and govern yourself according to the instructions you have already received, and let no other circumstance than the health of your present Crew delay your sailing —

A M<sup>r</sup> John Warner a Lieutenant in the Navy now at Providence who has acted on board of the *George Washington* but got leave of absence in consequence of his ill health wishes employment — if you can conveniently receive him on board and without delaying the Ship you will be pleased to do so —

I have the honor to be

[NDA. OSW, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from Captain Daniel Carmick, U. S. Marine Corps

HAMPTON RHODES 24<sup>th</sup> Aug' 1799

Major W BURROWS

SIR We have been lying here Windbound ever since the 13 Ins<sup>t</sup> Its most probable we shall sail to morrow as the apperance of the Weather is very favorable for us this evening I wish it with all my heart as there is a report here of their being som French Frigates in the West Indies not that I think the report is true but that the people may not sensure us for being in port at such a time. I am well convinced no French Frigate will trust herself on this Coast or the West Indies. I am sorry to hear of the resagnation of Capt. Truxton but see in todays paper he will act as his own Trumpeter. I am sorry to informe of two Desertions I have had on the 21st Ins<sup>t</sup> which will surprise you when I inform you they were two Sergeants, Erastus Branson & Silas Cushman the Capt gave them Liberty to go on shore and sent them to me to get my permission which I granted supposing them the last Men in the Corps that would Desert they carried off with them near 100 Dollars which they borrowed & stole, Serg<sup>t</sup> Burean [?] had 35 dol<sup>s</sup> stolen out of his Chest by them. I went on shore & took a guid with me to pursue them but was unsuccessfull after going about 24 Miles, we took two sailors who had Deserted the Day before & they were punished with one Dozen lashes at W Gangway, could I have had my will of them I should have given them 5 dozen as I presume you will foward on advertisments to Connecticut & N. Carolina also as I have heard they were acquainted there you have their discription in the Size Role but very imperfect as I recollect perfectly that Branson has two of his front teeth out. you will observe that they make no remarks in the Size Role I have sent advertisements in one or two Directions. it will be a very extraordinary thing if they get off of this place as it is a Peninsula and the Planters all on the look out for them. I suspect they are concealed untill the ship sails.

I forgot to inform you that I had consented to Serg<sup>t</sup> Bunards [?] being made Master of Arms, he does the duty of Sergeant also & recieves 18 Dollars pr Month as Master of Arms, his pay as Serg<sup>t</sup> you



CAPTAIN DANIEL CARMICK, U. S. MARINE CORPS.



may grant him if you think proper as he cannot receive it on board. He behaves himself very well & is much liked by every body. I find it impossible to keep my men clean they must be granted a Sailor suit of Cloths besides their Uniform if it is expected for them to be kept Decent I have given them all Clothes and still they are not Decent one Month after they receive them. Mann [?] came on board very sick but is recovering very fast. We are unmooring Ship & will be under immediatly I am

Sir

with esteem

Your Hum Sev<sup>t</sup>

DAN<sup>l</sup> CARMICK  
Capt Marines

25 AUG<sup>t</sup> 1799

[MCA. LR, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 24 August 1799

Begins with moderate, pleasant Weather employ'd lying off & on waiting for the Comm<sup>o</sup> to come out at ½ past 3 the Cap<sup>t</sup> came onboard Saw a Sail to the South<sup>d</sup> gave chase, at 5 P M came up with & boarded her the *Princess Royal* English privateer Brig from Martinico, on a Cruise. at 7 fir'd a Signal gun for the Comm<sup>o</sup> at 8 the Comm<sup>o</sup> came out, hall'd on a wind to the South<sup>d</sup> —

Middle part Squally with rain at 1 A M S<sup>t</sup> Croix bore S S W 2 leagues

Latter part steady breezes & pleasant Weather —

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from log book of U. S. Brig *Pinckney*, Saturday, 24 August 1799

[Standing off and on the Harbor of Havana.] Fresh Steady Breeses and Clear Plesent Wether at 2 P M taked to the No<sup>t</sup> and Easterd Standing Under Easey Sail A Sail in Sight to the Easterd att 5 [3 ?] taked to the Southard

At 5 taked to the N<sup>d</sup> at 8 the Moro Bore S b E Dis<sup>t</sup> about 3 Leages at 9 Cludey and Squaley with frish breeses in two Refes Both Top Sails

At Midnight D<sup>o</sup> Weather with Shors of Rain

At 4. A M tacked to the Southard and E<sup>d</sup>

At 5 out the Secent Ref out of the Top Sails 4 Sail in Sight to Windert at 6 Set the Squar Mainsail Top Gall. Sails and Gibb in Chase of A Brig close in with the Land. At 8 Observing Hus to Gain Upon him fired 2 Gunes for us we AMidetley fired 3 Gunes [at] Him. ABoot 10 Minets one After the Other the Shot fall Close. ABord of Hur He Brought two found to be the Brig *Faney* Cap<sup>t</sup> Orman from Charlston out 16 Days bound to the Havana

Bore Up and Run Close to the Moro under Easey Sail. att 11 Squaley in the 2<sup>d</sup> Ref of the topsails at Noon d<sup>r</sup> Wether with Small Rain the Moro Bore S E b E, Dis<sup>t</sup> About 1 Mile.

one Gang cask of 60 Gallans Broched

124 NAVAL OPERATIONS; AUGUST 1799-DECEMBER 1799

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Opening A Cask of Beef it was found by Survey to be unfet for use and was throing Over Bord

[MSB. New London, Conn.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 25 August 1799

Begins with steady breezes & cloudy weather at 1 P M hove too & boarded the Sloop *Lois* from Martinico bound to New London W<sup>th</sup> Russell Master. at 4 spoke the Comm<sup>o</sup> at 5 saw a sail to Wind<sup>d</sup> gave chase at 8 S<sup>t</sup> John's bore N N W dist 4 leagues

Middle part Squally with rain

Latter part Steady breezes & flying clouds. at Mer<sup>dn</sup> S<sup>t</sup> Croix bore S by W 4 leagues

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from log book of U. S. Brig *Pinckney*, Sunday, 25 August 1799

Fresh Breeses and Cludey with Small Rain at 1 P M. Cap<sup>t</sup> Payne come ABord

At 5 Cap<sup>t</sup> Payne Whent ABord Again the *South Carlina* at 6 Whore Ship to the S<sup>o</sup> and E<sup>d</sup> at 7 Cludey with small Rain. Handed the fore and Aft Mainsail Whore Ship to the Nored at 8 Set M. Sail At Midnight Cludey at 4 A M. Whore Ship to the [end of day's entry]

[MSB. New London, Conn.]

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Extract from Log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 26 August 1799

At Single anchor in Lynhaven Bay

PM at 6 a light breeze sprung up from the southw<sup>d</sup> Weighd and made all Sail down the Bay

at 10 Came by the light house. at 11 Shortnd sail and brought too for the Pilot boat to come alongside at half past 12 Discharge the Pilot filld and made sail. Cape Henry W by N. ½ N, 14 miles

Middle part Moderate breezes and Cloudy

AM at 8 D<sup>o</sup> Weather at 9 Set studdingsails and Royals. saw several strange sail standing to the Eastw<sup>d</sup> Unbent the Cables and Stowd the Anchors Carpenters and Sailmakers employd as occasionally

at 12 Moderate and Cloudy.

[Latitude Observed 36. 32 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 26 August 1799

Begins with steady breezes & flying clouds employ'd plying to windward in company with the *Ganges* at 4 P M saw 3 Sail gave chase at 5½ brought too & Boarded an English Bark from Barbadoes

bound to S<sup>t</sup> Thomas' the *Ganges* Spoke an American Brig. at 8  
the Grand Virgin Gorda bore N N E 3 leagues

Mid. part moderate & cloudy

At Mer<sup>dn</sup> saw 2 sail one to the South<sup>d</sup> & one to the East<sup>d</sup> gave chase  
to the South<sup>d</sup> the Comm<sup>o</sup> in chase of the one to wind<sup>d</sup>

Ends pleasant all sail set

[HS of Old Newbury, Mass., NDA photostat.]

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To Lieutenant Archibald McElroy from Secretary of the Navy

TRENTON — NAVY DEPARTMENT

27, August 1799

Lieu<sup>t</sup> M<sup>o</sup>ELROY

SIR I did not receive 'till this day your Letter of the 24: — If this  
should find you at the Fort, you may move the *Retaliation* at once, up  
to Burlington — discharge the Men there and deliver the Prisoners to  
the Sheriff, who has already some under his charge. — But if you  
should receive this at Marcus Hook, in that case I would wish you to  
land your guns, and all your warlike stores, at that place, and in the  
care of M<sup>r</sup> Humphreys — and afterwards proceed with the Vessel and  
Prisoners up to Burlington, where you will discharge your Men, except  
two or three to take care of the Vessel, until it is determined what to do  
with her. —

I am &c &c.

[NDA. OSW, Vol. 2. 1799.]

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To Robert Patton, Postmaster, Philadelphia, Pa., from Secretary of the Navy

NAVY DEPARTMENT

Trenton 27 Aug<sup>t</sup> 1799 —

ROBERT PATTON Esq

Post Master Philadelphia

SIR M<sup>r</sup> Humphreys lives near the Buck Tavern — on the Lan-  
caster Road. — He said he would speak to you to contrive Letters  
for him to the Buck Tavern — but I am afraid this will give you too  
much trouble — I take the liberty however to enclose a Letter for  
him — which if not convenient for you to contrive to him, you will be  
pleased to let [it] remain in the office untill he sends by some of his  
neighbours for it. —

I am &c&c

[NDA. GLB, Vol. 2, 1799.]

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To Naval Constructor Joshua Humphreys, U. S. Navy, from Secretary of the Navy

TRENTON,

Navy Department 27<sup>th</sup> August 1799

JOSHUA HUMPHREYS Esq<sup>t</sup>

SIR I have Letters from Boston saying the Brig *Augusta* will be sent  
round very quickly to Philadelphia — I have written to Riddle &  
Bird at New Castle to stop her at Marcus Hook. The *Retaliation*,  
I presume, has this day fallen down to Marcus Hook — I now wish

she had been ordered to Burlington, as she is too dull a sailor to be sent acruising, and I mean to have her sold; and as she has French Prisoners on board, she could have delivered them at Burlington at once. — If she should be at the Hook, I would wish her guns to be taken out there — If they are fit for the *Augusta*, no doubt a slight Brig, — and also all her Warlike equipments — and afterwards she might proceed up to Burlington with the Prisoners. — The *Augusta*, as soon as she arrives, I would wish you to examine throughout — and if you think she will be a very fast sailing Vessel, and strong enough to bear 4- or 6 pounders — (& in my opinion she ought not to have more than 14, altho she has more Ports) in that case, you will please to take the necessary arrangements to have her prepared as soon as possible. — Before you begin, give me your opinion of the sized Guns she ought to mount, — the number — and the number of Men she ought to carry. — I suppose she must have some additional sails — and perhaps some Rigging — any thing of this kind, you will please to have provided in the way you thing best. — Remember that this Vessel being but slight, may not last more than two or three years — perhaps she may not be wanted so long — and that no great expense ought to be incurred about her — She has Copper and Nails on board. —

I am &c

[NDA. GLB, Vol. 2, 1799.]

[27 August 1799]

To the Collector of Revenue, Port of Philadelphia from Joseph M. Yznardi, Agent of the United States at Havana

[CIRCULAR.]

HAVANNA, *Aug. 27, 99*

SIR, Referring you to my respects of the 18th inst. I am now enabled to give you the definitive determination of this government, relative to the admission of foreign vessels into this port — which is, that Neutrals with provisions, will be permitted to an entry, for six months from the 18th inst. and with dry goods until Sept. next.

At the same time permit me to observe to you, that the exclusive privilege to TWO individuals of importing FLOUR is now revived and in force — vessels henceforward arriving with that article, will either not be allowed to enter, or obliged to pay an exorbitant duty.

Should any alteration take place, I shall be careful to advise you of it, for the information of the merchants of your port.

I have the honor to be,

Sir,

Your humble servant,

JOS. M. YZNARDI,  
*Agent of the U. S.*

The Collector of the  
Port of Philadelphia.

The duty on Flour alluded to in Mr. Yznardi's letter, laid by the New Intendant at Havanna, is Eight Dollars per barrel, beside the former duty of 21 and an half per cent.

[LC, "Norfolk Herald" (Norfolk, Va.), 24 September 1799.]



Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 27 August 1799

Begins with moderate breezes & cloudy weather  
all sail set in chase — fir'd two guns at 2 P M came up with &  
boarded the Sch<sup>r</sup> *Tickler* from Antigua bound to Tortola John  
Shrowdy Master —

S<sup>t</sup> Croix bearing S W by S 4 leagues in T G Sails  
at 8 reef'd the T Sails

Middle part fresh Breezes & cloudy Squally W<sup>t</sup>  
at 6 A M saw a ship to wind<sup>d</sup> at 8 out reefs & set T G Sails At  
Mer<sup>th</sup> Saba bore S E by E 6 leagues

Ends with fresh breezes & flying clouds the *Ganges* to Wind<sup>d</sup>

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding,  
United States Ship *Montezuma*, 27 August 1799

Moderate breezes & clear weather —

Saw a sail ahead —

She proved to be a British Frigate —

The S. E. point of Antigua bore N W 3 leagues distant —

Also saw two sail close in with Montserat —

During the Night plying off & on-Monteserat.

Came to in Basseterre Roads S<sup>t</sup> Kitts

[NA.]

To Secretary of the Navy from President John Adams

QUINCY Aug 28<sup>th</sup> 1799

SIR I have signed the commission for Joseph Whitmore, to be sailing master in the navy & have sent it in your letter to him, as requested in your favor of the 21<sup>st</sup>. I return his letter & recommendations — I thank you for the details in your other favor of the 21<sup>st</sup>, which are very agreeable to me. Curacao, Cayenne & Surinam must be watched with great care.

Inclosed is a letter from the supervisor of Rhode Island Mr. Jn. Dexter, recommending his son to be a midshipman. His name is Daniel Singer Dexter 2<sup>d</sup>

I have received your favor also, of the 22<sup>d</sup> with copy of your letter to Mr. Constable, in which the facts are candidly & handsomely stated, as far as I am acquainted with them. I return the papers inclosed in that. I dont recollect instances of resignations in the British or French service or Dutch or Spanish or Austrian or Prussian or Russian for the reason that a junior officer has been appointed over a Senior. In this case however, the Junior officer resigns, because he cannot be appointed over his senior.

With great regard.

SECRETARY OF THE NAVY.

[NDA photostat.]

To President John Adams from Secretary of the Navy

[TRENTON]

Navy Department 28<sup>th</sup> August 1799

JOHN ADAMS Esquire  
Braintree,

SIR I do myself the honor to enclose a letter to Cap<sup>t</sup> Sever, covering Warrants for John Lee, Sam<sup>l</sup> Folsom, John Varnum, Sam<sup>l</sup> W. Cushing, Thomas Homan, Henry Wadsworth & [J. W.] Woodward, to be Midshipmen in the Navy; which will require your signature, should you think fit that the Appointments should be made. They are all wanted for the *Congress* & have been selected & recommended by Cap<sup>t</sup> Sever.

I have the honor to be &c

[NDA. Nom. Appts. LB, 1798-1820.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 28<sup>th</sup> Aug<sup>t</sup> 1799.—

Cap<sup>t</sup> WILLIAM BAINBRIDGE

SIR The Confusion of moving from Philadelphia has prevented earlier attention to your letter of the 19<sup>th</sup> instant.

The whole appointments in our Navy have never yet been completed — When they are once completed, which is now nearly the case, the promotions will go on as in other service — according to seniority of Commissions. No Lieu<sup>t</sup> now in the service, will be promoted above you — nor no Master & Commandant — nor Lieu<sup>t</sup> Commandant — but for the Ships not yet in service, the President reserves the right of appointing from the Citizens at large the Officers — Should the Commanders of any of these Vessels be taken from the Officers now in service, you will be the first to be promoted — and it cannot be long before you have the Commission &c of a Captain — but in the mean time I think you ought to be satisfied, considering that you are a young man, and have time enough before you, and are high enough in Rank to expect to command the Navy. — I have a Letter from your first L<sup>t</sup>, Surgeon & Purser requesting furloughs, to attend to their private affairs — They have been a good while in service, and without an opportunity of seeing their friends — I should be glad therefore to indulge them all, — but I know not how it is to be done — I have desired Doct<sup>r</sup> [Henry] Welles of the *Baltimore* to join you, and if he arrives in time the Surgeon may have leave of absence — The Purser cannot so readily transfer to another, his Accounts so that I do not concieve that he could be indulged, even if there was another Purser, ready to enter on board, which is not the case — nor do I know how the Lieu<sup>t</sup> can be spared, as there is no Lieu<sup>t</sup> near enough to supply his place in time — If one of those belonging to the *Adams* should choose to change with him, I should not object — but I suppose this might not be agreeable to Cap<sup>t</sup> Morris — and probably not to yourself — These Gentlemen all want to get into a larger Vessel — In my opinion most honor & most profit are to be acquired in the small fast sailing Vessels — The

Norfolk is superior to any Enemy she is likely to meet with. — Please to communicate what I have said to the Officers — to whom I have not time to write.—

I have the honor &c &c.

[NDA. OSW, Vol. 2, 1799.]

To Captain James Sever, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 28 August 1799

Captain JAMES SEVER

Frigate *Congress*

SIR Yours of the 18<sup>th</sup> Inst I have received, and am glad to hear that the *Congress* has so judicious a launch

You are right respecting the number of able Seaman, ordinary Seamen and Boys allowed the *Congress*, which is Two hundred and forty five instead of 145 as erroneously mentioned in my instructions of the 7 Inst The proportion of able Seamen not to exceed One hundred —

M<sup>r</sup> Littles warrant was dated and sent to the President for his Signature the 9<sup>th</sup> Ins<sup>t</sup> however since he has been acting from the 1<sup>st</sup> he may draw his pay and Emoluments from that date — The Young Gentlemen you mentioned for Midshipmen I have nominated to the President —

I have the honor to be

Sir

Your obe<sup>d</sup>t Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Master Commandant William Cowper, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 28 August 1799

Captain WILLIAM COWPER

of the *Baltimore*

SIR I have delayed longer than I intended sending on your final orders for a Cruise — Now I am not sure that they will not arrive before you are prepared.

As soon however as you are ready which I hope will be quickly after the receipt of this, you will please to proceed to join our Squadron under the Command of Captain Tingey on the Guadeloupe Station. If there are Merchant Vessels at Norfolk bound for the Windward Islands you may take them under your Convoy, but you must not wait longer than two or three days after you are ready for them — You have already received full Instructions, for the Government of your conduct on a cruise — It is not necessary for me to add on this subject — I have no doubt you will do every thing proper to be done by an American Officer in the command of a good Ship, and I sincerely hope you will meet with frequent opportunities of distinguishing yourself, your Officers and Crew —

Wishing you great Success & Glory I have the honor to be

Sir

Y<sup>t</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 28 August 1799*

Capt<sup>n</sup> CHRISTOPHER R PERRY  
Ship *General Greene* —

SIR If this should find you at New Port which I think probable from your Letter of the 15 Inst, you will be pleased to remain there until you hear again from me — Circumstances may render a change of your destination necessary —

I have the honor to be

Sir

Your obed Servt

[NDA. OSW, Vol. 2, 1799.]

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To Gibbs & Channing, Navy Agents, Newport, R. I., from Secretary of the Navy

[TRENTON]

*Navy Department 28 August 1799*

Mess<sup>rs</sup> GIBBS & CHANNING  
*New Port* —

GENTLEMEN I am honored with your Letter of the 11 Inst which contains a recommendation of Doctor Senter to the Superintendance of the Hospital to be erected at New Port —

The erection of Hospitals and all the arrangements relative to them are under the direction of the Secretaries of the Treasury and War to whom I shall refer your letter —

I have the honor to be

Gentlemen

Yr obed Servt

[NDA. GLB, Vol. 2, 1799.]

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To Nehemiah Hubbard, Jr., Navy Agent, Middletown, Conn., from Secretary of the Navy

[TRENTON]

*Navy Department 28th August 1799*

NEHEMIAH HUBBARD J<sup>r</sup> Esq<sup>t</sup>  
*Middletown Connecticut* —

SIR I am honored with your letter of the 22<sup>d</sup> August and am happy to learn that the *Connecticut* had got over all difficulties If Men cannot be got in Connecticut, I will endeavor to have some enlisted elsewhere, but it will be more agreeable to the men obtained in Connecticut as well as to the Officers and much more convenient if the whole can be had there —

The derangement occasioned by the removal of the Public Offices to Trenton will prevent me for two or three days from making the remittance you request —

I have the honor to be Sir

Your obe<sup>d</sup> Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary  
of the Navy

[TRENTON]

Navy Department 28 August 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
Boston —

GENTLEMEN I am honored with your letter of the 21 Inst — We must furnish the French Prisoners with such articles of Cloathing as will be sufficient to hide their nakedness and protect them in a colder Season from the inclemency of the Weather — You will be pleased therefore to have furnished for each Prisoner, One Coat, a pair of Pantaloons, a pair of Woolen Stockings, two Shirts, a pair of Shoes, and one Blanket — The Prize Master Richard if a Commissioned Officer may Return to France on parole, but if not a Commissioned Officer he must share the fate of other prisoners

I am Gentlemen

Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 28 August 1799

Begins with fresh breezes & cloudy employ'd turning to windward — at 4½ saw a sail at 5 spoke her, an English privateer from S<sup>t</sup> Kitts on a cruise at 7 Saba bore N E dist 5 leagues

Middle part moderate & clear at 4 A M squally, in T G Sails at 5 D<sup>o</sup> saw S<sup>t</sup> Kitts bearing N E by E 8 leagues at 10 Saw the *Montezuma* lying in Bassterre roads at 11½ the first Lieu<sup>t</sup> went on-shore at Mer<sup>de</sup> the Cap<sup>t</sup> went on board the Comm<sup>o</sup> —

Ends pleas<sup>t</sup> &c

[HS of Old Newbury, Mass., NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding, United States Ship *Montezuma*, 28 August 1799

[Bassterre Roads, St. Christopher.] At 10 A.M saw two ships in the offing standing in. At 11 recognized to be United States Ships, *Ganges* & *Merrimack* by their signals

[NA.]

Extract from log book of U. S. Brig *Pinckney*,  
Wednesday, 28 August 1799

Clear Plesent Wether with Modret Breses Several Sail in Sight

At 1 P.M. Came up with one of the Bore Sail Sent A Offecer ABord She Proved to Be the Schooner *Mary-Ann* Privateer of New Provens [Providence] Capererd By A Spensh Cruiser. [Writing almost illegible.]

At 4 the Moro Bore S S W Dist about 9 Leages

Att 4 AM the Vesels onder our Convoy and the *South Carlina* all close.

at 8 Light Breses At ½ past 9 Saw the Flowered Keys Bering from the N b E to N W Dis<sup>t</sup> ABot 4 or 5 Leages

At Noon tacked to the S E the Land Extending from the N N E to N W B W the Nearest Key Dis<sup>t</sup> ABOUT 3 Leagues

1 Puchen of Watter Broched this Day

3 Men unfet for duty by Siknes

[Latt by Obser<sup>n</sup> 24° 33' N]

[MSB. New London, Conn.]

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To President John Adams, from Secretary of the Navy

TRENTON. 29. August 1799.

SIR The Offices are now all at this place, & not badly accomodated. Will you Sir, pardon the liberty I take, not in my official, but private Character, in expressing a wish, that it may not be inconvenient for you to Join them here, before our Ministers depart for France.

It may happen, that a knowledge of recent events in Europe, may be acquired just before the sailing of the Ministers, which would make some alterations in their Instructions necessary: and possibly these events might be of a nature to require the suspension for a time of the mission.

I could urge both Public considerations & those which relate more mmediately to yourself, to justify the wish I have ventured to express — but I will only say, that I have the most perfect conviction, that your presence here before the Departure of the Ministers, would afford great satisfaction to the best disposed & best informed men, in that part of the Country with which I am best acquainted; and I believe, to the great mass of good men all over the United States.

I will only add that I write this letter without communication with any person; that if I err, the error is all my own — in my motives, I cannot be mistaken.

I have the honor to be with the highest respect & esteem Sir

Y<sup>t</sup> most obed<sup>t</sup> Serv<sup>t</sup>

BEN STODDERT.

[NDA photostat.]

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To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges*

*S<sup>t</sup> Bartholemews 29<sup>th</sup> Aug<sup>t</sup> 1799*

SIR After dispatch of the Original, (of which you have copy enclos<sup>d</sup> herewith) which was immediate on my anchoring at S<sup>t</sup> Thomas — I was intent on delivering the promis<sup>d</sup> articles from the captur<sup>d</sup> Pilot. boat, when an offer from the Owners, sanction<sup>d</sup> by the French Consul at S<sup>t</sup> Thomas, was made to ransom her —

She was extremely small, and her Cargo of little value, mounted no Guns; had only 13 men on board — and if any small arms they had been cast overboard, as was also her letter of Mart commission — I should of course have hesitated to take possession, but finding her "Roll d'equipage" it was there inserted under the hand of the Officers of Government at Guadeloupe, that she was fitted for War & Merchandize

In estimating her value the French Consul interested himself on the propriety of establishing a precedent, that vessels of either

Nation should in like case be liberated, on paying nett amount of Invoice and value of the vessel — at the option of the captur'd parties

We were however some time agreeing on the Sum, till finally by advice of two of the first Mercantile characters there, old friends of mine, 'twas fix'd at 3800 Dollars — which they paid me the ensuing day — when I deliver'd them their vessel and sail'd — She would probably have brought something more, (perhaps 20 per C<sup>t</sup>) at S<sup>t</sup> Kitts, but the risque of losing her again on the way up, or being prevented from chasing something of more consequence together with the want of my Officers & men from her induc'd me to accede.

After gaining to windward of Tortola, and the wind hauling in a far northerly direction, we found ourselves so far to the windward Yester-morning as would fetch into S<sup>t</sup> Kitts-road, and stretch'd in — I found there the *Montezuma*, and by Capt<sup>n</sup> Mullowny, rece'd your dispatches of 2<sup>d</sup> Aug<sup>st</sup> with copy of those of 13<sup>th</sup> July by the *Delaware*, Capt<sup>n</sup> Baker; who has not yet arrived.

Respecting your orders about the Prisoners, I went on shore & sent off 50 — As many, as can without much inconvenience indeed, be taken on board the *Montezuma* for of all the Ships I ever saw of her size, no one was ever worse adapted to such a purpose, they were instantly embark'd & we sail'd thence last evening.

It will be unnecessary Sir, to be in haste on the subject of sending out provisions; we have as yet ample in the hands of M<sup>r</sup> Clarkson, except Butter and cheese; of the latter we have had none for some time — that article ought to be in *very* good order, when ship'd for our use in this hot climate — A great part of that ship'd, by the Brig<sup>t</sup> *Florida* — was too much heated to take on board any of our Ships — it would not have been eaten. I therefore order'd M<sup>r</sup> Clarkson to sell that part which the Pursers refus'd.

I am sorry I gave opportunity, to my animadverting *Seniors*, to descant so much on my mention of the Hurricane months; But I trust we dread — nor enemy, nor hurricane, more than they — I feel little anxiety, provided I've *actual* opportunity to serve my country.

I shall look earnestly for the *Delaware*, hoping by her there are letters from my family — for such (*on that head*) has been my cruel state of suspense, that I know not I've any in existence since 4<sup>th</sup> March last — except verbal account by Capt<sup>n</sup> Bainbridge.

It is with much compunction I am enforc'd to tell You, Sir, that the fault why the accounts of the people sent home in the *Vainquere* & *Retaliation* was not with them, lay totally on my purser — but he has not been without sufficient admonition; and ample reprehension — They are all enclos'd herewith as far as I have been able to obtain them with rectitude.

Wishing to be clear of the detain'd Brig<sup>t</sup> *Young George* of Boston, which has cost me more trouble than vessel & cargo are worth — I stretched over for this Island during the night, with the *Montezuma* in order to forward her, under convoy of Captain Mullowny — The accounts of said vessel I enclose to our friends Willings & Francis, to do the needful.

I find it impracticable with our small squadron to cheque the progress of the French Privateers of Guadeloupe, equal to my wishes — but our endeavor shall not slacken — We want two or three active vessels more, with men used to the Islands — Barron — Bainbridge

& Campbell, were all anxious to remain on the station — and Mulowny wishes much to return immediately

Should opportunity *instantly present*, a suit of New Courses for the *Ganges*, say Fore-sail and Mainsail, should be sent out — those we have will hardly bear a squall by the time we get on the Coast — M<sup>r</sup> Dowers, the maker of those on board, might finish them in very few days, he knows the dimensions.

I shall be explicit in my next of whatever may now have escap'd me. In haste I have the honor to be

D<sup>r</sup> Sir &c &c

T: T: [THOMAS TINGEY]

To

The Hon<sup>ble</sup> BENJ<sup>n</sup> STODDERT  
Sec<sup>y</sup> of the Navy: Philadelphia

We shall want candles, but they should be made in part of Wax for this hot climate.

[NDA. Tingey LB, 1798-1800.]

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To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 29 August 1799

Cap<sup>tn</sup> T. TINGEY  
of the *Ganges*

SIR I think you may calculate on being relieved by the first, or early in October. The Fever prevails at present not in a very alarming degree in Philadelphia, and in a less degree in New York. Judging from past events, it is not very desirable that you should arrive till about the first of November.

This will be delivered by M<sup>r</sup> Cooper [Cowper] of the *Baltimore* who bears the Commission of Master Comm<sup>d</sup>. He is ordered to place himself under your command and when you leave the Islands, this Vessel & all the others now under your command must be transferred to your successor — There is nothing here worth communicating to you. Your family I understand are well.

I have the honor &c

[NDA. OSW, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 29 August 1799

These 24 hours begin with moderate breezes & pleasant weather At 1 P M the Lieu<sup>t</sup> return'd at 7 the Cap<sup>t</sup> came onboard, at 8 bore away the *Ganges* & *Montezuma* in Comp<sup>t</sup> at midnight S<sup>t</sup> Kitts bore S S E 4 leag<sup>s</sup> Eustatia S W 2 leagues

At 2 A M S<sup>t</sup> Barth<sup>s</sup> bore N ½ E 2 leagues at 8 Spoke an English Sloop of War

Latter part Moderate & pleasant

[ES of Old Newbury, Mass., NDA photostat.]



Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding,  
United States Ship *Montezuma*, 29 August 1799

At 1 PM. the *Ganges* came to — Received on board 50 French Prisoners. At 7 Got under way in company with the *Ganges* & *Merri-mack* — At 8 AM came to in S<sup>t</sup> Bartholomews Harbour

[NA.]

Extract from log book of U. S. Brig *Pinckney*,  
Thursday, 29 August 1799

Clear Plesent Wether the S<sup>o</sup> *Carlina* and the two Schooner under our Convoy in Compney

At 4 taked to the Nored Light Winds and Cludy att 7 taked to the Southard and Easterd

at 4 A M taked to the Nored at 5 Havey Shores of Rain at ½ Past 7 the florida Shor in Sight AHead Dis<sup>t</sup> ABout 7 or 8 Leges

At Noown Clear Plesent Wether the S<sup>o</sup> *Carlina* and the 2 Schooner in Compney

1 Punchen of Watter Broched this Day

2 Men unfet for Duty By Sicknse

[Latt by Obs 24° 48' N]

[MSB. New London, Conn.]

To Nehemiah Hubbard, Jr., Navy Agent, Middletown, Conn., from Secretary of the Navy

[TRENTON]

Navy Department 30 August 1799

NEHEMIAH HUBBARD J<sup>r</sup> Esq<sup>t</sup>

Middletown Connecticut —

SIR I am honored with yours of the 25 Inst —

All the necessary instructions will be forwarded to the Purser of the *Connecticut* this day — With respect to Charts & Maps, the Captains heretofore have procured them on their own private accounts — But this is unreasonable — Those wanted by Captain Tryon may be purchased on Public Account and attached to the Ship — Cap<sup>t</sup> Tryon may select them & you will please to pay or furnish him the money

Charts and Maps of the West Indies & the Continent of America will be those Captain Tryon will have most occasion for — He will want good Telliscopes — I think New York a much better place than Rhode Island to obtain men — I suspect Captain Tryon will find it difficult to get any at Rhode Island, in New York they can readily be obtained —

I have the honor to be Sir

Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

[30 August 1799]

**Report of Captain Kingston, of the Ship *Terrific*, regarding encounter with French Privateer Schooner**

Capt. Kingston, of the ship *Terrific*, arrived the 30th ult. at New Castle, from Port Republican, informs, that off the Platform he fell in with a French privateer sch'r, mounting 4 nine pounders, manned with 50 or 60 men — the wind being light, their intention was to board him. He gave them two shot from the side, which they took little notice of, put out sweeps and rowed to go under his stern; he got two of his guns in the cabin, and let her come within half gun shot, and then gave them a dose that caused them to tack about and get off. He adds, that two of these picaroons are constantly cruising off the Platform.

[LC, "Salem Gazette", Vol. 11, Sept. 17, 1799.]

**Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 30 August 1799**

First part moderate pleasant weather  
 2 sail in sight at 2 P M exchang'd signals with an English Brig  
 the other prov'd to be the *Pickering*  
 at 3 spoke her & Bore away at 5 hove too off S<sup>t</sup> Barth<sup>s</sup> at 7  
 hall<sup>s</sup> to S<sup>s</sup> on a Wind —  
 Mid. part Squally with rain  
 at 7 A M saw the Comm<sup>o</sup> under our lee  
 at Mer<sup>dn</sup> S<sup>t</sup> Bartholomews bore NW b W 5 Miles  
 Latter part fresh Breezes  
 [HS of Old Newbury, Mass., NDA photostat.]

**Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding, United States Ship *Montezuma*, 30 August 1799**

At 12 P. M. weighed anchor & proceeded to sea — having under  
 Convoy the Ship *America*, Cap<sup>t</sup> Micks, for S<sup>t</sup> Thomas's, Brig *Young*  
*George*, Prize to *Ganges*, for Philad. Schooner *Eliza* Cap<sup>t</sup> Teele [or  
 Tech] for Philad. Schooner *Warehouse point* for S<sup>t</sup> Thomas's —  
 ½ 10 AM. were joined by Brig *Margaret* for Portland  
 [NA.]

**Extract from log book of U. S. Brig *Pinckney*, Friday, 30 August 1799**

This 24 Hours Beings [Begins] with Stedy Breeses and Cludey at  
 1 P M Made a Signal to Speck the S<sup>s</sup> *Carlina* at 2 Cap<sup>t</sup> Payne came  
 ABord at 6 He Returned AGain at 8 tacked to the Nored frish  
 Breeses and Clear Wether  
 Att 3 A M in Top Galansails  
 [Latt by Obs<sup>n</sup> 25° 58' N]  
 [MSB. New London, Conn.]

To General Pickney from Secretary of the Navy

[TRENTON]

*Navy Department 31 August 1799*

GENERAL PINCKNEY

SIR I have endeavored to make the proper regulations with the Navy Agents as far as respects the recruiting, the Rations, Pay & Cloathing of the Crews of the Gallies —

Their employment being under your direction, and the direction of such Officers as you may think proper to charge with this duty I have desired the Agents & Captains to execute all your orders for augmenting or diminishing the number of men, for making any alteration in the Gallies adding Boats to them & providing them with additional Arms or Equipments —

In all these particulars and in every thing which you shall judge proper to make those Vessels more usefull & more formidable, as well as in every thing which respects their Employment permit me to beg the favor of you to give at once such orders as you shall think necessary and without any reference to me, for it is absolutely impossible for me to understand the subject, and if the Gallies are to be of any service it must arise from the Circumstance of your charging yourself with the direction of them but for this they would be a reproach to the Government.

I have the honor to be

[NDA. GLB, Vol. 2, 1799.]

To Tench Francis, Purveyor, from Secretary of State

DEPARTMENT OF STATE

*Trenton Aug<sup>st</sup> 31. 1799.*

SIR Captain William Penrose, who navigated the schooner *Skjolderbrand* to Algiers being returned with Capt. Geddis in the *Sophia* waits on you for the wages of himself and crew. I wish they may be settled with, as expeditiously as possible, as well for the satisfaction of the men, as to avoid a continuance of expence. If you should not have money enough on hand I hope you may be able to procure it of the bank of the U. S. to which the sum you draw shall be reimbursed as soon as you advise of the amount.

I am very respectfully

Y<sup>r</sup> ob<sup>t</sup> Servant

TIMOTHY PICKERING.

TENCH FRANCIS Esq<sup>r</sup> }  
Philadelphia }

[Mass. HS. Pickering Papers, Vol. 11.]

Extract from Log of the Merchant Ship *Friendship*,  
Saturday, 31 August 1799

Begins with gentle breezes & Pleasant weather at ½ past 2 P.M. saw a Schooner Steering to the S<sup>th</sup>

at 6 gave her a gun she bore down for us got all ready for action she proved to be a Schooner from New London out 12 days bound to Barbadoes —

Middle part light airs & pleasant with flying clouds —  
 Latter part pleasant with flying clouds  
 at 12 Squally h<sup>d</sup> T G<sup>t</sup> sails & single Reef<sup>d</sup> the T sails &c Employed  
 occasionally

[Lat<sup>d</sup> Obs<sup>d</sup> 32°. 16' North]

[Essex Institute.]

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Extract from Log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy,  
 commanding, Saturday, 31 August 1799

Light Airs and Cloudy, Employd as nessasary  
 Carpenters and Sailmakers Employd as occasionally  
 Riggd a Fore topsail Yard and Stowd it in the Starboard main  
 Chains.

PM at 6 Shortnd sail and double reefd the Topsails  
 at half past 6 saw a strange sail bearing N by E.

D. M.

Variation p<sup>r</sup> Amplitude. — — 4 22 West

At 9 Calm Ships head to the Eastward.

At 12 Cloudy with Thunder and lightning

Middle part D<sup>o</sup> Weather

AM at 4 Light breezes from the Northward

[At 7] Employd Rowsing up the Cables. Cutt 5 fathoms off of  
 the Small Bower Cable in the wake of the rounding it being Rubb'd,  
 at 11 Fir'd a Gun to bring too a strange sail that was passing the  
 Weather beam out boat and boarded the strange sail an American  
 Sloop from New london bound to Barbadoes

[Latitude Observed 34.02 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
 commanding, Saturday, 31 August 1799

First part fresh breezes & hazey weather  
 Employ'd beating to windward under easy sail  
 at 2 P M the *Pickering* Sprang her Mainmast & went to S<sup>t</sup> Bar-  
 tholomews

Middle part fresh breezes & cloudy

at 5 A M saw a sail gave chase

at 6 Boarded her. the Snow *Fletcher* from Martinico bound to  
 Liverpool.

Latter part D<sup>o</sup> weather —

S<sup>t</sup> Bartholomews W S W 6 leagues

[HS of Old Newbury, Mass., NDA photostat.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding,  
 United States Ship *Montezuma*, 31 August 1799

Light breezes & pleasant weather

Moderate weather

½ 5 Took the *Ganges* Prize in tow —

Ship *America* & Schooner *Warehouse* P[oin]t stood in for S<sup>t</sup>  
 Thomas's, we abreast of the Harbour

[NA.]

Extract from log book of U. S. Brig *Pinckney*, Saturday, 31 August 1799

Clear Present Weather and fresh Breezes

At 2 P. M. the flowered Shore in Sight Bearing NW by W Distance 3 or 4 Leagues taken to the Eastward

Our Surgeon Return from on Board the *S<sup>o</sup> Carlina* which had been to visit the Sick the Sick Man on Board Sent on Board By the Return<sup>d</sup> Boat 3 Negroes Prisoners one of the Schooner Left Hus that was Under our Convoy

At 8 taken to the Noord at 9 in Top Galansails

At Midnight Set both Top Galansails

At 6 A. M. A Sail in Sight on our Weather Bore

At Noon Shortened Sail for the *South Carlina* to Cum up with Hus Parted with the Sch<sup>r</sup> Under Convoy fresh Breezes

I find that wherever the Gulf Setting to the Noordward for I Allow one not [knot] and one  $\frac{1}{4}$  Par Hour North

[Latt by Obs<sup>n</sup> 28° 01' N]

[MSB. New London, Conn.]



Mizen Royal Mast	11	6				16	9	flagpole 1 5		6	16	9	flagpole 1 5		6	15	2/10
			keel					outboard					outboard				
Bowsprit	60		24		2	4	60	40	2	6	60	40	40	2	6		
Jibboom	45				1	3	45	30	1	1 1/2	45	30	30	1	1 1/2		
Flying Jibboom	18					7	50	20		9	50	20	20	9			
Spanker Boom	64					11 1/2	60			1	60			1	1	58	
Gaff	41					9	40			9 1/4	40				9 1/4		
Ringtail Boom							29		1	7	29	1			7		
de Yard							14		6	3 1/2	14	6			3 1/2		
Main Yard	82	4	yard	3	1	6 1/2	88	4	10	1	7	86	4	10	1	7	90
Fore Yard	74		4	3	1	3 1/2	77	7	4	1	6	77	7	4	1	6	77
Cross Jack Yard	55	6	3	2	1		66		6	1	2	66		6	1	2	65
Main Topsail Yard	58	4	4	9	1	0 1/8	64	9	5	4 1/2	2	64	9	5	4 1/2	1	2
Fore Topsail Yard	62	5	4			11	58	3	4	11	1	58	3	4	11	1	1
Mizen Topsail Yard	41		3	2		8 1/2	43	8	3	7	9 1/4	43	8	3	7	9 1/4	41
Main Top Galt Yard	41	4	2	2		8 1/2	40	9	1	3	8 1/2	40	9	1	3	8 1/2	41
Fore Top Galt Yard	37	7	2	2		8	36	6	1	1	8 1/2	36	6	1	1	8 1/2	36
Mizen Top Galt Yard	31		1	7 1/2		6 1/2	26	7 1/2	11		0	26	7 1/2	11		8	28
Main Royal Yard	31		1	7 1/2		6 1/2	27	4 1/2	1		5 1/4	26	8	1	3		6
Fore Royal Yard	28	3	1	6		6	25	3	10		5 1/4	24	8	11		6	26
Mizen Royal Yard	23	3	1	3		5	18	10	8		4	16		8		4 1/4	18
Lower Studs Sail Booms							57				9 1/2						
de Yard							25	10			5 1/2						
Main Top de Boom							45	3			9						
de de Yard							25	10			5 1/2						
Fore de Boom							40	9			9						
de de Yard							23	3			5 1/4						
Main Top G. de Boom							34				6 1/2						
de de Yard							19	5			4 1/2						
Fore de Boom							30	6			6						
de de Yard							17	5			3 1/2						
Mizen de Boom							23	8			4 1/2						
de de Yard							13	6			3						
Mizen Royal Studs sail Boom							15	2			3						
ditto ditto yard							8	8			2						
Main Royal de Boom							22	6			4 1/2						
ditto de yard							12	10			2 1/8						
Fore Royal de Boom							20	3			4						
ditto de yard							8	8			2						
Martingal Staff or Dolphin Striker to be double.							15	below Cap.									

Tops, Caps &c

	feet	in		feet	in
<b>Fore Top:</b>			<b>Mizen Cross Trees;</b>		
Breadth.....	19		Length after one.....	16	
Depth.....	12		forw <sup>d</sup> one.....	13	8
Thickness.....		4	Breadth.....		9
<b>Square of the hole fore &amp; aft</b>	6	2	Thickness.....		4½
athwart ships.....	7	5			
<b>Main Top:</b>			<b>Fore Trestle Trees;</b>		
Breadth.....	20		Length.....	11	11
Depth.....	13		Depth.....	1	3¼
Thickness.....		4	Sided.....		7¼
<b>Square of the hole fore &amp; aft</b>	6	7	<b>Main Trestle Trees:</b>		
athwart ships.....	7	9	Length.....	13	
			Depth.....	1	4¼
			Sided.....		8¼
<b>Mizen Top:</b>			<b>Mizen Trestle Trees</b>		
Breadth.....	16		Length.....	10	
Depth.....	10		Depth.....		11
Thickness.....		3	Sided.....		5½
<b>Square of the hole fore &amp; aft</b>	4	10	<b>Main Topmast Cross Trees</b>		
athwart.....	6		Length.....	9	10
<b>Fore Cross Trees.</b>			Breadth.....		6
Length after one.....	19		Thickness.....		4
forw <sup>d</sup> one.....	16	4	<b>Fore Topmast Cross Trees</b>		
Breadth.....		10¼	Same as Main		
Thickness.....		5¼	<b>Mizen Topmast Cross Trees</b>		
<b>Main Cross Trees;</b>			Length.....	7	8
Length after one.....	20		Breadth.....		3¼
forw <sup>d</sup> one.....	17		Thickness.....		2¾
Breadth.....		11	<b>Mizen Cap</b>		
Thickness.....		7	Length.....	3	6
<b>Fore Topmast Trestle Trees</b>			Breadth.....	1	9
Length.....	6		Depth.....		9
Depth.....		9	<b>Fore &amp; Main Topmast Caps.</b>		
Sided.....		5	Length.....	2	6
<b>Main Topmast Trestle Trees</b>			Breadth.....	1	3
Depth.....	6	6	Depth.....		6
Sided.....		5	<b>Mizen Topmast Caps</b>		
<b>Mizen Topmast Trestle Trees</b>			Length.....	2	
Length.....	5	2½	Breadth.....	1	
Depth.....		5½	Depth.....		5(?)
Sided.....		2¾	<b>Bowsprit Cap.</b>		
<b>Fore &amp; Main Caps --</b>			Length.....	4	4
Length.....	4	6	Breadth.....	2	2
Breadth.....	2	3	Depth.....		11
Depth.....	1				

[LC, Mas Div.]



[1 September 1799]

Genealogical Memorandum concerning Captain James Sever, U. S. Navy, prepared by one of his descendants

James (Capt. U. S. N.). son of William b. Nov. 2<sup>d</sup> 1761 at Kingston, [Mass.] and d. at Kingston Dec. 16th 1845.

Married Jane Russell (sister of Nancy & wife of his bro: John, & dau: of his step-mother) who was b. Aug. 14th 1773 and d. June 5th 1840

In 1775 Oct: 14, he was with Gen<sup>l</sup> Thomas of Kingston, of the Revolutionary Army, at Dorchester Heights. Entered the Univ: of Cambridge and graduated in 1781

After close of the war he entered the Navy. Commanded the frigate "*John Adams*" [\*] on a voyage to Russia. Offered the position of Admiral by Empress Catharine, which he declined. She presented him with her portrait. He resigned & settled in Kingston. Remarkably handsome gentleman, — of great personal courage, & stern & austere in all his public and private relations. His estate, swords Etc. Etc in possession of his dau (1860) Jane R. —

Children:— James Warren b. July 1st 1797. Grad. at Harvard 1817.

M. Ann Carter of Boston. No children. —

Thomas R. b. 1798 d. at sea 1836. —

Jane R. b. Jan 13. 1802

Elizabeth P. b. June 5th 1803

Sarah Ann b. July 20th 1805.

[\*No record of his commanding the U. S. Frigate *John Adams*]

[LC. J. Sever Papers. NDA Photostat.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 1 September 1799

First part fresh breezes & Cloudy weather employ'd turning to windward in comp<sup>y</sup> with the Commodore

Middle part Cloudy & Squally with rain

at 4 A M Antigua bore E N E 3 leagues

at 6 D<sup>o</sup> Saw a sail the Comm<sup>o</sup> hove out signals for chase, at 8 he exchange'd signals with her

She prov'd to be a British Frigate

Latter part pleasant, Antigua N by E 4 leagues

A large sail to Windward Suppose it to be an Eng<sup>h</sup> Frigate

[HS of Old Newbury, Mass. NDA photostat.]

Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Montezuma*, 1 September 1799

Light breeze, Pleasant —

West end of S<sup>t</sup> Thomas's bore S. E. ½ E. 3 or 4 Leagues distant —

Weather fine —

Saw a ship on our Starboard Quarter

Spoke ship *Philadelphia*, from Martinico, bound to New Haven, Cap<sup>t</sup> Porter —

Fresh Breezes —

[NA.]

Extract from log book of U. S. Brig *Pitckney*, Sunday, 1 September 1799

frish Brees Spock the *S<sup>o</sup> Carlina* taked to the Easterd  
 At 4 P M in Top Galansails taked to the Nored and Easterd  
 At 1 A M Sounded in 55 fatham Watter Brown — Whit Sand  
 At 2 Havey Rains taked to the N<sup>o</sup> and E  
 At 5 Set Top Galansails A Sail in Sight on Wether Bow at 6  
 taked to the Nored and Easterd our Surgent Whent on Bord of the  
*South Carlina* to viset the Sick Lowsed all our Light Sails to dry at  
 8 Our Surgen Came ABord  
 At 10 two sail in Sight AHead  
 at Noon Light Ares of Wind A Havey Swell from the N<sup>o</sup> and Easterd  
 Broched one Punchen of Watter this Day  
 2 Men onfet for Duty By Siknes  
 I find the Curent Seteing Strong to the Nored I A Low 1½ Miles  
 Par Hour Hus [?] on this Day Work  
 [Latt by Obs<sup>n</sup> 29° 34' N]  
 [MSB, New London, Conn.]

To President John Adams from Secretary of the Navy

[TRENTON]  
 Navy Department 2<sup>nd</sup> Sep<sup>r</sup> 1799

Jn<sup>o</sup> ADAMS Esquire  
 Braintree.

SIR, The Ship *Chesapeak* [later named *Patapsco*] building at Baltimore by the Citizens, is yet unprovided with a commander. The Citizens will not recommend a Captain; but I have understood that Captain Henry Geddes, who has long been an Applicant for a command in the Navy, and recommended by Doctor Latimer, his brother in law, M<sup>r</sup> Bayard & others, would be agreeable to them. He appears to be a man of understanding, and has been sometime in the public service in the brig *Sophia* to Algiers.

I have therefore the honor to enclose a Commission for Cap<sup>t</sup> Geddes which will require your signature, should you think fit that the appointment should be made.

I have the honor &<sup>c</sup> &<sup>c</sup>

[NDA. Nom. Appts. LB, 1798-1820.]

To Master Commandant William Cowper, U. S. Navy, from Secretary of the Navy

[TRENTON]  
 Navy Department 2<sup>d</sup> September 1799

Capt<sup>n</sup> W<sup>m</sup> COWPER  
 of the *Baltimore* Norfolk —

SIR I have rec<sup>d</sup> your Letter of the 23 August and am sorry your prospects were so bad for getting your Crew — Relying that a favorable change has taken place in consequence of arrivals at Norfolk I shall advise nothing on the subject of getting the Crew —

The *Baltimore*, if she was a British Ship would not be allowed more than 110 Men including Officers and every discription, and she would not be kept in port if she had 100 —

We must imitate them in things which tend to the Good of the Service — As soon therefore as your whole Crew amounts to 100 you must not unless you see that you can get the rest immediately wait for more but must proceed to Sea and in pursuance of the orders already sent you — If you go with a Crew short of the usual number you will have the more Glory in conquering an Enemy and I fear there is but little chance of your meeting an Enemy who will fight you with no more than 100 Men —

As to Signals the whole necessary for the *Baltimore* have been twice furnished for that Ship The Captain should never remove the Signals when they themselves move to another Ship — You will herewith receive directions by which you can have Signals made on board of your Ship — The Bunting M<sup>r</sup> Pennock can furnish — I shall be very anxious to hear of your Departure —

I have the honor to be

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, vol. 2, 1799.]

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

[TRENTON]

*Navy Department 2<sup>d</sup> September 1799*

Capt<sup>n</sup> RICH<sup>d</sup> V MORRIS

*Frigate Adams New York — —*

SIR From your Letter of the 20<sup>th</sup> Ulto I should judge you would be ready to sail in three days — I now send on the instructions for your Government on a cruise, some parts of which will require your attention before your departure, but I shall delay sending your sailing orders pointing out your particular destination until I hear from you that you will in a day or two be ready to receive them — This information I hope to get by the return of the Mail —

I have the honor to be with Great respect

Sir

Your most obed<sup>d</sup> Serv<sup>t</sup>

Have you rec<sup>d</sup> your Comm<sup>n</sup>? & have all your Officers received theirs? See page 327. [“Enclosed \* \* \* Circulars of 29<sup>th</sup> December 1799 16 Jan<sup>y</sup> 12 March & 2 Circulars of 29 July, 1799”]

[NDA. OSW, Vol. 2, 1799.]

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Circular to the Commanders of the Gallies, from Secretary of the Navy

[TRENTON]

*Navy Department September 2<sup>nd</sup> 1799*

*Circular to the Commanders of the Gallies —*

SIR The Naval Agent at [ ] has been directed to settle the Accounts with the Officers and Crew of the Galley under your Command up to the 1st of October next — You will take care to be ready with your Accounts and proper Vouchers to support them —

After the first of October you will furnish the Naval Agent with a compleat Muster Roll of the Crew on board your Galley at the expiration of every month, or as soon thereafter as you arrive in port —

You will consider General Pinckney, or any person whom he shall appoint for that purpose as your Commanding Officer and to whom you will make your reports —

I have the honor to be  
List of the Captains to whom the above Circular was Sent. —

LAURENCE A DORSEY	} North Carolina Gallies
WILLIAM MCKERALD	
GEORGE NICHOLLS	} South Carolina D <sup>o</sup>
OLIVER PENDLETON	
JOHN F. RANDOLPH	} Georgia — D <sup>o</sup>
JOHN HOWELL	

[NDA. OSW, Vol. 2, 1799.]

To William Crafts, and other Navy Agents for the Gallies,  
from Secretary of the Navy

WILLIAM CRAFTS Esquire  
*Charleston, S<sup>o</sup> Carolina*

[TRENTON]  
*Navy Department Sept<sup>r</sup> 2<sup>nd</sup> 1799*

Circular to  
W<sup>th</sup> CRAFTS  
*Charleston*  
EBENEZAR JACKSON  
*Savannah*  
&  
AMAZIAH JOCELIN  
*Wilmington*  
*North Carolina*  
Agents for  
the Gallies.

SIR I request you will have the accounts, including the mens pay and every expense of the Gallies at Charleston settled up to the 1st of October 1799 —

In settling up to that time you will probably be obliged in many instances to admit the accounts of the Captains in a form not very regular, there never having been given proper directions on the subject of pay rolls and Muster Rolls, but you must settle them in the best manner you can, admitting however nothing but what you deem just and forward the Accounts as soon as possible to William Winder Esquire Accountant of the Navy — It will be necessary to lay before Congress the Account of the Expenses of the Gallies up to the first of October — the sooner therefore you can forward on the accounts the better

In future the Captains of the Gallies must deliver to you on the 1st day of every month, or as soon thereafter as he arrives in port, compleat Muster Rolls and Pay Rolls agreeably to the forms enclosed — with which you will be pleased to furnish the Captains — These Muster Rolls must be signed by the Captain or Commanding Officer of each Galley — But as a check upon the Captain, I request that you will every time the Muster roll is delivered, to you, appoint some person of integrity to examine the men with the Muster rolls to see that there is no imposition on the Public in bearing on the Muster Rolls men unfit for Service, or men not in

Service — The person so appointed should sign a Certificate on the Muster Roll that it contains a just and true account of the men belonging to the Galley — I do not mean that you should employ only one person to do this duty, But you may employ a different person every month, and allow him a reasonable compensation for the Service which I suppose would be two or three Dollars for each time he is employed —

On the subject of rations — I have already been as explicit as necessary —

The officers & crew may be paid quarterly, the beginning of January, April, July and October, and as soon as they are paid the Muster Rolls, pay rolls and receipts should be transmitted by you to the Accountant of the Navy —

The former regulations as to recruiting the Crews when men are wanting may be continued, except as to the number of men which may be increased or diminished as General Pinckney shall direct from time to time.

Any directions he may think proper to give on the subject of any alterations in the Gallies to make them more usefull or more formidable or to provide them with more or different arms must be attended to in the same manner as if they were from this Department — Every thing which he directs may be supplied with you as far as you can supply the articles — For what you can not furnish, you will apply to me, but make your application for every thing wanted at once — If you can draw on me to the Collector or any other person for all the money necessary to pay the whole expenses to the 1st of October it will be agreeable — After which if you will give me in due time estimates of the money you will want at every end of every quarter, I will take care to have it remitted you in time — But remember I shall always wait for your Estimates in which it is not expected you can be accurate to a Dollar — Every thing relating to the employment of the Gallies is with General Pinckney and such Officers as he may appoint — To him I beg the favor of you to give frequent information of the conduct of the officers, particularly if you observe them

too long in port, an evil which I fear it will  
be found very difficult to prevent —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[Note: This letter is placed between 21 and 23 September, 1799, in the original  
manuscript book, and perhaps is meant for 22 September, 1799.]

[NDA. GLB, Vol. 2-1799]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy,  
commanding, Monday, 2 September 1799

First part Steady breezes & pleasant W<sup>t</sup> Employ'd beating to  
windward in Comp<sup>t</sup> with the *Ganges* at 2 P M Guadaloupe bore S E  
dist 7 leagues — took in T G Sails at 8 d<sup>o</sup> Antigua bore North 3  
leagues

Middle Part D<sup>o</sup> Weather, at 3 A M Spoke the Comm<sup>o</sup> at 5 D<sup>o</sup> the  
East part of Antigua bore North 5 leagues

Latter part Pleasant & Moderate

At Mer<sup>dn</sup> the East part of Antigua bore N W by N 3 leagues

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding  
U. S. Ship *Montezuma*, 2 September 1799

Wind fresh & Strong, Pleasant —

½ 5 Cast off Brig *Young George* —

Squalls attended with rain —

Pleasant agreeable weather

[NA.]

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Extract from log book of U. S. Brig *Pinckney*, Monday, 2 September 1799

[Latt by Obs<sup>n</sup> 30° 20' N.]

[MSB. New London, Conn.]

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To President John Adams from Secretary of the Navy

[TRENTON]

*Navy Department 3<sup>d</sup> September 1799*

JOHN ADAMS Esq<sup>t</sup>

*President of the United States*

SIR I have the honor to enclose the Copy of a letter just received  
from Captain Fletcher — Captain Little of the *Boston* ought to have  
arrived at Cape Francois at the date of this letter — Captain Perry  
in the *General Greene* will be directed to proceed from Rhode Island,  
and when they are joined by Captain Talbot which will be about  
the 10<sup>th</sup> of October — Our force will certainly be sufficient to pro-  
tect that Trade — I wish it may turn out to be worth the *Cost* —

I have the honor to be with the highest respect & Esteem

Sir

Your most obed. Serv<sup>t</sup>

[NDA. Nom. Appts. LB, 1798-1820.]

To Captain Christopher R. Perry, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department September 3<sup>d</sup> 1799

Capt<sup>n</sup> CHRISTOPHER R. PERRY  
Ship *General Greene*

SIR Instead of proceeding to the Havana as heretofore ordered, you will as soon as possible after the receipt of this proceed to Cape Francois in Saint Domingo and assume the command of the American Vessels on that Station, until you are joined by Captain Talbot who will then take the command and to whom you will deliver over these Instructions —

Immediately on your arrival at Cape Francois you will have an interview with Doctor Stevens the American Consul, and M<sup>r</sup> Nathan Levy the Navy Agent, and learn from them particularly from Doctor Stevens, the exact state of the existing arrangements with General Touissant which you will cause to be observed by the vessel under your command and to be respected by the Government and People of the Island with whom however you will by all proper means cultivate a good understanding —

So far as the Government has received information on the subject of this agreement the American Vessels are to be permitted freely to enter and depart from the Ports of Cape Francois & Port Republicain & from those two Ports to carry on a Coasting Trade with other parts of the Islands under the Command of General Touissant, conforming to such regulations as he may adopt and in order to afford all possible security to our Trade, General Touissant is to permit no French Vessels to be fitted out, in that part of Saint Domingo under his controul nor to suffer an Asylum to be afforded to any such wherever they may have been fitted or equipped — Vessels which General Touissant may Cause to be fitted for the purpose of making war upon the party in rebellion on the Island cannot while they respect our Commerce, be considered as belonging to this discription, but those sent out by the other side will depredate upon our Commerce & these it will be your duty to restrain, capture or destroy —

You will find the *George Washington* Captain Fletcher, and the *Boston* Captain Little on the Saint Domingo Station and you will in a little time be joined by some smaller fast sailing vessels — You will endeavor so to direct their operations as to give perfect security to our Trade, this perhaps will be best effected by keeping the vessels constantly employed in cruising, for convoying a part of the Trade seems to have the effect of exposing other parts to greater danger, Still however you will afford convoy in all cases where you judge it to be necessary, but judge for yourself, and do not suffer yourself to be influenced by the intreaty, the clamor, or the threats of the Captains or owners of Vessels, for each individual will urge you to secure his own Vessel, at the expense of the capture of hundreds in which he has no Interest, and your object must be the security of the whole Trade, and this object can only be accomplished by keeping in port or capturing the Cruisers which annoy it —

It is not certain that we shall keep up a constant force at the Havana — the probability is that we shall not — The Officer commanding on the Saint Domingo Station must until he is informed of other arrangements pay the necessary attention to the Havana by detaching one or more Vessels, as often as they can be spared to scour the North Side of Cuba and indeed any part of the Island where they may be a chance of meeting with French Privateers, and whenever any of our Public Vessels return to the United States they should be ordered to Return by way of the Havana and to cruise along our Coast from Georgia to their destined port

Our Vessels not being allowed to trade with that part of Saint Domingo in possession of Rigaud, any of which may attempt that Trade may be siezed and sent to the United States for condemnation under the Law of the 9<sup>th</sup> Febr<sup>y</sup> 1799 “further to suspend the Commercial Intercourse with France & the Dependancies thereof” and altho it is more particularly enjoined on you to protect our authorized Trade, yet you are not to be inattentive in preventing that of a different character but on the contrary you should as often as possible send Vessels to scour the South side of the Island as well to capture Enemy Vessels which depredate on our fair trade as to sieze those of our own Country concerned in illicit commerce —

I have received late letters from Captn Fletcher speaking of the arrival of two Vessels from France and the expectation of two Frigates and several armed Merchant Vessels.

It may therefore be judicious in you to keep your force within cooperating distance for a time until you see whether there be any grounds to expect this threatened arrival

On this subject however you will be better able to judge when you are on the spot and you must act as circumstances require — Your force before you are joined by Captain Talbot will be equal to the capture of two Frigates, but upon the whole it does not to me appear probable that such an Arrival may be expected and without pretty strong appearance of necessity for the measure our Vessels will be rendered less useful by being kept together — Should the civil War now raging in Saint Domingo terminate to the disadvantage of General Touissant the American Property in the Islands may be exposed to Seizure and confiscation by the victorious party — I know not what to advise in a contingency the effects of which cannot precisely be foreseen and can only say that you must judge with sound discretion what is best to be done and to employ if necessary your whole force for the security of the persons, vessels and property of our Citizens in port as well as at sea —

Such supplies as may be absolutely necessary for the Squadron under your command you will obtain from M<sup>r</sup> Nathan Levy the Navy Agent at S<sup>t</sup> Domingo, giving him Bills on me for the amount including his Commission of 5 p<sup>t</sup> Cent, but it is not expected that you will have occasion to obtain supplies to any considerable amount, it being intended to send Provisions &c. from hence to be deposited with the Agent, but to lessen as much as practicable the expense of sending provisions from hence in Chartered Vessels it will be proper in every case where a Vessel is to be sent to the United States to cause a return of the provisions on board to be made to you & the whole quantity over & above what may be necessary for the voyage home, to be delivered to the Vessels which remain on the Station I must beg



that in no instance you omit this very necessary and oconomical arrangement —

I request you will by all safe conveyances inform me of the operations of the Squadron under your command, — and give me timely notice of the supplies you will stand in need of — It is intended that you remain on the Station with all the other Vessels already there or hereafter to be sent with the exception of such as you may find it necessary to send to the United States until further orders — The time for which the Crew of the *George Washington* engaged will be out the last of October & November — I presume she should leave the Island on her return which must be to New Port about or before the middle of October — Having been full in former instructions on all necessary points not comprehended in this letter, I have nothing to add but my bestwishes for your Success & Glory —

I have the honor to be

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 3<sup>d</sup> September 1799

Captain W<sup>m</sup> BAINBRIDGE  
Brig *Norfolk*—

Sir I am honored with your letter of yesterday containing the agreeable intelligence that you are nearly ready for Sea — I am apprehensive that neither the Lieu<sup>t</sup> from Rhode Island nor the Surgeon from Baltimore who have been ordered to repair on board the *Norfolk* to relieve your first Lieu<sup>t</sup> and Surgeon will arrive so as to prevent delaying the Vessel if they should be waited for Under such circumstances the Patriotism of the Gentlemen will I doubt not readily prompt them to consent to another cruise in the *Norfolk* & without reluctance —

You will please therefore as soon as you are prepared to proceed with the *Norfolk* to Cape Francois in the Island of S<sup>t</sup> Domingo & there exert your utmost force & ability to protect our Trade & to capture or destroy the French armed Vessels which molest it — You will find on that Station, the *George Washington* Capt Fletcher the *Boston* Capt<sup>n</sup> Little & probably the *General Greene* Captain Perry — With these vessels you are to cooperate & under the Command of the Senior Officer —

You will by all proper means cultivate a good understanding with General Touissant & the people belonging to that part of the Island over which he has the Command — M<sup>t</sup> Nathan Levy is the Navy Agent at Cape Francois & Doctor Stevens the American Consul From the former you may obtain any supplies you may stand in need of, tho you should on account of the Expense of obtaining supplies in the Island be as frugal as practicable — From the latter you may obtain (Should Captain Fletcher and Captain Little be absent from Cape Francois at the time of your arrival) information which may be useful to you in your early Operations —

Wishing you great Success and frequent opportunities of distinguishing yourself, I have the honor to be with Great Esteem

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Secretary of the Navy, from Captain Alexander Murray, U. S. Navy

U: S. Frigate *Insurgent* 3<sup>d</sup> Sep<sup>r</sup> 1799  
5 Leagues North of Eyal.—

~~BENJ<sup>r</sup> STODDERT ESQ<sup>r</sup>~~

~~SIR I had just time to transmit you a few lines by a Vessel we boarded on the 20<sup>th</sup> Ult<sup>o</sup>. bound to New York and am now in Chase of two Vessels standing to the Westward by whom I hope to have the Honor of sending you this.~~

~~We intend cruising on leisurely from hence to the Continent of Europe, till we judge it time to fill up our water & to proceed for the West Indies.~~

~~All the Vessels we have yet boarded, belonged to Friendly Nations, but as is ever the case, there will be many blanks to a prize, we are still in hopes of better success.~~

~~Our Ship proves staunch & in good order, so far as well as doth the Crew, who are all in good health, & we have been favored with uncommon fine weather since we left America, we made the Azores in 17 days, and our prospect is yet very favorable, & I hope you will soon hear from me either from Lisbon or Gibraltar, one or the other place I expect to water at.~~

~~New Disappointments! the Chase proves to be Portugues, from Brazil for Lisbon, so that I shall continue to inform you from time to time, of the Occurrences of the Cruize.~~

[NDA. A. Murray's LB, 1799-1805.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 3 September 1799

Moderate breezes and Cloudy, In chace, at half past 12 fresh breezes and Squally shortnd sail. at  $\frac{1}{4}$  past 1 Moderate Made all Sail. at half past 4 Fird a Gun to bring too the chace

At 5 P M Shortn'd sail and boarded the chace a Danish Brig from Cape Francois bound to Copenhagen

At  $\frac{1}{4}$  past 6 Wore and Made Sail to the E S E

At 8 Moderate breezes and Cloudy, Set Fore and Foretopmast Studdingsails

At 10 Departed this life Lyman Amsden seaman occasion'd by falling overboard, out Cutter and crossd the Ships wake in different directions without success at 11 In boat filld and made Sail, At 12 Moderate breezes and Cloudy,

Middle part fresh breezes and Squally made and shortnd sail as nessasary, at 4 Moderate breezes and made and Shortnd sail as nessasary

At half past 5 Saw a strange sail bearing W  $\frac{1}{2}$  North Supposed to be the Sloop which we had cast off to Pursue a chace the 2<sup>d</sup> of Septem-

ber 99. At 6 Saw another strange sail bearing N N W. at 7 Made all sail to the Eastw<sup>d</sup>

Employd Working up Junk and Cleansing Ship

At 12 Moderate breezes and Clear weather

[Latitude Observed 33.56 North]

[NHSC, NYHS]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 3 September 1799

First part pleasant & Moderate breezes — at 5 P M Point Chateaux bore S E by S 5 leagues. Antigua N W 4 leagues

Mid. Part fresh breezes & Cloudy W<sup>t</sup> at 5 A M Deseada bore S E 4 leagues at 7 Saw a sail, gave chase at 10 Saw another sail, fir'd 2 Shott att our chase

Latter part pleasant, Still in chase of the Ship

[HS of Old Newbury, Mass. NDA photostat.]

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To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges* OFF DESEADA  
4<sup>th</sup> Sept<sup>r</sup> 1799

SIR I embrace this opportunity merely to inform you of our situation & all being well.

Nothing material has occur'd since leaving S<sup>t</sup> Bartholemews, after dispatching Capt<sup>n</sup> Mullowny by whom my dispatches, would inform you of all particulars

I have as yet seen nothing of the *Delaware*. The *Merrimack* is in company — We have been these four days, and intent on a few more to traverse Guadeloupe pretty closely — So far however 'tis without good effect — 'tis hop'd it will not be long so —

I have the honor to be &c &c

T: T: [THOMAS TINGEY]

Hon<sup>bl</sup> BENJ<sup>n</sup> STODDERT

P: S: The half pay of Ambrose Biddle, left by power of Attorney to Robert Allen — you'll please order the payment of to cease — said Biddle having lately deserted. — The *Pickering* having again sprung her Main Mast — was order'd to S<sup>t</sup> Bartholemews to resecure it —

[NDA. Tingey LB, 1798-1800.]

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To Captain George Cross, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department* 4<sup>th</sup> September 1799

Captain GEORGE CROSS

Frigate *John Adams* Charleston —

S<sup>o</sup> Carolina.

SIR Letters which I have lately received from M<sup>r</sup> Crafts give me reason to fear that you will not be in a situation to proceed to Sea on a Cruise as soon as I was induced to expect by former letters — You

have I presume already received your instructions which I sent on some time ago in hopes you would be able to proceed to Sea by the time this reached you — The Duty you are ordered upon is of great importance and will not admit of your absence one moment longer than necessity compels it —

You will not therefore wait for your full complement of men, but if you have not already procured two thirds of your Crew, you will make every exertion to obtain that proportion immediately and without waiting for any more, proceed immediately to the duty assigned you in your Instructions — The British often sail without so large a proportion of their crew and never appear deficient in men when important service is to be performed — Let us not be outdone by them —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 4th September 1799*

Captain JOHN RODGERS  
of the *Maryland* Baltimore

SIR I have the honor to enclose a discriptive sheet of the private Signals of our Navy, and a list of the distinguishing Flags, Also the private Signals between American & British Public Ships of War — I am not certain that the latter are in use, however you will discover whether they are or not on falling in with a British Ship of War —

Should you be already supplied with discriptive Sheets of these Signals, you will be pleased to return those now sent you

I ordered colors to be shipped from Philadelphia the 8th June last — I suppose you have received them, but if you have not M<sup>r</sup> Yellot will supply you with Bunting and You must have them made on board — I shall tomorrow send on the General Instructions for your Government on a cruise —

I enclose a Warrant for your Purser M<sup>r</sup> Peter Garts. — You will require him to take the enclosed oath and return it with a letter of acceptance to this Office —

I have the honor to be Sir

Y<sup>r</sup> obe<sup>d</sup>t Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Nathan Levy, Navy Agent, Cape Francois, from Secretary of the Navy

NAVY DEPARTMENT  
Trenton 4<sup>th</sup> September 1799

NATHAN LEVY Esq<sup>r</sup>  
Navy Agent at Cape Francois —

SIR I am honored with your letter of the 11<sup>th</sup> Ult<sup>o</sup>, announcing your arrival at Cape Francois and enclosing some French publications for which accept my thanks, with a Request that you will continue to favor me with all such Communications as to you may appear essential for my information or that of the Government of the United States —

With respect to your duty as Agent for the Navy Department it is simply to supply the public Armed Vessels of the United States who may stand in need, with such articles of provisions and other Supplies as on the Requisitions of the Pursers countersigned by the Captains or those of the Captains alone may be required as also to have executed any Repairs which such vessels when with you may want — for the payment of all which together with 5 p<sup>t</sup> Cent Commissions on the Amount you will please take the Bills of the Purser on me endorsed by the Captains — Or if no Purser should be annexed to the Vessel the Bill of the Captain alone which shall be duly honored and promptly paid —

I am much pleased at the reception you met with by the Government of the Colony and hope you will continue to experience its countenance & support —

I have the honor to be with great respect Sir

Your most obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2-1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 4 September 1799

First part pleasant & Moderate breezes employ'd turning to Wind<sup>d</sup> in Comp<sup>t</sup> with the *Ganges*, in Chase of a Ship at 1 P M came up with & Boarded the Ship *Pomona* from N York bound to Martinico John Beek master 31 days out, Spoke an American Schooner from Norfolk for Antigua at 8 the Comm<sup>o</sup> boarded a Sloop Antigua bore West 8 leagues

Middle & Latter parts pleasant & light breezes at 6 A M Deseada bore S E by S 4 leagues

Several sail in Sight

[HS of Old Newbury, Mass. NDA photostat.]

Circular to Captains, U. S. Navy, from Secretary of the Navy

NAVY DEPARTMENT  
Trenton Septem<sup>r</sup> 5. 1799.*Circular to Captains in the Navy.—*

This Circular sent to Cap<sup>t</sup> PERRY &  
Cap<sup>t</sup> BAINBRIDGE  
Cap<sup>t</sup> RODGERS of the *Maryland*.  
Cap<sup>t</sup> MCNEILL of the *Portsmouth*.

5 Sept. 1799  
Sept 6<sup>th</sup> “

By an Act of Congress, passed on the 22<sup>d</sup> day of March 1794, entitled “an Act to prohibit the carrying “on the Slave trade, from the United States to any “foreign place or Country”, it is directed, “That no “Citizen or Citizens of the United States or foreigner “or other person coming into, or residing within the “same, shall for himself or any other person whatsoever, either as Master, Factor or owner, build, fit, “equip, load or otherwise prepare any Ship or Vessel, “within any port or place of the said United States, “nor shall cause any Ship or Vessel to sail from any “port or place within the same, for the purpose of “carrying on any Trade or Traffic in Slaves, to any “foreign Country; or for the purpose of procuring, “from any foreign kingdom place or Country, the “Inhabitants of such Kingdom, place or Country to “be transported to any foreign Country, Port or place “whatever, to be sold or disposed of as Slaves; — and “if any Ship or Vessel, shall be so fitted out as aforesaid, for the said purposes, or shall be caused to sail “as aforesaid, every such Ship or Vessel, her tackle “furniture, apparel and other appurtenances shall be “forfeited to the United States; and shall be liable to “be siezed, prosecuted and condemned in any of the “Circuit Courts, or District Court for the District, “where the said Ship or Vessel may be found and “seized.” —

It being represented to me that infractions of the Act above resited, have of late been frequently committed, and it being the duty of all public Officers to lend their aid in supporting the just authority of the Laws, you are hereby particularly instructed and required to report to this Department the names, and description of all Vessels, whether American or foreign, which shall have been fitted out in Ports of the United States, or which shall at any time be discovered by you to have contravened, the above resited Act, in your said Reports you will be pleased to specify in respect to American Vessels, their Tonnage, the names and residence of their owners, the Ports of departure from the United States, the number of Slaves on board, and to what port destined for sale. —

I am &amp;c &amp;c.

[NDA. OSW, Vol. 2, 1799.]

To Edward Stevens, U. S. Consul General, St. Domingo, from Secretary of State

DEPARTMENT OF STATE  
Trenton Sept. 5. 1799.

N<sup>o</sup> 10.

SIR, Yesterday I had the pleasure to receive your letters dated June 17. 23. 24. and August 16<sup>th</sup> with their inclosures. The last accounts for the delay of the three former, for which I had felt anxiety and impatience. The short notice I have had of this opportunity by a vessel of war of the United States, with other pressing business, obliges me to be very brief.

I am very happy to find that the supposed mistake as to the opening the ports for trading to S<sup>t</sup> Domingo will produce no ill consequences, & to learn that the British cruisers have of late manifested a conciliatory conduct toward American vessels: but this is doubtless confined to those trading to S<sup>t</sup> Domingo: for elsewhere I do not know when, since 1793 & 1794, they have been more eager to capture, or certain of their judges more prompt to condemn, American vessels, than at the present time: it is producing, as well it may, much uneasiness and heart-burning.

The temporary supplies for Toussaint from Jamaica, to which you consented in June, were unquestionably necessary for him, and your consent consequently is perfectly approved.

The desire of the American Government to be on good terms with Great Britain, and particularly to harmonize in the commercial transactions with S<sup>t</sup> Domingo cannot fail of securing to you the President's approbation of your undertaking a temporary agency for the protection of the British trade with that island.

I do not see how the objection which you made to the original draught of the secret convention between Gen<sup>l</sup> Maitland & Gen<sup>l</sup> Toussaint, & which I repeated, has been obviated in the final arrangement: "des articles de contrabande de guerre" still remain excepted. It is very true that the exception imposes an equal restraint on *British* and *American* vessels: And it is also true that the laws of the U. States at present forbid the exportation of *arms* and *military* stores in general: but there are divers other articles which by the 18<sup>th</sup> article of our commercial treaty with Great Britain are declared contraband, the exportation of which our laws do not prohibit, and some of which will be very useful in S<sup>t</sup> Domingo.

I have received a letter from Gen<sup>l</sup> Christophe informing that he has commissioned M<sup>r</sup> Tho<sup>s</sup> Shullcross [or Shallcross] to procure various articles for Gen<sup>l</sup> Toussaint; among which are large quantities of arms and amunition. — M<sup>r</sup> Shullcross [or Shallcross] well knew that *such* articles could not be exported from the U. States; and so he should have informed Christophe: or rather he should not have undertaken the business without your privity, when the ill effects of a disappointment would have been prevented. — This prohibition by our own laws renders it more important that Toussaint should keep on good terms with the British, who alone can insure him a supply, and on whom I had placed reliance for that object. General Maitland discovered here an inclination to facilitate such a supply. It may yet be obtained, I presume, from Jamaica. There are in store there about three thousand muskets the major part of French manufacture, which Lord Grenville has offered (with brass field pieces &c. &c.) & a large

quantity of gunpowder to sell to the U. States. We want none of them, except the brass artillery, & we can do without that. — I repeat, that it is of the greatest importance for Gen<sup>l</sup> Toussaint to be on good terms with the British; and he should prevent the Agent Roume from using, in his public acts, the offensive language which appears in his arret for regulating the imposts on commerce. Or is that style premeditated, to answer a certain purpose?

A letter from M<sup>r</sup> Ritchie at Port Republican of the 16<sup>th</sup> ult. mentioned his want of your passports: that many vessels were waiting there to coast along to other ports in the Island: I doubt not you soon sent him a supply.

I presume you will see the American news-papers, and learn the state of the European War & Politics, which must be very interesting to S<sup>t</sup> Domingo. *Barras* only remains of the old Directors: the rest have been cashiered & compelled to resign, by the two Councils. New Directors are appointed: but I doubt not there will be at least *one more revolution*, which will land the *Great Nation* where it was when without sufficient ballast or faithful pilot it embarked on "the tempestuous sea of liberty."

I am very respectfully,  
dear sir,  
Your ob<sup>d</sup> Servant

TIMOTHY PICKERING

EDWARD STEVENS Esq.

Consul General of the U States S<sup>t</sup> Domingo.

[Mass. HS Pickering Papers, Vol. 12.]

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To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 5<sup>th</sup> September 1799

Captain JOHN RODGERS  
of the *Maryland* — Baltimore —

SIR The moment the *Maryland* is ready for Sea, and you should not wait for a few men, You will please to proceed to Surinam where you will join Captain M<sup>r</sup>Niell of the *Portsmouth*, and other American Vessels on that Station, with which you are to cooperate and under the command of the Senior Officer on that Station — Captain M<sup>r</sup>Niell as long as he remains will be the Commander —

Your object must be to give all possible Security to our trade by Capturing Enemy Vessels wherever to be found on the high Seas and by occasionally convoying our own, tho the most protection is afforded to the whole trade by capturing the Vessels which annoy it — You will take under Convoy any Merchant Vessels ready as soon as you are to proceed to Surinam I have nothing to add but the Presidents assurances of confidence in your activity Zeal & Bravery & my own good wishes for your success and glory —

I have the honor to be

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]



To General Samuel Smith, Baltimore, Md., from Secretary of the Navy

[TRENTON]

Navy Department 5. Sep<sup>r</sup> 1799. —

Gen<sup>l</sup> SAM<sup>l</sup> SMITH

*Baltimore.*

D<sup>r</sup> SIR I have mentioned to M<sup>r</sup> Yellot, that Cap<sup>t</sup> Rodgers destined to Surinam, would take any Vessels ready at Baltimore under convoy to that place. — I shall tomorrow send his sailing orders. —

I am &<sup>c</sup> &<sup>s</sup>

[NDA. GLB, Vol. 2-1799.]

[5 September 1799]

To Secretary of State from James Buchanan. (Extract from postscript to letter of 5 September 1799, regarding U. S. Sloop of War *Maryland*)

[P. S.] — The American Sloop of War, *Maryland*, laying Ten miles down our River (My old Captain Ro[d]gers Commander, & by & Thro' whom we lost \$20,000 & upwards when taken by The French in our Ship *Hope* — Condemn'd very early at L'Orient — For want of That [word illegible] *adopted* Paper, The Rolle D'Equipage) I was on Board of a Few days ago. She had Then on B<sup>d</sup> within ab<sup>t</sup> 22 men I think Captain Ro[d]gers told me, of Her Compliment 162 Men.

She is Sir a Charming Little Ship, Exceedingly well fitted w<sup>h</sup> The best Materials I ever Saw — looks most Beautifull, & has only Two Faults in my opinion — Tho' The first is certainly not esteem'd So, by The Builder, or Designer, — a *whole* Deck laid over Her Guns, in place of Gang Boards, & a Partial Deck only — all British & French Ships (not 2 Deckers) having The Deck *open*, From The Quarter Deck. to The Foremast — But The other is irremediable — Viz: Swimming too low in The Water. & Her Gun-Ports being too near The Waters Edge — a Fault The *Constellation* had, in a *Great degree*, & indeed every American Man of War, I have yet Seen which I am sorry For, as it makes Them always *Crank*, or *Tender*, & even Dangerous Ships, either in a Gale of Wind — or in Battle if any Sea is Going, or an observing Enemy Compells Them, to Fight their Lee Guns —

The order on Board was *Great*, & *Probably* too much *all a mode L'Truston* — & Too distant, For Officer to Officer — & more Than I ever Saw in any Ship of War before, of any *Rate*, or any Nation! & I Rather Fear, that Favorite Systems may be Carried too Far. I will however hope for the Best!!!

Yours &<sup>s</sup>

J: B:

She sails in a day or two, & when *I* own She is as handsome as any Ship of Her Rate — I ever Saw, Men who know me, will believe The Assertion! Green Timber, or too much of it — or Carrying heavier Metall Than British Ships of Same Scantling or Dimmension may occasion this misfortune of carrying Guns too low.

For instance most English Sloops of War, are Generally Fully equal to The *Maryland* in Point of Tonnage, Proportions, & Scantling, & only carries — 14 — & Sometimes 16. Six pounders, & Water, &

Provisions for 80 or 90 Men — whereas This Ship carries 20 — Nine Pounders, & 6 Six pounders, & Stores for 162 Men & of Course more Liable to Load beyond Her Bearings. — I am no Seaman — but I have been at Sea, & made Some observations! — Such as they are!!! —

[Mass. HS. Pickering Papers, Vol. 42.]

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To Lieutenant Henry Kenyon, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department Sep<sup>r</sup> 5. 1799. —

Lieu<sup>t</sup> KENYON  
New York.

SIR You were right as to the mistake in your Commission. — You were appointed and confirmed by the Senate, the 5<sup>th</sup> February [1798] — Your Commission is altered accordingly — and a new one should be sent but I have no blanks and you must make the old one serve for the present cruise. —

I am &c &c

[NDA. OSW, Vol. 2, 1799.]

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To Captain Daniel McNeill, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 5<sup>th</sup> September 1799

Captain DANIEL M<sup>r</sup>NIELL  
Ship Portsmouth —

SIR Altho I have not heard from you, I have frequently heard of you, and always to your honor — Besides the *Scammel* which was sent to join you the 5<sup>th</sup> of July I have ordered on your Station and to act under Your Command the *John Adams* Captain Cross of 32 Guns from Charleston, and now the *Maryland* of 24 Guns Captain Rodgers — I know not that I can quickly send more tho I am anxious to do it, your Station being a very important one —

Captain Talbot on the Frigate *Constitution* left the Chesapeake the 25<sup>th</sup> August to scour the Coast from Cayenne to Surinam, but he will remain but a little while with you and will not interfere with your Command — Captain Murray in the *Insurgente* will be with you soon after Talbott leaves you, but he will not remain long without necessity —

Your provisions will be nearly out by the time this reaches you — As I understand provisions can be had at Surinam as cheap as they can be sent from hence, I shall send none for the present — You must procure at Surinam what supplies you find necessary for your own and the other Vessels under your Command, in doing it you will attend as much as possible to oconomy

M<sup>r</sup> Tufts I presume will readily furnish the supplies you may want, and you may give him Bills on me for the Amount including his Commission of 5 p<sup>t</sup> Cent — But if you should find difficulty with M<sup>r</sup> Tufts, you are at liberty to deal with any other person —

It is highly desirable that you should if possible keep the French Cruisers from entering into or issuing out of Cayenne This would be

the most effectual way of securing the Trade to Surinam, and as soon as you find yourself able to spare a Vessel from Cayenne & Surinam you should detach one to Curracoa & you must consider your Cruising Grounds to extend all the way from Cayenne to Curracoa, as we have not Vessels enough to spare a Squadron for the latter place —

I presume you will find yourself under the necessity of commencing your return Voyage early in December on account of your mens time of Service — You will remain however as long as you can with justice to them — Perhaps they will consent to lengthen their time of Service a month or two — Whenever, however you find it necessary to depart you will give these Instructions to your Successor in Command, which he is then to consider as his instructions and to govern himself accordingly —

The Vessels on this Station are never to leave it unless compelled by superior force, & in that case, they are to join the Squadron in the Neighbourhood of Guadeloupe, I Say never to leave it unless compelled by a superior force, but this must be understood with the exception of those whose men's time of Service is about to expire, & of any that the Commanding Officer may think proper to send with dispatches — Provisions can always be had at Surinam & the want of Provisions must never be a pretence for returning —

I have the honor to be

[NDA. OSW, Vol. 2, 1799.]

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To Thomas Fitzsimons, Chairman of Committee for building the *Philadelphia*  
from Secretary of the Navy

[TRENTON]

Navy Department Sep<sup>r</sup> 5. 1799. —

THOMAS FITZSIMMONS Esq

SIR I am honored with your Letter by the last mail — I presume of yesterday — and have in consequence, directed a remittance of 10,000 Dollars to be made to you, as Chairman of the Committee &<sup>e</sup> —

Under the circumstances detailed in your Letter, it is impossible that the public could hesitate about furnishing any sums necessary to complete the Frigate [*Philadelphia*] — leaving it with the subscribers to refund the money hereafter — or otherwise as they shall judge proper. — Altho you mention that 5000 Dollars might suffice for the present, I send 10000, in order that every thing may go on as rapidly as money can make it. —

I am &<sup>e</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[TRENTON]

Navy Department 5<sup>th</sup> Sep<sup>r</sup> 1799. —

JEREMIAH YELLOT Esquire

SIR The *Montezuma* I presume may be expected by the 15<sup>th</sup> Septem<sup>r</sup> in Baltimore, with French Prisoners. — Pray inform me where they can be best kept in Maryland and cheapest. — It is intended that Lieutenant Shaw and Lieu<sup>t</sup> Banbury [Banbury] shall command the two Schooners — which ever you please may be

placed in the one nearly ready for sea — inform me which you prefer, that I may have time to give the orders. — I have ordered a Lieu<sup>t</sup> Cruft from Boston to repair to Baltimore immediately to enter on board of the first Schooner — if the *Montezuma* should not arrive as soon as he, he can take charge of the Schooner until the Commander arrives — I send a Warrant for M<sup>r</sup> Garts as purser of the *Maryland*. — Cap<sup>t</sup> Rodgers' destination will be Surinam — and he may take under convoy, any Vessels at Baltimore ready for sea, of which it may be proper to give notice. — I shall send his sailing orders tomorrow. —

The Schooner nearly ready may be called the *Experiment* — the other, the *Enterprize*. —

I am &c &c &c

[NDA. GLB, Vol. 2, 1799.]

To William Gray, Chairman, Merchants' Committee, Salem, Mass., from Secretary of the Navy

[TRENTON]

N. Deptm<sup>t</sup> 5 Sep<sup>r</sup> 1799

W<sup>m</sup> GRAY Esq<sup>r</sup>

Salem

I am honor'd with yours of the 25th Ult<sup>o</sup> —

You will please whenever you think it necessary, to call into service a person to act as third Lieu<sup>t</sup> of the *Esser* — and such inferior officers as you judge proper — They will be named to the President and no doubt will be appointed — in the mean time their pay & Emoluments will go on from the commencement of their services. — These Officers may under your direction open a rendezvous, and enter 50 or more men, to be employed in aiding the equipment of the Frigate. — Lieu<sup>t</sup> Joseph Strout of Salem has been some time in the service — If you think proper you may employ him in aid of the Lieu<sup>t</sup> you mean to nominate. — The persons recruited should engage for one year from the time the Frigate *hoists* [Note: Written over the word "hoists" is the word "weighs" in same writing.] Anchor on a Cruise — they will however be paid from the time they are inlisted. — I have written to Cap<sup>t</sup> Waters to employ such Men as you may recommend. —

I am &c &c

[NDA. GLB, Vol. 2, 1799.]

[5 September 1799]

Protest of James Blake, commander of the American Schooner *Mary*, captured by a French Privateer commanded by Vicente Garzias

BAHAMA ISLANDS }  
New Providence }

BY THIS PUBLIC INSTRUMENT of Attestation and Protest, Be it known and made manifest to all to whom these presents shall come or may in any wise concern That on this eighth day of October in the Year of our Lord 1799 and in the thirty ninth year of His Majesty's Reign, Before me William Vesey Munnings Notary Public by lawful

authority duly admitted and sworn residing in the Town of Nassau in the Island of New Providence personally came and appeared James Blake Master William Mulloy and Jonathan Hayes Seamen late of and belonging to the American Schooner *Mary* of the Port of Falmouth in the State of Massachusetts one of the United States of America, and being duly sworn on the Holy Evangelists of Almighty God did jointly and severally depose and say, THAT on the first day of August last they sailed from Falmouth aforesaid in the said Schooner laden principally with Provisions, manufactured Tobacco and Lumber bound to the Island of Trinidad, That they proceeded on the Voyage without any material Occurrence untill the twenty eighth day of August last, when they made the Island of Tobago and being becalmed the Schooner drifted to leeward as far as the Island of Margarita: That when the said James Blake found in what situation the Schooner was he endeavored to beat to windward in order to weather Margarita and fetch S<sup>t</sup> Croix. But on the Morning of the fifth of September being then two or three Leagues from the Beach abreast of Pampata Forts on the Island of Margarita, two Boats with armed Men on board came off from the Shore and boarded the said Schooner — That the Mate of the said Schooner was so ill treated by some of the Men who came on board that he was provoked to knock one of them down with a Handspike, upon which one of the Men who had boarded the Schooner made a Stab at the Mate, another cut him in the Legs, and a third Shot him, which was the immediate occasion of his Death. That the Crew of said Schooner *Mary* were then ordered below, and she was taken Possession of by the Crew of the said two Boats and carried into the Harbour of Pampata aforesaid. That this Deponent James Blake was kept confined for three Days on board his Vessel and during that time was so ill treated and threatened, that he thought his life was in great Danger. That the said Master was then taken before the Governor of Pampata, who upon learning the Schooner was bound to Trinidad, told him he could afford him no Protection as the Schooner was not taken within Gun-Shot of the Fort: — That the said Master was then desired to go again on board his vessel and stay 'till she could be sent to Guadeloupe for trial, as she could not be condemned at Pampata, and he was promised that some Soldiers should be sent on board the Schooner to see that this Deponent or his Crew were not ill treated, and that no Plunder should be committed of the Cargo by the Captors: That notwithstanding the Presence of the Guard this Deponent James Blake and some others of the Crew were still abused and threatened to so great a Degree, that he was every moment afraid his life would be taken from him by the Captors: And these Deponents further say the boats by which the said Schooner *Mary* was captured were belonging to a French Privateer then at Anchor in the Harbour of Pampata commanded by one Vicente Garzias: That on the Morning of the tenth of September the American [Merchant] Brig *Essex* arrived in the Port of Pampata and this Deponent James Blake explained his Situation to Captain Rolando who commanded said Brig, who immediately wrote a Memorial to the Governor of Pampata, to allow the said James Blake and his Crew to embark on board the said Brig, that some Opposition was at first made to this Request, but upon a second Memorial being presented it was complied with, and on the Morning of the twelfth of September these Deponents sailed from

Pampata in the Brig *Essex*, not conceiving there were any Hopes of recovering the Schooner or Cargo if they had staid there: That these Deponents understood it was the Intention of the Master of the said Brig to have gone to S<sup>t</sup> Thomas's, but that falling to leeward the first Land made was Crab Island at the South East End of Porto Rico, and the said Brig being on the nineteenth of September last plundered by a Privateer Schooner, which these Deponents verily believe to have been a British one, the said Captain Rolando was forced to bear away for the Island of New Providence where the said Brig arrived on the afternoon of the sixth Instant.—

WHEREFORE the said Deponents have desired me to Protest as I the said Notary did, and by these Presents do publicly and solemnly protest against the Commander Officers and Crew of the said French Privateer, against the armed Persons or Crew on board the said two Boats, and against all others in anywise concerned in the Capture or Detention of the Said Schooner *Mary* and Cargo, for all Losses Costs Damages and Injury suffered or to be suffered by these Deponents, or by the other Mariners, or by the Owners Shippers Freighters Underwriters or Insurers, or by any other Person or Persons in anywise interested in the said Schooner *Mary* and Cargo or any part thereof —

Of which desired Act of mine I have given these Presents to serve and be of full force where of right they shall or may appertain —

JAMES BLAKE  
WILLIAM MULLOY  
JON<sup>s</sup> HAYES

IN TESTIMONY whereof I have caused the said Deponents to subscribe these Presents, and I the said Notary have hereunto set my Hand and affixed my Seal of Office the day and Year first hereinbefore mentioned. —

W<sup>m</sup> VESEY MUNNINGS

Not. Pub.

[SDA. Spol. Cl. SC, 1819, Vol. 56.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 5 September 1799

First part pleasant & Moderate Several sail in Sight, at 2 P M boarded the Ship *London Packet* of & Bound to Baltimore from Surrinam, W<sup>m</sup> Anderson Master, with the Brig *Amelia* & Schooner *Maria* under her Convoy Deseada W by S 3 leagues

Middle part Squally at 6 A M Bore away & Made sail at 8 saw Dominico bearing W by S dist 8 Leagues

Latter part D<sup>o</sup> Weather, employ'd beating into Prince Ruperts Bay  
[HS of Old Newbury, Mass. NDA photostat.]

Extract from letter to Secretary of State, from John Culnan, U. S. Consul, Teneriffe

TENERIFFE THE 6<sup>th</sup> Sept<sup>r</sup> 1799

TIMOTHY PICKERING Esq<sup>r</sup>

SIR,

\* \* \* \* \*

Give me leave to repeat, & pray you will take into consideration the situation of an American Consul at the Canary Islands, & enable

me to relieve our distressed Countryman. — the many prizes brought in here, say into these Islands, by french privateers, makes it almost impossible to get the unfortunate Crews away, — at least some months pass before it can be accomplished — the french allow one quarter of a dollar per day to their own people, or English prisoners under their charge — but as Americans are not considered as Prisoners, they are left to provide for them selves.

In expectation of an answer for my government I remain —  
Respectfully,

Sir

Your most hble Serv<sup>t</sup>

JOHN CULNAN

[SDA. CL, Teneriffe, Vol. 1, 1795-1839.]

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

[TRENTON]

*Navy Department Sep<sup>r</sup> 6. 1799. —*

Major W. W. BURROWS

SIR If Judge Peters should order the removal of the United States Prisoners from Philadelphia Goal — you will please to furnish a Marine Officer, and a sufficient Guard, to conduct them wherever the Judge may order. —

It is of importance that the Prisoners should not be allowed to escape — it might be proper that you send one more Officer than usual, for the number of Men composing the guard. —

I am &<sup>c</sup>

[NDA. GLB, Vol. 2-1799.]

[6 September 1799]

Capture of the Merchant Ship *America* (formerly the *Camilla*), by the  
French Sloop-of-War *Diligente*

Extract of a letter from St. Domingo, dated October 11, [1799], to a gentleman in Baltimore: “The French Sloop-of-War *Diligente*, commanded by Citizen du Bois, on her way from Rochefort to the City of Santo Domingo, with dispatches from the Executive Directory to the Agent and Commander-in-chief of this Island, captured the ship *America* (formerly the *Camilla*, of Philadelphia) of Hamburg, Captain Jacob Frederick Enjelbrecht, on the 6th September, 1799 — in Lat 28° 00’ N., Long. 35° 00’ W., from London; on her return home from Bengal, with a very rich cargo belonging to Mr. Jacob I. Chapperouse, of Hamburg.

N. B. The sloop-of-war arrived here the 26th September — but the prize (which was ordered for this port [St. Domingo]) has not been heard of since.”

[LC, “Federal Gazette & Baltimore Daily Advertiser”, Nov. 29, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 6 September 1799

Fresh breezes & Squally at 1 P M came too in Prince Rupert's Bay in 8 Fath<sup>s</sup> water Sandy Bottom. the North point N W by N 1 mile, the South Point S W by S 2 miles dist. got our empty water cask on shore took onboard 1 Boat load of Ballast & 4 Casks of water —

Middle part Squally, took on board 27 Cask of water

Latter part D<sup>o</sup> Weather, took onboard 3 loads of Ballast

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from journal of Lieutenant John Mullowny, U. S. Navy, commanding U. S. Ship *Montezuma*, 6 September 1799

Pleasant —

Hard Gales. Thunder & lightning —

Saw a brig on our starboard Quarter — A Ship on the Stb<sup>s</sup> bow standing N. W. —

At N<sup>o</sup> spoke ship *Jane* from Liverpool, bound for Charleston — Several sail in sight.

[No position obtained.]

[NA.]

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To Lieutenant Peleg Tallman, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 7 Sept<sup>r</sup> 1799

Cap<sup>t</sup> PELEG TALMAN

SIR, I am honored with yours of 31<sup>st</sup> Ultimo.

The Laws authorize only a certain number of Lieutenants; and the services of them all will be absolutely necessary: if, therefore, your private business compels your absence for six or eight months, another Lieutenant must be appointed in your place. Under these circumstances, I am sorry that I can not give you the Furlough you wish for; if, however, your private concerns are so pressing as to make your departure for England indispensibly necessary, your resignation must be accepted.

I have the honor &c.

[NDA. OSW, Vol. 2, 1799.]

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To Captain John Rodgers, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 7<sup>th</sup> Sept<sup>r</sup> 1799

Captain JOHN RODGERS  
of the *Maryland*  
Baltimore

SIR I am honored with yours of the 3<sup>d</sup> Inst — Doctor Polk of Somerset County has been instructed to join the *Maryland* as Surgeons Mate, and in the event of his not arriving by the day before



the Ship sails, Doctor Warfield has been requested to select a suitable person for his mate —

The number of men you have on board are amply sufficient to effect the object for which the *Maryland* is at present intended — I hope therefore you will sail on receipt of this and govern yourself by my instructions of the 5 Inst —

I enclose you two copies of an Act for the Government of the Navy, and two copies of Marine rules and regulations —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

By sailing imm<sup>7</sup> on the receipt of this I do not mean that you should sail before the ship is ready but that the present deficiency of men should not be the cause of detention — The ship must be so prepared as to make it unnecessary for you to stop at Hampton. —

[NDA. OSW, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 7 September 1799

[In Prince Rupert Bay.] First part fresh breezes & cloudy Weather attended with rain, took onboard 29 cask of water

Middle part hard Squalls & abundance of rain

Latter part D<sup>9</sup> Weather took onboard 6 cask of water —

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 8 September 1799

Light airs and Variable, Employd working up Junk and cleansing ship. Carpenters Employd fishing a Main Topsail yard. PM at 2 saw a strange sail bearing S by E. at 4 a light breeze sprung up from the N N E, Wore round and Set the larboard Studdingsails, at half Past 4 Gave chase to the Southw<sup>d</sup> at 6 light airs and Variable. the chase S by E 10 miles at half past 7 lost sight of the chase. at 8 Calm

At 10 light airs and Variable from Southw<sup>d</sup> Wore and came to the Wind to the Eastw<sup>d</sup> at 11 Calm

[At 12] Calm [Ships head to the Eastward.]

At 2 A M a light breeze sprang up from the S E Wore and came to the wind to the Westward

At 4 Moderate breezes and Clear weather at half past 4 Saw the strange sail which we lost sight of at sundown bearing S S W. made all plane sail and Gave chase to the S S W

At 8 light airs and Variable, Wore and tackd as nessasary to pursue the chase, she then bore up towards us.

Employd Cleansing and Fumigating between decks

At 12 light airs and Variable the chase S S E one mile

[Latitude Observed 27.31 North]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown,  
U. S. Navy, commanding, Sunday, 8 September 1799

[In Prince Rupert Bay.] First part fresh breezes & Squally with plenty of rain took onboard 7 Cask of water at 8 P M the *Ganges* parted her Cable & drove out to sea.

Middle part D<sup>o</sup> Weather at 5 A M got down T G Yards & close reef'd the Topsails & handed them

Latter part fresh Breezes & cloudy At Mer<sup>dn</sup> got under way — 7 sail in sight

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from Journal of Lieutenant John Mullowny, U. S. Navy,  
commanding, U. S. Ship *Montezuma*, 8 September 1799

Light breezes, & Clear weather.

Began sounding  $\frac{1}{2}$  hourly.

Half 3 obtained bottom in 27 fathom water.

[At 4 " ] " 30 d<sup>o</sup> d<sup>o</sup>

Saw Cape Hatteras bearing N.W. by N. 3 or 4 Leagues distant.

Half 9 Cape Hatteras bore N. W by N  $\frac{1}{2}$  N, 6 or 7 leagues Half 10 sounded in 40 fathoms, Coarse red & black sand, with small red shells. Spoke a sloop bound to Edenton, Sounded in 43 fath<sup>s</sup> Coarse Grey sand.

[NA.]

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To Secretary of the Navy from President John Adams

QUINCY Sept. 9<sup>th</sup> 1799

SIR I thank you for yours of the 3<sup>d</sup> and Capt. Fletchers letter inclosed in it. I wish as you do that the trade to St. Domingo may turn out to be worth the cost. To speak in the style of a Frenchman I have never felt any very sublime enthusiasm on that subject. If ten merchantmen are expected at St. Domingo from France it is ten thousand pitties that our cruisers have not authority to avail themselves of them & their cargoes. — Toussaints armed vessells with Dr. Stevens's passport! what can they be cruising for in the Bite? Is it to intercept supplies to Rigaud? Have they passports from Col. Maitland too? Multa desunt desiderata. The Arrett for the discouragement of trade to St. Domingo as Fletcher marks it you did not inclose nor the proclamation for the suspension of piracy.

I am dear Sir yours

SECRETARY OF THE NAVY.

N. B. I am somewhat concerned about Capt Little. One of the bravest men in one of the finest ships in the world I am afraid has been driven out to sea, as the circumstances of the time would have it, without a proper complement of seamen & with few marines. Yet we did right to hasten him away & oblige him to go.

[NDA. Photostat.]

To Captain Thomas Tingey, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 9<sup>th</sup> Sept<sup>r</sup> 1799. —*

Cap<sup>t</sup> THOMAS TINGEY

DEAR SIR This will be delivered to you by Captain Morris, who goes out to succeed you in the Command on the Guadaloupe Station. — You will be pleased to communicate to him what useful information your experience will enable you to give him in relation to his command, after doing which you may return as soon as you please to the Delaware and by what route you think proper, tho' if there be no powerful reason to prevent it, I would wish you to call at Cape Francois on your way and afterwards at the Havanna, taking under your convoy such American Vessels as may be ready to return from these places — and that you would cruise along the Southern Coast from Georgia as far as Charleston, where I would wish you just to shew yourself — if entirely convenient and you have full time — not otherwise — The Fever prevailing both at Philadelphia and New York renders it the less desirable that you should arrive at Philadelphia before about the 10<sup>th</sup> of Novem<sup>r</sup> — but it is desirable that you should not be latter, as there should be full time to give the Ship any repairs she may need, & to get her out again before the River is blocked up by Frost. — As to yourself more agreeable arrangements will be made for you, than going out again in the *Ganges* — and you have been so long absent from your family, that you ought now to spend some time with them. — I have the pleasure of assuring you that your conduct has given great satisfaction to the President, and I doubt not to your country — and that he joins me in wishes that your commission was of older date, tho it is not a junior one. —

I frequently hear of your family, who are very well, tho very impatient for your return. — All the Vessels under your command are meant to be continued with Cap<sup>t</sup> Morris. — If you can bring 40 or 50 Prisoners with you I shall be glad. —

I am & c.

[NDA. OSW, Vol. 2, 1799.]

To Captain Richard V. Morris, U. S. Navy, from C. W. Goldsborough for Secretary of the Navy

[TRENTON]

*Navy Dep<sup>t</sup> 9 Sept<sup>r</sup> 1799*

RICHARD V MORRIS Esquire

SIR I do myself the honor to Enclose your commission as Cap<sup>t</sup> in the Navy, also a comm<sup>n</sup> for your first lieutenant M<sup>r</sup> Ellison.

I am & c<sup>o</sup>

C W G

[NDA. OSW, Vol. 2, 1799.]

[9 September 1799]

To Alexander Campbell & Co., Merchants at Newburyport, Mass., from Thomas Witham, Captain of American Schooner *Sally* at St. Thomas

ST. THOMAS *Novemb<sup>r</sup> 28<sup>th</sup> 1799*

GENTELMAN By this you will Be Informed of the Loss of the Schooner *Sally*. We Ware Captored on the Ninth September after a passage of thirty two Days on the Coast of Suranan in Sight of the Land by a Cayenne privateer [*Le Importe* mounting seven guns and ninety-five men] — they Kept five of Us on bord Six Days, then put Us on Shore to travel to Cayenne a Distance of one hundred Miles — without Shoes or Stockings [“They robed Us of all our Cloaths and Everything they thought Worth takeing.”] —

In five Days after our Departure for Cayenne — the french Burnt the Schoonar *Sally* with all her Cargo on bord — After Being plundered of Every thing and put in jail and Kept Six or Seven Weeks they Saw fit to Let me Depart for St. Croix in a Daneish Sloop Where I arived on the Eighteenth Instant —

I have taken out a protest att S<sup>t</sup> Croix a Cobby of Wich I Send you By this Convance — allso I have Drawn a Bill on you for forty Dollars Beareing Date the 20<sup>th</sup> of this present month in favour of Charles Rogars Esq<sup>t</sup> to Defray the Charges of protesteing — wich you Will Be pleased to Honor att Sight and place it to Account of — Gentelman

Your Humb<sup>e</sup> Serv<sup>t</sup>

THOMAS WITHAM.

[HS of Old Newbury, Original.]

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

[TRENTON]

*Navy Department 9<sup>th</sup> September 1799*

Captain RICHARD V MORRIS  
of the *Adams*, New York

SIR Having already sent you all the instructions necessary for the general Government of your conduct on a cruise, it only remains for me in this Letter to direct your particular destination, and to add such observations as may result from the nature of the Service in which you are to be employed. You will as soon after the receipt of this as practicable proceed with the *Adams* to join our Squadron on the Guadeloupe Station — Their place of rendezvous is Saint Kitts — The Squadron at this time consists of the *Ganges*, Captain Tingey

The *Merrimack* Capt<sup>n</sup> Brown, but this Vessel will probably be detached on a different service before your arrival

The *Delaware* Captain Baker

The *Pickering*, Lieut Hillar.

The *Eagle*, Master & Comm<sup>t</sup> Campbell

The *Baltimore*, Master & Com<sup>t</sup>, Cowper, will probably arrive about the same time that you do — The *Ganges* will return when you arrive to relieve Captain Tingey — You are to assume the command of the remaining Vessels on this Station and use your utmost efforts to keep them constantly cruising and in the same manner you will

employ your own Ship for the protection of our Commerce, which will be best effected by capturing or destroying the Enemy Vessels which issue out of Guadeloupe and other places in the vicinity of that Island Still you are to grant convoy to American vessels when you judge it to be essential, but by no means to employ your whole force in this kind of Service, for that would be to protect only a part of the Trade at the certain expense of the Residue Nor are you to grant convoy to the inportunity of Captains or Owners of Vessels when opposed to your judgement, which ought alone to govern you in this particular, for every individual Merch<sup>t</sup> or Captain will wish security to his own property although a much greater amount belonging to others may be exposed from the circumstance of the very partial aid given to him — But in all cases when any Vessels belonging to your Squadron is returning to the United States you should be pointed in your endeavours to get as many Merchant Vessels as possible under you convoy, and whenever the Merchant Vessels collect in Fleets you should afford them convoy, to a safe Latitude — In short you are to render all the service in your power consistent with the greater object of protecting the whole of the Trade, by capturing or destroying the Enemy Vessels which annoy it —

Our Commerce is often infested by Privateers issuing from Porto Rico and they will now be increased to pray upon our trade to Saint Domingo, it will be necessary that you frequently send one or more Cruisers to scour the whole Coast of that Island — But your greatest attention must be given to Guadeloupe and the small neighbouring Neutral Islands from whence our Trade is most distressed — If your force should be so increased as to admit of it you should sometimes send a Cruiser to Curracoa — you cannot well be too adventurous — We have nothing to fear but from want of Enterprize, and it almost amounts to reflection on our Navy that not a single small Vessel has yet been seriously engaged, which shews too great a degree of caution — it has not I am sure proceeded from want of Spirit — Let it be your endeavor to wipe off this seeming reproach from our Smaller Vessels by encouraging a Spirit of enterprize & by giving every Commander opportunities of distinguishing himself by daring at least if they are still so unfortunate as not to meet an Enemy with force and courage to fight them we cannot help it —

The French Privateers never cruise in company — nor should we in company pursue them — By dispersing our Vessels the chances will be greater of meeting them and the rest may be safely trusted to the Superiority of American Valor and Skill —

It is uncertain how long you may continue the Commanding Officer, and how soon a Senior Officer may be sent on that Station You will I have no doubt make the best use of your time of Command —

Should it so happen that you are driven from the Station assigned you by a superior force, which however is far from being probable you will endeavor to join our squadron at Saint Domingo, where the force with the addition of yours will be too powerful for anything the French can now spare for the Islands — Captain Talbot will be on that Station with several other strong Vessels —

On the subject of Supplies, Provisions have heretofore been sent to Mathew Clarkson of Basseterre S<sup>t</sup> Kitts and it is meant to continue sending to the same place so as to prevent the Return of any of our Vessels for want of provisions, they should return only unforeseen

events excepted, when justice to the Crews who engage only for 12 Months renders their return necessary —

You will obtain from Capt<sup>n</sup> Tingey who has been a long time on that Station all useful information in his power to give you in relation to Your Command. It will be proper before his return to ascertain the quantity of provisions on board of the different Vessels and at Saint Kitts that I may know when to send more — No Vessel should return with more provisions than necessary to bring her home. The residue should always be left with the Vessels most in want and no Vessel should return without Prisoners if there are any on hand for every prudent means should be taken to avoid the expence of supporting them in the Islands where you should procure no Supplies of any kind, on account of the expense, but absolute necessaries — Every Vessel returning should come by the way of Havana and along our Southern Coast, calling at the Havana as long as they continue to receive our trade to convoy any American Vessels returning & should cruise along our Southern Coast from Georgia to their place of destination shewing himself if practicable at Charleston, unless in cases where powerful reasons make a different rout necessary —

With Captain Tingey however you will not interfere, I shall myself give him his orders — Whenever a prize vessel is sent in some of the persons taken on board of her and all her papers should be sent with her — Every Person belonging to the Navy sent with the Prize should bring the Pursers certificate of the Balance due him the day of his leaving his own Ship. Pray attend to this —

Although I have already said so much on the subject I cannot conclude without again attempting to impress on your mind the disadvantages of suffering our Vessels to cruise in company — Cruising in Squadrons for small privateers seems of all means the best to avoid capturing them, it teaches the Comm<sup>rs</sup> of the small vessels a reliance on force, not their own for their protection it is enough to make them Cowards — It prevents all means of knowing who are brave among them, because more unexposed to danger — I pray you not to fall into this error — It is better to have our Vessels sometimes beat than to let them cruise for months without meeting or beating an Enemy — even the smallest Vessel we have Should cruise by herself — at least this should be the practice until the Enemy cruise more in Squadrons than singly — Your Command will be distinguished or otherwise as you avoid the two common error we have fallen into and which must be remedied —

Should any casualty compel your return earlier than you receive orders to that effect, you will deliver these Instructions, to the Officer next in Command — who will in that case assume the Command of all the Vessels that may remain on the Station, & consider these Instructions as his own —

I shall expect to hear from you by all opportunities, the operations & employment of the vessels under your Command — Wishing you great success & Glory and adding the Presidents assurances of high confidence in your ability, Bravery & Zeal for the honor of your Country —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 9 September 1799

First part fresh Breezes & Squally attended with rain at 1 P M spoke the Comm<sup>o</sup> hall'd to the North<sup>d</sup> on a wind employ'd Laying off & on P Ruperts Bay at 6 the Cap<sup>t</sup> went onboard the Comm<sup>o</sup> at 8 he return'd onboard —

Middle part D<sup>o</sup> weather at 5 A M got up T G Y<sup>ds</sup> at 10 came too in Prince Ruperts Bay in 7 fath<sup>s</sup> water took onboard 1 load of Ballast & 10 Cask of Water

Moderate with Rain Squalls

[HS of Old Newbury, Mass. NDA photostat.]

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To Captain James Sever, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 10<sup>th</sup> September 1799

Captain JAMES SEVER

Frigate *Congress* Portsmouth N H

SIR I am honored with yours of the 2<sup>d</sup> Inst — With respect to the fastenings of the Launching Gun attached to the Ship, being on the spot you can best judge the proper method of relieving her from them —

I ordered M<sup>r</sup> Marshall the 30th Ult<sup>o</sup> to repair to Portsmouth & place himself under your command He was then at Norfolk, having been disappointed in going out in the *Insurgente* — I hope he will join you in time —

In the confusion of removing from Philadelphia, the promised remittance of 3,000 Dollars escaped my recollection — You will however receive it by this Mail —

M<sup>r</sup> Varnum declining his appointment you will be pleased to Return his warrant You will receive enclosed a List of all the Officers grade allowed your Ship with their pay & rations set opposite their names —

The circumstances you mention in favor of moving the ship to Boston are conclusive, and you may move her to that harbour as soon as you think it best to do so.

I have the honor to be with great respect

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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

[TRENTON]

Navy Department 10<sup>th</sup> September 1799

Capt<sup>n</sup> CHARLES C RUSSEL

Ship *Herald* Boston —

SIR From your own opinion when you were in Philadelphia & the subsequent information I have lately received from M<sup>r</sup> Higginson I judge that the *Herald* must be nearly ready to sail — At all events she must be prepared in all respects in 5 days after you recieve this, by which time your sailing orders will be sent —

Your Ship must be watered for two months only so as to admit of her receiving six months provisions, but if she can stow six months provisions & three months water, in that case you may have so much water put on board, but at all events you are to take six months provisions and as much more as you can with three months water —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

I can see no possible circumstance to prevent your being ready by the time I have mentioned —

[NDA. OSW, Vol. 2, 1799.]

[10 September 1799]

Extract of a letter from the Supercargo of the Ship *London Packet*, to her owner, H. Goldsborough, dated 28 September 1799, concerning her engagement with a French Privateer

"On the 10th of this month we had a very severe engagement with a French privateer of 16 guns, and 150 men. She engaged us one hour and three quarters, one half of which time she was close alongside. Considering the desperate attempt they made we got off well. A little before she attempted to board us, they hoisted the bloody flag, which proved a bloody one to them, as every man who attempted to board suffered instant death. I am sorry to inform you that we had three men killed, one of whom was our second mate, Mr. Lindsay, a spirited and active officer; and two wounded, one of whom was captain Anderson, who received a ball in his right breast.

It was 8 o'clock at night when the privateer sheered off from us, unable to effect her point. Some of her sails were on fire from the wads from our guns, and some of our own sails being likewise on fire from a similar cause, prevented our capturing her. Had it not been for that circumstance we should have lashed her to the ship, and made a prize of her.

"On the whole, we had a providential escape from being blown up, as several of the wads of their guns were blown into our cabin, which was in a blaze of fire, and would have then reached the magazine had it not been for the exertions of those who attended it."

The pilot who was on board the *London Packet*, was told, that it was their opinion, the Frenchmen must have lost at least fifty men in his repeated attempts to board on the quarter deck. The jolly boat was 6 times filled with Frenchmen, and its contents were as often plunged into the ocean, and every man killed.

[LC, "Claypoole's American Daily Advertiser", (Phila.), 4 October, 1799.]

[10 September 1799]

Narrative concerning the capture of the French privateer Schooner *Alliance* by the British Brig *Fame*. The *Alliance* had previously captured the American Schooner *Sally* of Boston

NEW-YORK, Oct. 17.

☞ We are indebted to Capt. Fitch, of the Brig *Two-Sisters*, for the following Narrative:

October 13th, '99, Barnegat bearing W. N. W. distant 3 leagues, spoke the schooner *Polly*, of Boston, Capt. John Hills, from Demarara



bound to Boston, and took from on board capt. Drake, and four seamen. Capt. Drake relates, that on the 10th of Sept. he was on board the Brig *Fame*, of Bermuda, Daniel Morgan, master, when they fell in with and captured the privateer schooner *Alliance*, from Porto Rico, being then in lat. 25, N. long. 67, 40, W. citizen Thomas Lewis Baron, appeared as captain by the commission at the time; who was taken out with all the French by captain Morgan. This schr. had previous to this, captured the schr. *Sally*, of Boston, Captain Downe, bound from Martinico to Boston, and sent her into Porto Rico; that when capt. Drake went on board, he questioned the people to know who they were. Capt. Love, who in reality commanded the privateer when she was captured by the *Fame*, substituted the name of Captain Downe, and then appeared among the people, which were left on board as master of the *Sally* of Boston; Mr. Flemming who was afterwards his first officer, appeared as a passenger taken out of the *Sally*, substituted the name of Murphy, and passed and answered that he was an Irish gentleman, a planter in Martinico; and that he was going from thence to Boston to recover his health; the real mate of the schooner *Sally*, was a Mr. Josiah Nuttage, of Boston, Caleb Thomas, of Charleston, Zephaniah King, of Welfleet, Ebenezer Long, of Harwich, Seamen, all belonging to the *Sally*; and Benjamin Nuttage, brother to the mate was cook; those people were all on board when capt. Drake took charge of her, with John Harriot seaman, and five black sailors to navigate her to Bermuda. Capt. Drake had had very bad weather, and being much fatigued, mentioned to capt. Love who still appeared as capt. Downe, his desire of getting some rest, Love told capt. Drake that he would remain on Deck, and see that the schooner was steered her proper course, and that he had had sufficient rest, and he thought it would be a benefit to him. Shortly after capt. Drake had laid down, the negroes belonging to Captain Drake called out and said that the people on Deck had taken the Schooner from them. Captain Drake immediately sprung up, and ran towards the cabin door, on which Flemming, who was laying on the arm chest in the cabin, ran and presented a pistol at him, and told him that if he was not quiet that he was a dead man; however, captain Drake burst open the cabin door, and got partly on deck, on which Captain Love came up and snapped a pistol at his breast which only flashed, and presented the second, which Captain Drake took hold of, it went off and the ball lodged in the thick of his hand; at the same time Flemming discharged a pistol at capt. Drake, and the ball just grazed his back; as soon as he got fairly on deck, they endeavored to get him into the hold; going down the hatchway, Flemming made a lunge with a large Spanish knife, which cut his arm badly, and grazed his breast; on his telling that he was wounded in several places they desisted. At the time Captain Drake came on deck, his negroes burst the hatches; one of them named Toby, got the cook's axe, and made a stroke at Flemming; one of the negroes says, he saw at that moment Mr. Nuttage stab Toby, which caused his death in about four hours afterwards; another of the negroes says, that Caleb Thomas run a boarding pike into his head and wounded him badly as he was going down the hatchway; and a few moments previous to this Caleb Thomas hove him overboard, and that he got in by the boom-tackle. Capt. Drake says, those Americans informed him afterwards, that captain Love promised them that if they would call him capt. Downs,

and allow him to pass as such, (telling them at the same time, that if the English got him they would hang him) he would give them a handsome sum of money.

[LC, "Independent Chronicle", (Mass.), 24-28 October, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 10 September 1799

First part Squally with rain at 5 P M got under way & made sail on a wind to the North<sup>d</sup> in Comp<sup>r</sup> with the *Ganges* at 8 D<sup>o</sup> the Saints Bore W by N 5 Miles

Middle part fresh Breezes & cloudy at 5 A M the East part of Mariegalante bore N E by E dist 5 leagues at 6 hard squalls of [rain] Reef'd the T Sails

Latter part fresh Breezes & cloudy Employ'd Beating to wind<sup>d</sup> in Comp<sup>r</sup> with the *Ganges*

[Current setting strong to leaward.]

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding U. S. Ship *Montezuma*, 10 September 1799

Light winds & pleasant weather

Sounded in 18 F<sup>th</sup>

D<sup>o</sup> " 16 D<sup>o</sup> Spoke Brig *Diana* Cap<sup>t</sup> Barnham from Charleston, for Norfolk — Squalls attended with thunder & light<sup>ne</sup>

Sounded in 14 fathom water

Saw the land bearing N. W. & S. W.

Got bottom in 13 fathoms w<sup>r</sup>

Spoke Schooner *Speedwell* of N York bound to Charleston — Sounded ½ hourly in the night —

[NA.]

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To President John Adams from Secretary of the Navy

[TRENTON]

Navy Department 11<sup>th</sup> September 1799

JOHN ADAMS Esq<sup>r</sup>

President of the U States

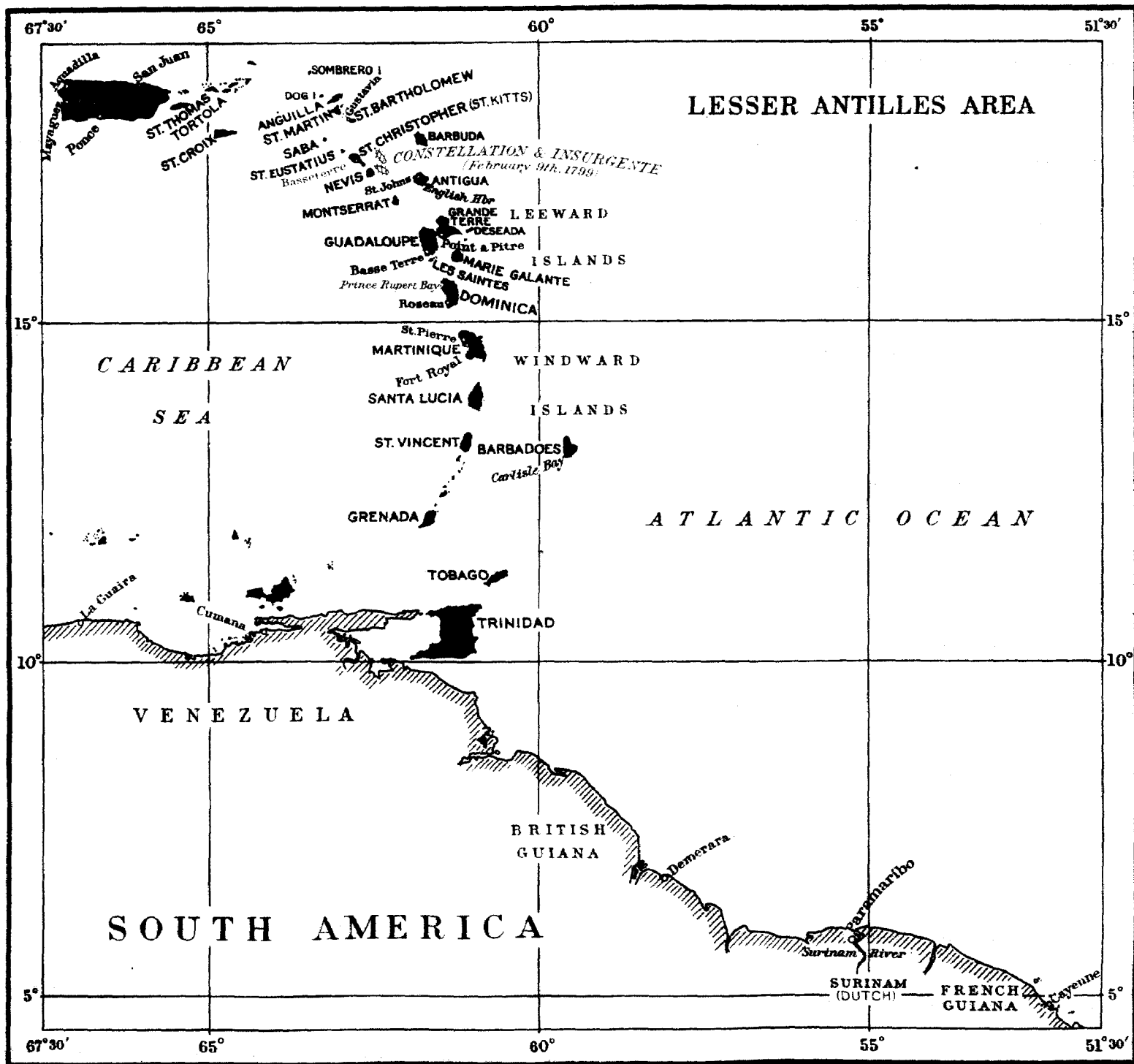
SIR I do myself the honor to enclose a Letter to Captain Tryon covering Warrants for Loudon Baley, Sailing Master, Joseph Dorr, George Tryon, Owen Tudor and Matthew Talcott for Midshipmen which will require your signature should you think proper that the appointments should be made — These Gentlemen are wanted for the *Connecticut* and have been named to me by Captain Tryon —

I have the honor to be with the greatest respect & Esteem

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

[NDA. Nom. Appts. LB, 1798-1820.]



MAP OF LESSER ANTILLES AREA.



To Captain Moses Tryon, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 11th September 1799

Captain MOSES TRYON  
Ship *Connecticut* —

SIR I enclose a discriptive sheet of the private Signals of our Navy by day and night also a list of the distinguishing flags assigned each Ship —

Colors have been twice shipped for the *Connecticut* from Philad\* I presume you have received them —

Warrants for John Haynes, boatswain and James Ricard Sail Maker, shall be sent on as soon as I recieve some blanks with the Presidents Signature — In the mean time they may act and will be entitled to the same Emoluments as if they had Warrants — You will require each to take the oath enclosed and transmit it with a letter of Acceptance to this Office —

I have the honor to be

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT]

P. S — If you have not received the Colors, M<sup>r</sup> Hubbard will supply Bunting, as you must have them made in conformity to the discriptive sheets now sent —

[NDA. OSW, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*. Captain Moses Brown, U. S. Navy, commanding, Wednesday, 11 September 1799

First part fresh Breezes & cloudy weather

At 8 P M the East part of Mariglante bore N E by N 4 leagues —

Middle part Squally with Rain took in & made sail as necessity requir'd

Latter part steady breezes & cloudy the Body of Deseada bore N by W 7 leagues at Meridian —

A Strong lee Current

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from journal of Lieutenant John Mulowny, U. S. Navy, commanding U. S. Ship *Mortezuma*, 11 September 1799

Clear weather, moderate breeze — Saw several sail standing for the land

½ 11 Spoke Ship *Sally*, Snell Master from Norfolk, for Jamaica

Sounded ½ hourly during the night. —

Saw 2 sail bound out — —

Light winds —

[NA.]

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

[TRENTON]

Navy Department 12<sup>th</sup> Sept<sup>r</sup> 1799

Captain RICH<sup>d</sup> V MORRIS

Frigate *Adams* New York —

SIR It has been suggested to me that it would be very practicable to cut out of the harbour of Basseterre Guadeloupe a number of Vessels — privateers and others —

That this might be best done in the night in the absence of the Moon, that the Batterys which are relied on for the protection of the Vessels are at a considerable distance from the Roads where the Vessels anchor, very much elevated, and even in the day time could not with certainty prevent the operation of this Enterprize and in the night could probably do no injury to the Vessel attempting it —

It would be honorable to the character of the Navy to attempt this enterprize, and would cover with Laurels the Officer under whose auspices it should be atchieved — I give you the hint, to pursue to otherwise as you shall find expedient on a full view of all circumstances when you shall be able to judge for yourself both of the difficulties in the way and the prospect of Success — I will however suggest that as no attempt has ever I believe been made by the British or ourselves to cut out Vessels from this harbour, the probability is that the Vessels so situated are generally off their guard reposing in security, and that in the night it would be near an hour before the men in the Fort would be awakened and brought to their guns—That in the night, thousands of shot might be fired without effect, particularly from Guns greatly elevated above their object —

I have the honor to be with great Esteem Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT].

It is said too that if the Cables are cut, the Vessels will be driven out of the Harbour by the Wind without other aid —

[NDA. OSW, Vol. 2, 1799.]

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To Captain James Sever, U. S. Navy, from Lieutenant Joseph Saunders,  
(or Sanders) U. S. Navy

BOSTON 12<sup>th</sup> September 1799

SIR I was Honor'd with Yours of the 6<sup>th</sup> By Doct<sup>r</sup> Fields Which Gentleman arrived almost too late to Inspect the Men particularly But his Opinion of them in General is favourable, being all Sound & in good Condition. I Ship'd 29 on board of Cap<sup>t</sup> Shapley last Thursday, but the Wind persisting from the Eastw<sup>d</sup> they have not been able to proceed untill to Day to Morrow I shall (weather permitting) send off[f] the Greater Number of what remains as I have this Evening 57 on the Articles — You gave me Liberty should a Candidates offer for Masters Mates with good Character to Ship Them. I have therefore sent M<sup>r</sup> W<sup>m</sup> Williams who has been particularly Recommended (He is the Man who applied for the Gunners office But has since declin'd) Also M<sup>r</sup> Davis who has Enterd as Boatswain's Mate, but wishes if agreeable to you to Serve as Gunners Mate, I make no

doubt You will find him Deserving of Either Station, My not haveing any Officer here renders it Extremely Difficult to keep the Men together, I shall send You a List of the Men by the Captain or Officer if any, I agreed to pay Cap<sup>t</sup> Shapley 3 \$ p<sup>r</sup> Man for conducting them on Board the Ship, but as he was Confin'd 4 Days with them on Board he thinks some Recompence should be made him, I have advanced him forty Dollars here, The other Men will come by Cap<sup>t</sup> Tricker with whom I have agreed for 3 \$ p<sup>r</sup> Man and find them allowance of Liquor — A M<sup>r</sup> Copeland who has served on board the *Constitution* will take Charge of Them, he wishes to be assigned the Office of Master at Arms, my agreement with him is if no Officer is appointed for that Station if you approve of his Conduct he will be instated. After I have completed the Complement of Men mentioned by you agreeable to Your Directions, I shall join the Ship, M<sup>r</sup> Higginson has furnished me with a Sufficient Sum of Money for the present Recruits without Difficulty — The Enclosed Attestations have come duely to hand & have been attended to Agreeable to Your Directions. —

I am Sir Your Obedient Servant

JOSEPH SAUNDERS —

NB. the Eve of this date I have shipd 19 men on [board of] Cap<sup>t</sup> Tricker which I hope will arrive safe their names will be handed you by the above M<sup>r</sup> Copeland —

[LC, J. Sever Papers. NDA photostat.]

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Extract from Journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 12 September 1799

First part steady breezes & cloudy weather, employ'd beating to windward

At 8 P M the Island of Deseada bore N by W 8 leagues

Middle part moderate & pleas<sup>t</sup> at 4 A M in T G Sails

Latter part D<sup>r</sup> weather all sail set on the wind, at Mer<sup>dn</sup> Deseada bore W S W 6 leagues —

[Latitude Observed 16.24 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from Journal of Lieutenant John Mullowny U. S. Navy, commanding U. S. Ship *Montezuma*, 12 September 1799

Moderate weather. —

Sounded in 9 Fathom. Stood from land

Pilot came on board.

At the Capes of the Chesapeak —

[NA.]

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To President John Adams from Secretary of the Navy

TRENTON 13. Sept<sup>r</sup> 1799.

SIR I am honored with your letter of the 4<sup>th</sup> Ins<sup>t</sup> — and can not but lament that the accomodations to be obtained here, are very far inferior to such as would be suitable for the President of the United

States. Indeed I am afraid none could be obtained which would not be extremely inconvenient & disagreeable to both M<sup>r</sup> Adams & yourself. Yet having no motive unconnected with your honor & that of the Government I hope you will pardon my freedom, in adhering to my wish that you would Join the officers here, before the Departure of the Mission to France — or if that should be suspended, that you would not give the order for the suspension, before your arrival here. Col Pickering has addressed a letter to you on this subject with the concurrence of the other Departments. If you should be determined on the measure, nothing will be lost by delaying to take it, for a month, for I am sure the Com<sup>rs</sup> will not sooner than that time be ready to sail, & M<sup>r</sup> Davie who will leave North Carolina the 20. Sept<sup>r</sup> could not be stopped much short of Trenton, if you were to give orders for stopping him. On the other hand, if you should consider the measure as a questionable one, you might a month hence decide it, with the advantage of the lights which all the advices to be rec<sup>d</sup> for a month, which may be very important, might throw on the subject. Whether it be decided to suspend the Mission, or otherwise, the decision may & will be important. It will be a great measure either way, & will be attended with consequences in proportion to its magnitude. All the solemnity possible, should perhaps be given to the decision. Gen<sup>l</sup> Washington, one of the most attentive men in the World to the manner of doing things, owed a great proportion of his celebrity to this circumstance. It appears to me, that the decision in question would be better supported throughout the Country, if it be taken when you are surrounded by the officers of Gov<sup>t</sup> & the Ministers; Even if it should be against their unanimous advice.

I will state as briefly as I can other reasons which influence my wishes, on the subject of your coming to Trenton.

I have never entertained the opinion prevalent with many persons, that we would not during the present War in Europe maintain Peace with both France & England — tho' I believe it will be a difficult matter. There are already indications that England looks at us with a Jaundiced Eye, arising in part perhaps from the effort to Treat with France — in part from the representations made by their Com<sup>rs</sup> & their Minister, on the subject of the commission under the 6<sup>th</sup> Article of the Treaty. No doubt their Com<sup>rs</sup> have for a long time been prejudiced & soured, & have in some instances acted as if it was their desire to plunge the two nations into War — our own I believe have been actuated by pure views — but the difference between them on almost every question, has been so wide that it is difficult to conceive that both sides could have been rational, & at the same time possess a desire to bring the business to a just conclusion. M<sup>r</sup> Liston, mild & reasonable as he may appear on other subjects, has not been so on this and M<sup>r</sup> Rich who is to return to England in the Packet has written a letter to our Com<sup>rs</sup> sufficiently indicative of a mind highly irritated.

We have a right to make Peace with France without asking the permission of England — and we are not to submit to unreasonable & unjust constructions of the Treaty for fear of her resentment. It is our inclination & our policy to yield to no injustice, & to do none. Acting on this system, if England insists on a quarrel, however we



may lament the Calamity, we need not fear the result, if our own People are satisfied that the Government has acted in all instances right. But amicable & candid explanations are due to England & to ourselves — I should presume it would be very proper to assure her immediately, that to obtain Peace with France, we would sacrifice no just right of England: — and that a fair & candid representation of the true grounds of difference between the Commissioners should be immediately furnished to M<sup>r</sup> King, with assurances of the sincere desire of the Government to execute justly the Treaty according to its true meaning — perhaps it might be found that some constructions of our Commissioners might be yielded, & that England might be told on what fair ground we could meet her.

Col Pickering is certainly too much occupied with the business of his Department to find time to understand this subject so well as our Commissioners & the Attorney General must do, and it has therefore appeared to me that the best course would be to call these Gentlemen — at least the Attorney General to the seat of Government to prepare the representation, which should afterwards be pruned by the heads of Departments of every thing like acrimony & of any argument, if any such found admittance, calculated to confute rather than convince. — thus corrected, it might be submitted to the President. Now, it seems to me, that this course could not be adopted without the direction of the President — nor indeed so well executed, without his presence, and I think the Peace of the Country may depend upon taking the true ground now, & upon promptly carrying into effect the proper measures to prevent a misunderstanding, where it is so much our Interest to be understood.

The great number of captures & condemnations at Providence & Jamaica, of our Vessels have produced a sourness among the best of our Merchants, which will increase. If they arise from the avarice & iniquity of the Judges without any agency on the part of Government, they would cease on a representation of the injury. If they are countenanced by the Government, they would probably cease & reparation be made, if misrepresentations and prejudices are removed — at all events it is degrading to our Government to suffer them to continue, without an effort to prevent them.

On the subject of the Mission to France, your Character is known throughout the whole of the Country, the Gent<sup>l</sup> who fill the great offices more immediately connected with the President, however high their merit, & however respected where known, not having before acted on the great Theatre in conspicuous stations, are not enough known to inspire the same degree of confidence — and it may not be believed, that the Instructions to the Ministers will wear exactly the same complexion if you are at Quincy when they are delivered, as they would have done, had you been on the spot.

As to the considerations, which I meant as more immediately relating to yourself, I have been apprehensive that artful designing men, might make such use of your absence from the seat of Government when things so important to restore Peace with one Country & to preserve it with another, were transacting, as to make your next election less honorable than it would otherwise be.

I have thus, Sir, in a very tedious letter indulged myself in great freedoms. I have given my opinions with candor, but with great

diffidence, for I am sensible that I am but a poor politician. I hope you will not think the trouble of an answer, at all necessary. Whatever course you take, my inclination will prompt me to think right, & my Duty to support. I will however observe, that if you should come to Trenton by the 10<sup>th</sup> of October, it will be in time to see the Ministers, should they proceed on the Mission — In one month later, it will be safe to go to Phil<sup>a</sup> where I presume you would choose to be, about that time.

I have the honor to be with the highest respect & esteem

Sir

Y<sup>r</sup> most obed<sup>t</sup> Serv<sup>t</sup>

BEN STODDERT.

[NDA photostat.]

To Thomas Bulkeley, U. S. Consul, Liabon, Portugal, from  
Captain Alexander Murray, U. S. Navy

U: S. FRIGATE *Insurgente*  
13<sup>th</sup> September 1799. *River Tagus*

THOMAS BULKELEY Esq<sup>r</sup>

SIR My Nephew M<sup>r</sup> Dan<sup>l</sup> Murray will have the Honor of handing you this, by whom I have the pleasure of informing you of my arrival here, with the *Insurgente* under my Command, he is a young Gentleman of Respectability, and one of my Midshipmen to whom I must request your civilities.

As this is a casual Visit (having an extensive power to cruise in any direction I chose) I have merely call'd in here to fill up my Water Casks, & to procure a few refreshments, which I must beg the favor of you to aid me in & that you will without delay, send me down a proper Craft to take in my empty Casks, to have them fill'd, as my time is very circumscribed, & can only be with you 'till this business is completed, the intention of my Cruise is to give protection to our commerce, & your Advice on this head, will be very acceptable, & should be very happy to renew our old Acquaintance in Philadelphia better known to you, & your Father, under the firm of Miller & Murray.

I beg you will favor me with a line, or should be more highly gratified with your company on board the *Insurgente*, as I wish much to be informed with regard to any particular etequette, that is required from public ships, with regard to salutes, or other matters, previous to my going any higher up the river, for I cannot give a salute without an assurance of a return of the like number of guns; for we being the first American man of War that was ever at Lisbon, I am induced to be the more circumspect.

If M<sup>r</sup> Smith has return'd from Constantinople, I beg my respects to him, & a communication with him respecting my public situation, may not be amiss, for tho' but in our Childhood with regard to our navy, we feel a degree of consequence.

With great respect

I am

Your most Obed<sup>t</sup>

[NDA. A. Murray's LB, 1799-1805.]

To Naval Constructor Joshua Humphreys, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 13th September 1799*

M<sup>r</sup> JOSHUA HUMPHREYS

SIR By mistake the Brig *Augusta* has come up to the City but is again ordered to Marcus Hook where I presume she will be tomorrow — Lieu<sup>t</sup> M<sup>r</sup> Elroy is ordered to take charge of her and to pay Cap<sup>t</sup> Bird the extra wages & expence for provisions of himself and a few hands for carrying her down — In the event of M<sup>r</sup> M<sup>r</sup> Elroy not arriving in time I am to request the favor of you to make the payment in question, discharge the people & receive the Brig —

I am Sir

Y<sup>r</sup> obed. Serv<sup>t</sup> —

[NDA. GLB, Vol. 2-1799.]

To Lieutenant Archibald McElroy, U. S. Navy, from Secretary of the Navy

NAVY DEPARTMENT

*Trenton September 13 — 1799*

Lieut ARCH<sup>d</sup> M<sup>r</sup> ELROY

SIR The Brig *Augusta* is ordered to Marcus Hook to be fitted out as a Cruiser if in the opinion of M<sup>r</sup> Humphries she is fit for it — You will therefore be pleased to repair to that place and receive her from the hands of Captain Comfort Bird agreeably to the Inventory inclosed — You will also be pleased to pay Captain Bird and such hands as he may employ their wages for carrying her down from Philadelphia & for such provisions as Captain Bird may find it necessary to purchase —

I am Sir

Y<sup>r</sup> obe<sup>d</sup> Serv<sup>t</sup>

Please return the Inventory —

[NDA. OSW, Vol. 2, 1799.]

To Secretary of War from Secretary of the Navy

[TRENTON]

*Navy Department — — Sept<sup>r</sup> 13 — 1799*

THE SECRETARY AT WAR

SIR By the enclosed letter from Major Burrows you will perceive that the Marine Corps is not adequate to the purpose of furnishing a Guard for the Sixty Prisoners at Norris Town and the other Services to which they are and may be appointed — —

Will you be pleased therefore to issue an order that the guard at Norris Town may be relieved by a competent number of the infantry of the Army — —

With the greatest respect I have the honor to be Sir

Yr Obed Serv<sup>t</sup>

[NDA. Sec. War, LB, 1798-1824.]

184 NAVAL OPERATIONS; AUGUST 1799-DECEMBER 1799

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Friday, 13 September 1799

These 24 hours begin with moderate breezes and clear weather  
At 1 Set Royals at half past 1 Set Studding sails. at 3 In royals  
Staysails and Studdingsails and outer Jib at half past 3 In top  
gallant Sails and up Courses. backd the Main and Mizzen topsails  
Spoke with and boarded the Brig *Bayonne* of Norwich bound to  
Surinam Elisha Hutchinson Master out 14 days. at 4 Made Sail,  
at 6 In first reef in Each Topsail

At PM Tackd Ship to the Southw<sup>d</sup> and Westward. Moderate  
breezes and Clear weather

At 2 Cloudy In Stay Sails

At 5 Moderate and Clear

[At 7] Light airs and Clear weather Employd as nessesary  
hoisted out two of the Starboard Pumps. Carpenters Employd  
Repairing the pumps and Fishing a Main topsail Yard.

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 13 September 1799

First [part] steady breezes & pleasant Weather employ'd turning  
to windward —

at 1 P M the Comm<sup>o</sup> came on board

At 7 Deseada bore W by S 7 leagues

at 8 the Comm<sup>o</sup> went onboard

Middle Part D<sup>o</sup> wind & cloudy took in & made sail as necessary

Ends pleasant employ'd beating to windward in Comp<sup>y</sup> with the  
*Ganges*

[Latitude Observed 16 . 17 N. ]  
[Longitude Observed 60 . 09 W. ]

[HS of Old Newbury, Mass. NDA photostat.]

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Extract from journal of Lieutenant John Mulloony, U. S. Navy, commanding  
U. S. Ship *Montezuma*, 13 September 1799

At 8 P.M. Came to, below Fort M<sup>e</sup> Henry, nothing material having  
occurred, during the passage up the Bay —

[NA.]

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To Secretary of State from William Smith, U. S. Consul, Lisbon, Portugal  
(Private)

LISBON, Sep. 14. 1799

DEAR SIR The day before yesterday the *Insurgente* Frigate arrived  
here from a Cruize in 29 days from Hampton Roads during which  
time She cruized off the Western Isles & as far north as Vigo, but  
met no frenchmen. She will sail the day after tomorrow, & after  
looking perhaps into Cadiz & Gibraltar go to the West-India Station.  
From various acco<sup>ts</sup> we had been led to expect two frigates to be  
stationed in the Mediter<sup>n</sup> but Cap<sup>t</sup> Murray says the project will not  
take place. A British frigate arrived here two days ago, having on  
board Lord Elgin the new Ambass<sup>r</sup> for Constant<sup>n</sup> He has just left

me, after a visit of an hour, during which he stated the conversation he had had with M<sup>r</sup> King on the subject of my mission & proffered the politest tender of his services; sho<sup>d</sup> I go to Const. it will be very agreeable to me to have made a previous acquaint<sup>s</sup> with a gentleman, whose influence will be very great & whose acquirements & manners will make him an interesting acquaint<sup>s</sup> — From him I learn that the British Troops had landed on the Island of the Texel after an engagem<sup>t</sup> with the french troops, in which the former lost about 400 men & the latter a much greater number: two Ships of the Line & 5 frigates had already surrendered & it was supposed the remainder would do the same, as the English had a command<sup>r</sup> position & the Dutch were well disposed. I sent you lately a copy of some observations made to me by a friend in London who had conversed with Count Woronzow on the subject of our negot<sup>n</sup> with the Porte; L<sup>d</sup> Elgin who has lately had some conversation with the Count informs me that our late nominat<sup>s</sup> of Envoys to France has consid<sup>r</sup> displeas'd the Russ. Gov<sup>t</sup> & that the Count expressed himself on the subject with warmth. I observ<sup>d</sup> to L<sup>d</sup> E. that the conduct of our Execut. had been much misunderstood, that so far from shewing any propensities to french principles, we were at open war with them, as well as with France, that our Execut. had said nothing more than the Executive of Eng<sup>d</sup> after the return of L<sup>d</sup> Malmesbury from Lisle, viz., that we were still disposed to renew our connexions of amity with France, whenever she sho<sup>d</sup> shew a disposition to treat on terms rational & honorable, that after our Envoys had been refused a reception, the Presid<sup>t</sup> had made a public declaration that he would send no more Envoys till he sho<sup>d</sup> receive the fullest assurance of their being rec<sup>d</sup> &<sup>t</sup> &<sup>t</sup>; that our gov<sup>t</sup> not satisfied with the assurances rec<sup>d</sup> would not, (tho Envoys were nominated, which was unavoidable as the Senate were about to adjourn till Dec<sup>t</sup>) send them forward till further assurances of the most satisfac<sup>r</sup> nature were transmitted by the Directory, & that unquest<sup>r</sup> no accomod<sup>n</sup> would take place between the U. S. & F. until such a change of conduct & principles sho<sup>d</sup> take place in F. as would ensure a safe, honor<sup>bl</sup> & lasting peace. I added some other observ<sup>ns</sup> tending to remove every suspicion that we had a secret hankering after french principles & to prepossess him favorably respecting our policy & views. On my observ<sup>t</sup> that tho we were always ready for war to defend our just rights, yet no wise nation would wantonly seek war, when peace was attainable on proper conditions; he said, that was true generally, but the present views of F. were so hostile to all regular Gov<sup>ts</sup> that they required the hostility of all regular gov<sup>ts</sup> to defeat them; I ans<sup>d</sup> I agreed with him, & was convinced that no accomod<sup>n</sup> wo<sup>d</sup> take place between the U. S. & F. while the present views of F. predominated, nor until such a change sho<sup>d</sup> occur as would ensure the safety of our gov<sup>t</sup> from Jacobinism. He seem'd pleas'd with this explanation & renewed his offers of service in the friendliest terms. —

The french papers will give you an insight into the internal state of the great Nation. Nothing material since my last as to their external state, except some tempor<sup>r</sup> advantages of Massena, which are greatly exagg<sup>d</sup> in those gazettes, & which the Russians have by this time rectified.

I am D<sup>r</sup> Sir with gr<sup>t</sup> resp<sup>t</sup>  
Your obed Servt

W[ILLIAM] S[MITH]

To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[TRENTON]

*Navy Department 14th September 1799*

WILLIAM CRAFTS Esq<sup>r</sup>  
*Charleston South Carolina*

SIR I am honored with your letter of the 30th Ult<sup>o</sup> on the subject of the French Schooner [*Adelaide*] sent into Charleston by Captains Haywood & Payne — It is a transaction much to be lamented as she undoubtedly was what she professed to be, a flag from General Touissant — You will receive enclosed the copy of a letter from M<sup>r</sup> Iznardi our Consul at the Havana to the Secretary of State on the subject of this vessel — Some explanation seems necessary from Captain Haywood in relation to the charge of plundering the crew or passengers —

This Vessel not being armed, not even having Muskets or Pistols on board could not be considered an armed Vessel within the meaning of our Laws, nor of the Instructions Capt. Haywood had received, yet if he had tolerable grounds to believe that she had been armed and had thrown her Guns overboard, it was justifiable in him to capture her — On this subject it is expected he will be particular in detailing the information he received & the source from whence he obtained it —

I have now by the authority from the President to request that you will cause the Vessel to be delivered up immediately to her Commander, and (as I presume Captains Haywood and Payne are now at Charleston) every article taken from her, her Crew & Passengers to be scrupulously restored, that you will furnish her with such supplies of provision as will be fully sufficient to take her back to S<sup>t</sup> Domingo & that you will give all necessary aid to the Captain to expedite her departure — any other expenses besides Provisions necessarily incurred at Charleston by this Vessel must be paid by the Public — You will please to transmit to me a particular account of this expenditure — I have enclosed a Passport which be pleased to deliver to the Captain —

I have the honor to be Sir

Your obed. Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT].

“I have not enclosed the Passport — If the Secretary of State should not send you one in time, give the Captain a paper signed by yourself which will insure her good treatment from the American Vessels — Pray enquire about the Dispatches from the Governor of the Havana.”

[NDA. GLB, Vol. 2, 1799.]

To Lebeus Loomis at St. Thomas, presumably from Benjamin Hammell Phillips,  
U. S. Consul at Curacao

CURACOA 14<sup>th</sup> Sep<sup>r</sup> 1799

LEBEUS LOOMIS Esq<sup>r</sup>

SIR I take the liberty of addressing you having been informed that you have been appointed Consul for the United States at S<sup>t</sup> Thomas — If I am wrong, I beg you will pardon me, in one thing however I cannot, and as the friend of America I presume to claim your assistance, the subject is momentious & urgent.

I enclose a Letter w<sup>h</sup> I have this day sent a Copy to the Sec<sup>y</sup> of State & by w<sup>h</sup> you will perceive the nature of the case.

My request is that you will endeavour by your influence to save a large number of your countrymen *from destruction*, by prevailing on Two of the United States Cruisers to come here immediately & in my name assure them of every mark of friendship from this Government, & every assistance w<sup>h</sup> they may from time to time stand in need of — to Commanders of the United States Cruisers no other motive is necessary than being placed in a situation to serve & protect their countrymen — but independent of that consideration, they will have many opp<sup>s</sup> of capturing property of the common Enemy.

I beg to recommend the subject to your pointed Attention & Energy in application

I am most respectfully

Sir!

Your ob<sup>t</sup> Serv<sup>t</sup>

[SDA. French Spol. CA Curacao, 1797—1801.]

[Enclosure]

To the Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

14<sup>th</sup> SEP<sup>r</sup> 1799

Brig care Foulke Per *Charlotte*

The SEC<sup>y</sup> OF STATE

I had the honour to write you on the 20<sup>th</sup> July & have now to refer you to its contents because I have heard of the arrival of the Ship *Traveler* who carried it.

It is much to be lamented that no American Cruisers have visited this neighborhood — The Trade carried on here with America is extensive, the property employ'd large & its Citizens residing here & transient are numerous, & it appears to me Merit attention & protection; of the latter the Trade here has had no share but by accident.

Agreeably to what I have already written on this subject, the danger of our lives & fortunes is hourly increasing, not from the Government, but a vile set of designing villians, a number of these with the French General Deveaux at their Head had formed a Plot to sieze on the Gov<sup>t</sup> & to new model it, w<sup>h</sup> effected the Officers not in their interest were to have been Murdered & every person who spoke the English language (who they call Aristocrats) were to have fallen in the same way & their property siezed & applied to their impious purposes & altho' this scheme is discovered & a number of the principals have been secured, yet the danger is not by any means over, because there is well grounded reason to believe that a number of small vessels will convey Troops here from S<sup>t</sup> Domingo to further their plan & to *destroy us*.

I conceive that it cannot be necessary to say any thing by way of argument to induce the Government of the U. S. to give protection to its Citizens & their property situated as such is in this place & Trading conformable to the Laws.

I declare in the most soleumn manner that unless *Two Vessels are immediately* sent to our relief that I am of the opinion that we are *ruined & lost*.

P. S. I am requested to forward under your care a Letter w<sup>th</sup> is inclosed herewith, & to pray that it may be forwarded with as much speed as possible — I design to write further in a few days — when I shall communicate an affair w<sup>th</sup> took place between the Dutch Frigate *Ceres* & Cap<sup>t</sup> V[ridenbur]g of the Brig *Sukey* of Philadelphia.

[SDA. French Spol. CA Curacao, 1797-1801.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 14 September 1799

First [part] moderate & cloudy weather employ'd beating to windward in Company with the *Ganges*

Middle part D<sup>o</sup> Weather, at 10 AM set T G Sails

Latter part Moderate pleasant Weather —

[Latitude Observed 17.53 N.  
Longitude Observed 60.05 W.]

[HS of Old Newbury, Mass. NDA photostat.]

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[15 September 1799]

Extract from a letter concerning the visit of U. S. Frigate *Insurgente* to Lisbon, Portugal

“We have had the *Insurgente* frigate here for a few days; the appearance of so fine a ship under the American flag, recalling the glorious heroism by which she was added to the American navy, has greatly exalted the American character, and will, no doubt, render our government more respectable and our navigation more safe — All nations will be disposed to show more respect than they have hitherto done, for a flag which waves over such a ship.

“Yesterday, Mr. Smith (attended by Mr. Bulkley, the consul of the U. S.) and his secretary, went on board the *Insurgente* to breakfast with capt. Murray; the regulations of the port not permitting a salute, every other mark of respect was shewn — on the minister's arrival the yards were manned, the officers and marines were drawn up on deck, and presented their arms while the music played the President's march. After breakfast, and Mr. Smith had visited every part of the ship, the men were exercised at the great guns, and went through all their manœuvres; amongst others, those of the pikemen or boarders, all of which were performed with great skill and activity — On the minister's departure the yards were again manned, and the officers drawn up on the poop gave three cheers, which were repeated by the whole crew and answered by the minister and the company in the boat, who returned to Lisbon highly gratified by the excellent discipline, good order and fine appearance of the crew, and the gentlemanly deportment and judicious regulations of the gallant captain and his brave officers.

I introduced captain Murray to the British captains of men of war, and they have exchanged signals.

[LC, “Claypoole's American Daily Advertiser” (Phila) 6 Nov. 1799.]



To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT Sep<sup>r</sup> 15 1799

The *United States* frigate Commodore Barry arrived here on the 12 Inst<sup>t</sup> the supplies required for her we will duly furnish — The *Gen Greene* is yet in Port. Cap<sup>t</sup> Perry informs us, that he intends sailing the 18 Inst<sup>t</sup> — The supplies required, and which we have furnished for the *Gen Greene*, have been larger than we expected, considering the very full manner she was provided when she sailed — We expect to have the remainder for our accounts for them made up this week, to be included in our next weekly statement. — We shall be obliged in your ordering Ten thousand dollars, to be remitted us in a draft either on this place, Providence New York or Boston, as most convenient, either of which being equally convenient to us. —

HON<sup>r</sup> BENJAMIN STODDERT Esq —

[Newport HS, Gibbs & Channing LB.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 15 September 1799

Moderate breezes and Clear weather. PM at 1 Saw a sail to the Eastward Made Sail and Gave chase

At 5 Set Studdingsails and Royals.

@ 6 took in Studding sails, at 9 came up with the chase and boarded her found her to be an English Schooner from Newfoundland bound to Martinique out 20 days

At 12 Moderate breezes and Clear weather

AM at 2 Fresh breezes and hazy weather In Top Gallant sails, at 3 fresh breezes and cloudy Split the Main Topsail. Sent it down and bent a new one

@ 8 Set T G<sup>t</sup> Sails. Saw a sail to the Eastward Gave chase made all sail by the wind

@ 10 fired a Gun at 11 came up with the chase found her to be a Hamburgh Ship from Bengal in possession of the French, had been taken by a French National Corvette bound to S<sup>t</sup> Domingo ten days ago —

[Latitude Observed 20.29 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 15 September 1799

First part moderate breezes & pleasant the *Ganges* in Comp<sup>t</sup> at 1 P M in T G Sails

at 8 bore away under Easy sail

Middle part cloudy & Squalls of rain, at 5 A M wore Ship to the South<sup>t</sup>

Latter part fresh breezes & hazey standing on a Wind to the South<sup>t</sup>

Distance per Log 120 miles

[HS of Old Newbury, Mass. NDA photostat.]

[16 September 1799]

To Secretary of the Navy from Captain Alexander Murray, U. S. Navy

U: S. FRIGATE *Insurgente*  
Lisbon Sep<sup>r</sup> 16<sup>th</sup> 1799.BENJ<sup>r</sup> STODDERT Esq<sup>r</sup>

SIR I have never had but one opportunity of writing to you since I left America, which was by a Vessel we had boarded, bound to New York, I have now the Honor of advising you of my having put in here on the 13<sup>th</sup> inst for the purpose of filling up my Water, and to get a few necessaries, as well as to obtain information respecting our commerce, & this day I shall sail again to cruize off Cadiz & Algeiras, & from thence to Madeira, where I hear, our vessels have been much hamper'd of late, by French Cruisers from thence, I shall proceed to the West Indies, and have no doubt but it will have a good effect, our shewing ourselves here, & on the European Coast, as it seems to give General joy to see an American Frigate in these Seas.

I hope it will not be displeasing to the President & yourself the rout I have taken should I not succeed in capturing any of the enemies Vessels, and shall really leave this with regret if I do not fall in with some of them, for be assured they shall be industriously sought after; I have boarded near thirty sail of Vessels, of different nations, since I pass'd the Azores, & met but with one British Man of War; the most of them British Vessels, so that Trade appears to be very unprotected, and we are now told that there are vast numbers of Corvettes & privateers, flocking out of the ports of France since the Fleets got into Brest.

I had thirty days passage to this port but could have been here in three weeks, but for the chasing of every thing we saw, & came up with them all but one that we lost sight of in the night.

It may appear strange to you that I should so soon put into Port to water, but as it was necessary that I should go into some Port in Europe before I set out for the West Indies and being near this, I concluded that we should lose less time by calling here than any other place, and more likely to obtain the information we wanted but I very much regret that from my not having Petty Officers for the different departments, till the day of my departure (& at last come away without a Carpenter to make me out proper indents) that we have since found ourselves deficient in several Articles, & which I have been obliged to obtain here, as to the charge of small spars & boards, which you will find in the account that will be transmitted to the naval department, it has arose from accident, having carried many of them away in chase, being dry rotten, which was the case with our half ports for which the boards are designed, I am induced to be thus particular, because I would not like to be deemed an extravagant Commander, and have in consequence signed an account in favor of Mess<sup>rs</sup> Jn<sup>o</sup> Bulkely & Son for 406\$112

I have been very politely treated by M<sup>r</sup> Smith our Envoy, as well as M<sup>r</sup> Bulkeley our Consul, they are both highly gratified in seeing us here, & are anxious to see our Nation assume a consequence among other naval Powers, & tho' our present abilities are not paramount to our inclinations yet a little dash abroad, may not be amiss, I have

endeavour'd to assume all the consequence in my Power, and have been very politely received by all the British Commanders I have met with at Lisbon, & have distributed our signals among them, with their Promise to furnish all the cruisers on the station with Copies which may be serviceable to any of our ships you may send here in future, and indeed I think they would be well employ'd on the European station at any time.

I hope to have the honor of writing to you again soon & am with great respect

Your most Obed<sup>t</sup> —

[Note: See letter to Secretary of the Navy from Captain Alexander Murray, U. S. Navy dated 26 September 1799.]

[NDA. A. Murray's LB, 1799-1805.]

To Master Commandant William Bainbridge, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 16<sup>th</sup> Sept<sup>r</sup> 1799

Captain WILLIAM BAINBRIDGE  
Brig Norfolk — New York —

SIR On receipt of this you will please to proceed to the Havana where you will find or where you will soon be joined by the Brig *General Pinkney* [Pinckney] Captain Haywood who will act under your command —

You will employ those two vessels in protecting our Trade to the Havana & in capturing the Privateers which molest it and consider your Cruising Ground to extend to the whole of the North side of Cuba & wherever else in the vicinity of Cuba you can be useful, appearing off the Havana frequently for the security of our Vessels going in or coming out of port.

You will get any Supplies you find necessary from the American Consul & the Governor of the Havana will receive you with Hospitality & Friendship — I am informed that the French privateers have possession of a little place called Sugar Key in the old Channel of Bahama. — I need not urge you to activity & Enterprize — Let me hear from you by all opportunities —

I have the honor to be

[NDA. OSW, Vol. 2, 1799.]

[16 September 1799]

Extract from letter to the Editor of "New Hampshire Gazette" from Captain George Little, U. S. Navy

[U. S. S. Boston — at Sea]

"I have just spoken the *Carnatic*, an English 74, which had on board the crew of the schr. *Violet*, of Baltimore, John Conway, master; which was uspet in lat. 27, 30, long. 62, by a water spout, and her crew taken up by the *Carnatic* in long. 72, fourteen days after they left the schooner. Four men perished with hunger, and the residue are too weak to be removed. The *Carnatic* is bound to Jamaica.

"The *Boston* exceeds even the most sanguine expectations of Bostonians in sailing. We see nothing which we do not overtake, and

although we have spoken four English frigates, and one 74, we could outsail them all — the latter we had a trial with this afternoon, and outsailed her.”

[LC, “N. H. Gazette” (Portsmouth, N. H.) 6 Nov. 1799.]

Letter to Lieutenant Charles C. Russell, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department September 16<sup>th</sup> 1799*

Captain CHARLES C RUSSEL

Ship *Herald* Boston —

SIR I believe you have already received all the Circular Letters & Instructions herewith except the last, But you may destroy those you have & substitute those now sent you for your Government

I rely that you will be ready for sea by the time this gets to your hands, you will therefore please to proceed with the *Herald* to Cape Francois in the Island of Saint Domingo and there exert your utmost force & ability to protect our Trade & to capture or destroy the French Armed Vessels which molest it —

You will find on that Station the *George Washington* Captain Fletcher, the *Boston* Captain Little, the *Norfolk* Captn Bainbridge & probably the *General Greene* Capt Perry — With those vessels you are to cooperate under the command of the Senior Officer —

You will by all proper means cultivate a good understanding with General Touissant and the people belonging to that part of the Island over which he has the command —

M<sup>r</sup> Nathan Levy is the Navy Agent at Cape Francois & Doctor Stevens the American Consul — From the former you may obtain any supplies you may stand in need of tho’ you should on account of the expence of obtaining supplies in the Island be as frugal as practicable, and from the latter you may obtain should Captain Fletcher & Captain Little be absent from Cape Francois at the time of your arrival information which may be useful to you in your early operations

The *Herald* is one of our oldest Vessels in Service, and she has been so unfortunate as never to have been in Action nor to have captured any thing — Now that she is altered and a Fast Sailer, I hope that you will raise her Character as well as that of the Officers & Crew to be as high as any in our Service —

If there be any Merchant Vessels ready at Boston bound for Saint Domingo you may take them under convoy, but dont wait more than two days for this purpose —

Wishing you great Success & frequent opportunities of distinguishing yourself —

I have the honor to be with Esteem and regard

Sir

Your most obed<sup>t</sup> Serv<sup>t</sup>

Enclosed in this Letter Circulars of 29 Dec<sup>r</sup> 1798 — 16 January — 12 March & 2 Circulars of 29 July 1799 — Also Circular dated 5th September 1799 — —

[NDA. OSW, Vol. 2. 1799.]

To the Commanding Officer of the United States Vessels of War off Saint Domingo  
from Secretary of the Navy

[TRENTON]

Navy Department 16<sup>th</sup> September 1799

The Commanding Officer  
of the United States  
Vessels of War off Saint Domingo

SIR It was imagined that the Havana would be Shut against our Trade, and that therefore there would be less occasion for us to keep Cruisers on that Station. But by late advices it appears that the ports are open to our Vessels with provisions — You will be pleased therefore to direct Captain Bainbridge of the *Norfolk* to proceed to the Havana in pursuance of the orders herein enclosed — You will receive this by Captain Russel who will join you on your Station and act under your command —

I have the honor to be

Sir

Y<sup>r</sup> obe<sup>d</sup>t Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

[TRENTON]

Navy Department 16 September 1799

WILLIAM CRAFTS Esquire  
Charleston

SIR I am honored with your Letters of the 27, 30, & 31 Ult<sup>o</sup> — As to the frames for the 74 Gun Ships I can only observe that it will lead to embarrassment and delay more than they are worth to make Contracts which are not to be fulfilled — Captain Cross writes me the 31<sup>st</sup> August that he expects to be obliged to go to New York for men — The fever unfortunately prevails there and would interpose difficulties, But if he cannot get his Crew at Charleston he must go to New York — The *General Pinckney* [*Pinckney*] I make no doubt is in Charleston, pray send her off to the Havana again as soon as possible & with orders to the Captain not to Return again to the United States for want of provisions which might have been supplied at the Havana as the Consul informed the Captain It is probable Captain Bainbridge of the Brig *Norfolk* will be the Commanding Officer on that Station whose orders or whatever Senior Officer the Captain of the *General Pinckney* finds on that Station he must obey.

The *South Carolina* as I before wrote you must return to the Service for which she was originally destined —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary  
of the Navy

[TRENTON]

*Navy Department 16th September 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & Co.  
*Boston —*

GENTLEMEN Concluding from late letters of Captain Russel as well yourselves that he will be ready for Sea by the time he can receive any communications from me I have this day forwarded his orders — Should there be any Vessels bound for Saint Domingo from the Eastern ports Captain Russel will take them under convoy provided they are ready for Sea — Touissant is very much in want of Lead, and if any vessels could take it out as Ballast, it would certainly go to a very advantageous market —

If Captain Russel can take with him Mess<sup>rs</sup> D. Beck & Davidson they can sail for this cruise without warrants with which they shall be furnished on their return.

I have the honor to be Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary  
of the Navy

[TRENTON]

*Navy Department 16th September 1799.*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>  
*Boston —*

GENTLEMEN You will be pleased to pay Solomon Munro, Adm<sup>t</sup> of Jn<sup>o</sup> Lewis D<sup>t</sup> 18 58/100 Dollars due him for pay in the *Constitution* and take his receipt on the Certificate enclosed which will be passed to your credit with the Accountant.

Mess<sup>rs</sup> J. & E. Watson made a Contract last winter with the same person who before supplied anchors — I am waiting with anxiety to have the first delivered — to be delivered in this month well examined that a stop may be put to the Contract if the Anchors turn out inferior The one of 6400 which you can buy cheap is too heavy for the Frigates — too light for 74<sup>s</sup> M<sup>t</sup> D. Beck & M<sup>t</sup> Davidson shall be attended to —

I have the honor to be

[NDA. GLB, Vol. 2, 1799.]

[16 September 1799]

Account of sales of Schooner *Atalanta* and Cargo, captured by the U. S. E. C. Brig *Pickering*

Sales of Schooner *Atalanta* and Cargo, captured by the U. S. Brig *Pickering* Benj Hillar Esquire Commander.

1799 Sept 16.	Inv Bradley & Co.....	10	hbds Sugar	10092 n <sup>t</sup>	66/6.		£335	11	2	
	Ben Amory Jr.....	10	ditto	9342 n <sup>t</sup>	62/.		289	12	-----	
	Benja Amory Jr.....	10	ditto	10170 n <sup>t</sup>	65/.		380	10	6	
	Benja Amory Jr.....	10	ditto	9702 n <sup>t</sup>	66/6.		322	11	9.	
	John Bradley & Co.....	10	ditto	10386 n <sup>t</sup>	66/6.		345	6	8	
	Benja Amory Jr.....	9	ditto	9162 n <sup>t</sup>	60/6		277	3	-----	
	John Bradley & Co.....	7	ditto	6515 n <sup>t</sup>	72/.		234	11	6.	
	John Bradley & Co.....	3	ditto	3542 n <sup>t</sup>	45/.		79	13	11	
	Mary Bancher.....	4	barrells	1084 n <sup>t</sup>	52/		28	3	8	
	Saml Gould.....	1	ditto	246 n <sup>t</sup>	140/.		17	4	5	
	Benja Amory Jr.....	1	ditto	243 n <sup>t</sup>	116/.		14	1	10	
	Benja Amory Jr.....	1	ditto	207 n <sup>t</sup>	130/.		13	9	1.	
	Saml Gould.....	1	ditto	260 n <sup>t</sup>	133/.		17	5	9½	
	D L Abarbunel.....	1	ditto	260 n <sup>t</sup>	100/.		13			
	W <sup>m</sup> Ferrey. [or Terrey].....	1	ditto	240 n <sup>t</sup>	94/.		11	5	7½	
	Cash.....	13	hbds Mollasses	1290 q <sup>m</sup>	2/2		139	15	-----	
	ditto.....	1	Cloathes.				4	2	6	
	Samuel Gould.....		The Schooner & tackle.....				330	-----	-----	
							£2 803	8	5	
	----- Charges -----									
	Canoes to land Cargo.....				19. 16.					
	Cooperage & Nails.....				2. 8. 6					
	2 Men taking care Vessel 9 days each.....				11. 2. 9					
	Commission, Portorage & Storage—									
	@ 7¼ pr Cent.....				210. 5. 1		243	12	4	
	One half amount paid to Captain Hillar April 26 <sup>th</sup> 1800.....				£1 279. 18. 1.	carr <sup>d</sup> forward	£2 559	16.	1	
	One half carried to Credit of the United States Pr Acc <sup>t</sup> Current.....				1 279. 18. 1.		£2 559	16.	1	

Errors Excepted

Saint Kitts August 31<sup>st</sup> 1800

DAVID M CLARKSON

[NDA, XZ.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Monday, 16 September 1799

Moderate Breezes and Clear Pleasant weather, Rec<sup>d</sup> ten french Prisoners from the Prize Ship *Amelia* Sent on board the *Amelia* Lieutenant Bosworth. One Quarter Master and 16 men. Also Sent on board the prize

one Barrel of Beans	}	Fortyfive Gallons of Vinegar
Two Barrells of Beef		Ten Gallons of Molasses
one Barrel of Pork		Twentyfive Gallons of Rum
one Barrel of Flour		and 25 pounds of onions.

With orders to make the best of their way for New York  
 [At 10] Fresh breezes and hazy weather  
 At half Past 11 Set Top Gallant Sails  
 [At 2] Fresh breezes and Clear weather  
 AM at half Past 6 Set the Staysails

Latter part fresh breezes and Clear weather, People employd as occasionally

Sailmakers employd repairing a Main topsail

Set Up the Mizzen Topmast Shrouds

[Latitude Observed 18. 46 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 16 September 1799

First part fresh breezes & hazey weather at one P M the Cap<sup>t</sup> went onboard the Comm<sup>o</sup> at 6 D<sup>o</sup> return'd

Middle Part Steady breezes & pleasant weather at 9 A M set the Courses

Latter part D<sup>o</sup> Weather, Set T G Sails —

[Latitude Observed 17' 34° N.]

[HS of Old Newbury, Mass. NDA photostat.]

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To Secretary of State from William Savage, U. S. Agent, Kingston, Jamaica

KINGSTON JAMAICA 17<sup>th</sup> Sept<sup>r</sup> 1799

SIR On the 9<sup>th</sup> Instant, I had the Honor to receive your letter of 3<sup>d</sup> July, with another paper under the Seal of the United States, designating me the Agent for the States, also Instructions for my government which I shall attend to —

I have on all occasions given my best advice and every humane attention has been paid to the American Seamen, many of whom have experienced much distress —

In my capacity as a Magistrate I have been fortunate in liberating many Seamen that have been impressed on Shore, but when they are once on the water my power ceases; Admiral Parker pays no kind of attention to my applications, and in a Letter I received from him a few days since, he expresses his surprize, that I should make any further applications for the release of American Seamen, after the letter he wrote me under date of 7<sup>th</sup> July, a Copy of which I did myself the honor to transmit you — my motive for application was to releive eleven unfortunate Americans in the Naval Hospital at Port Royal, whose names are distinguished in the list that accompany's this, by the letter N in red Ink against them —

From the best information I have been able to collect, I have reason to beleive there are upwards of Two hundred and fifty Americans on board the squadron on this Station, the list is by no means so correct, as I could wish, which arrises from the verry imperfect manner in which the Individuals have represented themselves, and in many instances from the imperfect manner the protections have been fill'd up, by the Collectors of the different ports; I beg leave to recommend that the name of the Town be inserted where each person was born or last resided —

I hope and trust some measure may be adopted to give relief to this unfortunate class of men; but in the intermediate time, protections with a letter from M<sup>r</sup> Liston I have no doubt will have the desired effect —



I beg leave to inclose my Account made up to this time, with remarks thereon, amounting to the sum of £ [ ] which I may shortly have occasion to draw for —

I beg leave to observe that the Habeas Corpus for John Edes was made out in the name of Cap<sup>t</sup> Lott Crapo, master of the Ship *Thomas & Sarah*, belonging to Philadelphia, who repeatedly promised to call and refund the expences that had been incurr'd, but he verry improperly left the Country without fulfilling his promise.

I therefore presume you will give directions, that he is called upon to refund the Government this advance, one of his owners was here, and interested himself in the Business and is equally liable; this business took up much of my attention and I cannot help expressing my disapprobation of Cap<sup>t</sup> Crapo's conduct —

I have the Honor to be with  
 Much Respect  
 Your Most Ob Hum<sup>e</sup> Serv<sup>t</sup>

W<sup>m</sup> SAVAGE  
*Agent for the U States of America*

TIMOTHY PICKERING Esquire  
*Secretary of State  
 Philadelphia*

[SDA. CL, Kingston, Ja., Vol. 1, 1796-1828.]

To David M. Clarkson, U. S. Agent, St. Kitts, from Captain Thomas Tingey,  
 U. S. Navy

UNITED STATES SHIP *Ganges*:  
 BASSE TERRE-ROAD,  
 St Kitts 17<sup>th</sup> Sept<sup>r</sup> 1799

DEAR SIR Should any of the United States Ships arive here, with orders to place themselves under my command — You will please direct the Captain or Captains, without delay, to proceed and cruize to the windward of St Bartholemews, from four to eight Leagues distance, till they meet me or receive farther orders — I shall send in the *Merrimack* in a day or two, by which conveyance I shall be explicit on this business — 'till when the above is to be considered ample & conclusive

I am with regard  
 D<sup>r</sup> Sir &c &c

T: T: [THOMAS TINGEY]

To  
 D M CLARKSON Esq<sup>r</sup>  
 U. S. Navy Agent. St Kitts —

[NDA. Tingey LB, 1798-1800.]

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

[TRENTON]  
*Navy Department 17<sup>th</sup> September 1799*

Captain RICHARD V. MORRIS of the *Adams*, New York

SIR I have just received intelligence respecting the *Adams* equally mortifying & unexpected, — Contrary to your own opinion, as well as the opinion of the Mess<sup>rs</sup> Watsons I learn she still remains in Port, and still wants the Carpenters —

I request that immediately upon receipt of this you weigh Anchor and proceed with the *Adams* to occupy the Station and Govern yourself by the instructions already sent to you, and let all the censure that may result from her departure in whatever situation she may be rest upon me —

I have the honor to be

Sir

Your most obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799]

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To Captain James Sever, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 17th September 1799*

Captain JAMES SEVER

of the *Congress* — Portsmouth

SIR I have seen Captain Preble, who seems to entertain a better opinion of Lieutenant Cordis than Captain Nicholson did — The Court Martial acquitted him, and I must find employment for him —

I have therefor ordered him to join the *Congress* under your command — He is said to be an able seaman, and a Brave man — If he should not conduct himself like an Officer should do, you must arrest him, and it is not likely he will be a second time acquitted — At any rate you must try him, and from the date of his Commission he will be the first Lieutenant — If he should turn out to be an indifferent officer, you will have two others who I hope will turn out good Lieutenants, Blair, and Saunders, and if you will name a fourth person you will approve of as 4th Lieut I will mention him to the President —

I am sorry to be thus compelled to put an Officer upon you, in whom you may not have confidence, but we shall never get clear of bad Officers unless they are called into service, and the Commanders should consider it an essential part of their duty to give their utmost aid in ridding the Navy of men who disgrace it —

You will please to employ Lieutenant Cordis in such duty as you think proper

I Have the honor to be with great Esteem

Sir

Your obed Servt

[NDA. OSW, Vol. 2, 1799.]

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To Lieutenant John Blake Cordis, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 17th September 1799*

Lieutenant J. B. CORDIS

*Boston* —

SIR The Court Martial of which Cap<sup>t</sup> Talbot was President have acquitted you of the Charges exhibited against you by Captain Nicholson

1<sup>st</sup> Violently and cruelly beating John Hunt an ordinary Seaman, being a violation & breach of the 8<sup>th</sup> Section of the "Act providing a Naval Armament"

2<sup>d</sup> "For sleeping when commanding officer of the watch and being disguised in Liquor when on duty, the same being not only utterly

subversive of all discipline but endangering the Loss of the Ship, and which is a breach of the aforesaid regulations furnished to the Commanders in the Navy in which it is provided that if any person shall sleep upon his watch or negligently perform his duty that shall be enjoined him or forsake his station he shall suffer such a punishment as a Court Marshall shall judge proper to inflict according to the nature of his Offence —

Upon these charges the Court has pronounced the following opinion — Viz: "That the part of the first charge "for beating John "Hunt" is supported but that he did not beat him "cruelly" "that notwithstanding it appears to the Court that the "Defendant was in fact guilty of a breach of the Rules for the "Government of the Navy by beating said Hunt Yet as he "received positive orders so to do from Lieut Russel who was his "Senior Officer and from a great variety of other circumstances "the Court are of opinion that the Defendant ought to be "acquitted from the charge

"The Court are also of opinion from the weight of the testimony "offered in support of and against the second charge exhibited "against the Defendant for sleeping on his Watch and being "disguised with Liquor when on duty that it is not supported"

I have examined with great attention the proceedings of this Court Martial and could not help remarking with pain that the evidence against you is positive that you slept upon your Watch & that you were disguised in Liquor when on duty —

The Court however disregarding this Evidence and inclining to levity have thought proper to acquit you on the testimony in favor of your general good conduct — You are therefore to consider yourself discharged from your arrest and to place yourself immediately under the Command of Captain Sever of the *Congress* on board of which Ship you will from the date of your Commission act as first Lieutenant — This station is very important and ought to be filled by an Officer not only able, but at all times qualified to do his duty and by no means by a person who indulges in any kind of Intemperance —

Captain Sever will be informed of the circumstances of your trial & will be informed to be attentive to your conduct, and nothing but a firm determination on your part that your future conduct shall be entirely correct will place your character in that high point of view in which it ought to stand or insure a continuance in the Navy —

I have the honor to be

Sir

Yr obed Servt

[NDA. OSW, Vol. 2, 1799.]

[17 September 1799]

To I. (or J.) R. Lauffer, Commander in Chief and Governor of Curacao from Benjamin Hammell Phillips, U. S. Consul at Curacao

His Excellency Governor I. [or J.] R. LAUFFER.

SIR In addition to what I have already had the Honour to say to your Excellency on the subject of the Robbery & Murders committed on the property & Persons of the *Nautilus* her Cargo & Crew, I am now under the necessity to enlarge, & in the name of the United States of America to call on you as Comander in chief & Governor

of this Island & its dependencies & for the reasons which I will state to you to demand *imediate* restitution & indemnification for the property so illegally siezed & taken, & competent satisfaction on the Persons of the Officers & Crew who committed the Murders of Captain Dixon, his Mate, Boatswain & Two of his Sailors and also for maiming, staving & plundering Four others of his Sailors.

1<sup>st</sup> Because the Murdered were American Citizens, & the property of the *Nautilus* & her Cargo, American Property.

2 Because the Murders were committed & the property siezed on within the limits of the Jurisdiction of this Gov<sup>t</sup>

3 Because the property so seized was brought into this Harbour & has been disposed of under the inspection & with the consent of this Gov<sup>t</sup> & the Commissioners appointed to direct in cases of Prize.

4 Because the Privateer alluded to did sail from this Harbour with insignias indicative of Bloody intentions & w<sup>h</sup> are not permitted to be carried by the Laws of any Nation.

5 Because the Cargo of the *Nautilus* has been sold & alianated previous to condemnation having been recco<sup>d</sup>

6 Because when the said Privateer returned to this Harbour conveying as her Prize the American Schooner *Nautilus* with the afore-said Colours flying & Saluted the constituted Authority here, the Salute was returned with as much respect as the Flag of a *Nation*, or has been practiced here on any occation.

7<sup>th</sup> & lastly, Because all & each of the preceeding articles are in direct contravention of an existing Treaty between the United States of America & the United Netherlands, but more especially the violation of the 5<sup>th</sup> Article in the said Treaty that relates to captures made within the jurisdiction of the Dutch Government.

It is not my design to irritate or promote a misunderstanding between this Gov<sup>t</sup> & my own but in conformity to my Duty & the instructions I yesterday recv<sup>d</sup> by the *Esparanza*, to make the demand I have done, & not *Only* for the *Nautilus*, the property & Lives lost, but for redress of *every injury* w<sup>h</sup> has been permitted under the direction of your Government.

I am further instructed to make known to your Excellency that the American Government *will* be respected & require that the rights of its Citizens be not hereafter Violated.

I am in possession of an arret of the Directory of the Batavian Republic respecting the Ravages committed by French Privateers, a Copy of w<sup>h</sup> is at your Excellencys service if you are not already in possession of it.

I have the Honour to be most respectfully

Your Excellencys

Mo. Ob<sup>t</sup> Humb<sup>e</sup> Serv<sup>t</sup>

B. H. PHILLIPS

Curacoa 17<sup>th</sup> Sep<sup>r</sup> 1799.

O Per *Charlotte*

C Per *George* — Dunkin

[SDA. French Spol. CA Curacao, 1797–1801.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 17 September 1799

First part Steady breezes & pleasant Weather. at 5 P M saw a Ship & S[c]hoo<sup>r</sup> to leeward bore away & gave chase. at 9 spoke the Comm<sup>o</sup> who inform'd us the Ship was the *Bittern* English S. of War & had taken the above mentioned Sch<sup>r</sup> which was a French Privateer. Antigua N N W 4 leag<sup>s</sup>

Middle part fresh breezes & clear weather at 1 A M hall'd on a wind to the North<sup>h</sup> & parted with the *Ganges*, who run down for S<sup>t</sup> Kitts

Latter part Moderate & pleasant. at Mer<sup>dn</sup> bore away to the West<sup>d</sup>

[Latitude Observed 17. 47 N.]

[HS of Old Newbury, Mass. NDA photostat.]

To Captain Moses Brown, U. S. Navy, from Captain Thomas Tingey,  
U. S. Navy

[U. S. S.] *Ganges* OFF S<sup>t</sup> BARTHOLEMES  
18<sup>th</sup> September 1799 —

SIR Agreeably to the instructions I have receiv'd from the Secretary of the Navy (\*extracts from which; You have annex'd) I am directed to send you on the Duty therein specified.

You will please therefore to proceed without delay for S<sup>t</sup> Kitts, and there receive a supply of Provisions for the time you will be out — and proceed by such route, as you may deem most eligible to effect the essential services, therein pointed out.

But I beg leave to suggest to you that, as there will be, by the time you are ready to leave S<sup>t</sup> Kitts Six, or eight or more, homeward bound vessels ready also — it may add to the service, if you take all such (not waiting a single hour for any one or more) and see them safe through the passage by Samberero (the only danger I apprehend they have to fear, from French cruizers on their way homeward) And then proceeding by the North of Anegada; take the north coast of Porto Rico on your way — where, off S<sup>t</sup> Johns you may meet some success — Thence through the Mona passage down the south-side of S<sup>t</sup> Domingo, according to the purport of the orders \*

Should you effect captures, on either of these stations, it appears to me that, it will be most eligible to send them to Jamaica — unless they should be such, as you may deem it proper to send directly home where also, all the Prisoners, that you can possibly carry with safety, are to be taken.

I am instructed also to inform you, that should you call in at any friendly port, at, or about the time you turn your course homeward; You are to cause it to be generally understood that you will receive and take charge of any sum in specie, for delivery in the United States, to order of the Shipper at the port or place of your destination or arrival — And considering the advantage our Country may derive, from an accumulation of this circulating medium — You are to inform also that only one half per Cent is to be allowed you for your care thereof

These last orders are general, you will therefore please communicate them to the Commanders of any of our public ships, that you may meet

I cannot take leave of you Sir, without expressing my regret that, we are to separate, 'ere the complete termination of our cruize — And also to offer you my thanks, for the promptitude and alacrity with which all signals and orders have been put in effect — since I have had the honor to have you under command of the *Ganges*.

Accept my sincere wishes for your health glory & success, and that in due time you experience a truly happy meeting with your family & friends

I have the honor to be  
Sir &c &c &c

T: T: [THOMAS TINGEY]

Capt<sup>n</sup> MOSES BROWN

U: S: Ship *Merrimack*

\* — \* For the annex'd extracts from Mr Stodderts letter; see page 134 — All between the inverted “ “ commas was copied — that between the [ ] crotchets left out.

[Note: The following is the material included between the inverted commas in the letter to Captain Thomas Tingey, U. S. Navy from the Secretary of the Navy, dated 9 August, 1799, part of which Captain Tingey transmitted to Captain Moses Brown, U. S. Navy, herewith. The following also is the material included on page 134. —

“Our trade has suffer'd very much latterly by privateers, fitted  
“out in Spanish Ports, to intercept the vessels, to and from  
“Vera Cruz — We have no vessel ready, which can be spared to  
“send in pursuit of these Privateers. — When Campbell joins you  
“in the *Eagle*, You must send one of the Vessels, under your com-  
“mand, on this service — Capt<sup>n</sup> Brown I understand is well  
“acquainted in the Gulph of Mexico. — You will be pleased  
“therefore to detach him.” “with orders to cruise along the  
“South-side of S<sup>t</sup> Domingo, and Cuba, and to scour the Coast  
“from cape Catoche to Vera-Cruz — And to operate between  
“these two places, until the 15<sup>th</sup> November — when he will  
“return to Boston” — “It will be proper that he take provisions  
“enough to last him, until his return. — He will be entitled to  
“friendly treatment, in any of the Spanish Ports.”]

[NDA. Tingey LB, 1798-1800.]

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

[TRENTON]

*Navy Department 18<sup>th</sup> September 1799*

Major W. W. BURROWS

SIR I am very apprehensive that for want of System the Accounts of the Marine Corps will get into great confusion — Information will be required by Congress which I am afraid we shall not be able to give on the subject —

Mr Thomson should apply his whole mind to making out a Statement to settle as soon as possible with the Accountant —

As to future transactions there must be adopted some uniform mode of paying the Marines, Judge what mode will be best and let me know — To me it appears that the Pursers who will be obliged to make advances to the Marines on a Cruise should act merely as the Agents of the Pay Master to whom they should render Accounts of such advances, and obtain his receipt for the whole amount as a voucher to settle with the Accountant or as a voucher to the Accountant to charge the Pay Master, or the Pursers should pay the Men for the time they are on board the Ship, leaving all other Accts to be settled by the pay Master — I know not which is to be preferred — one or other, or a better must be adopted that the question may not recur in the settlement with every Ship —

In the case of the *Montezuma* it appears impossible that the Pursers can settle the Marine Accounts. — not knowing how M<sup>r</sup> Rankin has applied the Advances made to him as Lieu<sup>t</sup> Marines by the Purser —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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

[TRENTON]

Navy Department 18<sup>th</sup> Sept<sup>r</sup> 1799

Major W. W. BURROWS

SIR The *Montezuma* has arrived at Baltimore where her crew will be discharged.

There have been two Pursers to that Ship first M<sup>r</sup> Richardson, latterly M<sup>r</sup> W<sup>m</sup> Hollingsworth both of whom have made some advances to the Marines — the former to M<sup>r</sup> Rankin on A/C of the Marines, the latter to themselves —

I have desired M<sup>r</sup> Hollingsworth to advance them one months pay and to transmit to you his account of Advances — M<sup>r</sup> Richardson will do the same, and it will be necessary for you to take some order for the residue of their pay — But it may be very material that you adopt some proper mode of ascertaining exactly what is due to them —

I have the honor to be Sir

Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Secretary of War from Secretary of the Navy

[TRENTON]

Navy Department September 18 1799

The SECRETARY OF WAR

SIR The *Montezuma* has arrived at Baltimore with fifty French Prisoners — — Having no Marines whose service are not imm<sup>d</sup> wanted on board of ship, I have the honor to request that you will be pleased to direct a sufficient guard to conduct those prisoners to

Frederick Town — and that if General Bailey should deem a guard necessary on the Prisoners while they remain in the Frederick Town Goal you will be so good as to order the Officer at that place to furnish one — —

I have the honor to be with great respect & Esteem  
Sir

Your Obed S<sup>t</sup>

[NDA. Sec. War, LB, 1798-1824.]

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To Lieutenant John Mullowny, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 18<sup>th</sup> September 1799*

Captain JOHN MULLOWNY

Ship *Montezuma* Baltimore —

SIR I am honored with yours of the 14<sup>th</sup> Inst announcing your arrival at Baltimore with 50 French Prisoners — They are to be marched to Frederick Town under a Guard which will be furnished from the Fort by order of the Secretary at War

The time of the Crew of the *Montezuma* being out the men must be paid off and discharged immediately — I hope the Purser is prepared with his accounts so that there may be no delay, as there ought to be none — The Officers may be furloughed for a month, except just enough to take care of the Ship — I request immediately your candid opinion of her as a Cruiser, as your opinion will probably determine whether she shall be kept in the Navy Service — or Sold —

I have the honor to be with respect

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

B[ENJAMIN] S[TODDERT]

M<sup>r</sup> Baily, Midshipman I have promised his Father should have leave of absence to visit him at Frederick Town Please to give him a furlough to be absent until called upon — And let me know whether either of the Midshipmen are fit for promotion.

[NDA. OSW, Vol. 2, 1799.]

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To Lieutenant John Shaw, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 18<sup>th</sup> September 1799*

Lieu<sup>t</sup> JOHN SHAW of

the *Montezuma* Baltimore

SIR I have received your letter requesting a furlough —

It was intended that you should take command of the Schooner building at Baltimore which should be soonest fit for Service and that Lieu<sup>t</sup> Bunbury should command the other, But if you and L<sup>t</sup> Bunbury agree to exchange Vessels you are quite at liberty to do so and there will be no inconvenience in giving you leave of absence till the last Vessel is finished You will please to let me know immediately whether the Exchange has been agreed to —



Your pay and emoluments as Commander of the Schooner will be Fifty Dollars per month and four rations per day —

I have the honor to be

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799]

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To William Winder, Accountant of the Navy Department, from Secretary of the Navy

[TRENTON]

Navy Department 18th September 1799

WILLIAM WINDER Esq<sup>t</sup>  
*Accountant of the Navy —*

SIR The officers and Seamen of the *Montezuma*, having performed their years service are to be paid off at Baltimore —

If any advances have been made to the officers it may be proper to transmit immediately to the Purser M<sup>r</sup> W<sup>m</sup> Hollingsworth the amount thereof —

I have the honor to be

Sir

Yr obed Servt

[NDA. GLB, Vol. 2, 1799.]

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To Secretary of State from P. F. Dobreé, U. S. Consul, Nantes, France

NANTES 18<sup>th</sup> Sep<sup>ber</sup> 1799.

TIMOTHY PICKERING Esq<sup>t</sup> (Copy)  
*Secretary of State*

SIR M<sup>r</sup> W. V. Murray will have communicated to you my correspond<sup>ce</sup> with him respecting the Americans in distress & the Agencies. he has promised by a Letter received from Major Mountfloreance to reimburse me of my advances to sailors & prisoners & I will Shortly draw upon him; but he has refused giving me any Councils respecting Agents & captured Vessels.

I have now here no distressed Seamen; I have provided for them all & I hope you will be well pleased of the oconomy I have put in these succours & the liberal manner in w<sup>ch</sup> they have been offered — notwithstanding the number of captured Vessels that have been brought here & condemned, I have had the satisfaction to save every one of their Crew from prison. not one has been confined. Since Major Mountfloreance's departure from Paris & that he has declared to me that he had no powers to act in any publick capacity, I have made it a duty to make every inquiry in my power respecting Americans in Prison, wherever they might be found in mine & the Vacant Consulates & having learnt that a number of them were confined at Saumur, I have sent my Chancellor (M<sup>r</sup> Durville) to examine them; he returned the day before yesterday & brought me a List of 45, w<sup>ch</sup> all assure that they are American Citizens, about half have their Protections: I have Sent it to the Minister of Marine with my

remarks & much hope I will obtain their Liberty. I have put in my report all the exactness in my power, well penetrated of the injustice there would be to claim for an Enemy of this Country, what is due to an Ally, & how cruel it would be should I by neglect or oversight leave an unhappy American in Prison, which I could get released. — The Minister of marine had already granted me two of the men & wrote me that when they were arrived at Nantes, he requested I would give “the Comissary of Marine a receipt of them, w<sup>ch</sup> might Serve (in case of need) to the exchange of as many frenchmen Prisoners in the United States” — In claiming the remain<sup>r</sup> I have wrote him that I was ready to give such a receipt, but that I had never learnt that any french Crew had been confined in America — These men at Saumur are treated as British prisoners, and I fancy when we obtain them, the British Agent will demand his expenditures, but w<sup>ch</sup> I hope the french Government will pay — M<sup>r</sup> Durville has paid to all these sailors 24 to help them to get a little cloathing — There are now no other American prises here, but the *John* of Richemond Cap<sup>n</sup> Edw<sup>d</sup> Watson bound from Norfolk to London with Tobacco, lately condemned, principally because Cap<sup>n</sup> Watson is born in England: & the *Fanny* of Salem Cap<sup>n</sup> Jesse Smith bound to Cadiz with fish & sugar, captured on account of her letter of Mark or Comission, but not yet judged — My Colleagues American Consuls in Spain continue Sending me the condemnations of American Vessels by the french Consuls in their Ports with the appeals of the unhappy Captains to the Tribunal Civil of this Department to whom the attribution of these appeals is given, & I see myself forced to prosecute these suits. — I have often requested your instructions on this head & am extremely sorry to be untill now deprived of them. —

M<sup>r</sup> Barnet has wrote you on the same subject and we both join in our earnest prayers to direct us in our duty towards captured Vessels: I will shortly give you a statement of the advances I have made on such business and draw on you for the Same.

In regard to the agencies M. Coffyn wrote me that altho' he had no exequatur he continued his assistance to all Americans in distress — I have named M<sup>r</sup> LeBaron at Dieppe, M<sup>r</sup> Aubree at Brest, M<sup>r</sup> Pinaud at Noirmoutier & M<sup>r</sup> A. Vail continues at l'orient & have wrote to my correspondants in every port to inform me if any american arrived there by capture or otherwise & will if circumstances require it, appoint there an agent or send some body from my office; for these two months past I have received no answer to my letters to M<sup>r</sup> Murray Minister at the hague, M<sup>r</sup> Barnet is in the Same predicament, we attribute it to the late political events in holland, we much long to see this Gentleman here with his Colleagues (Your two other Commissioners) & do not doubt but they will succeed in their interesting mission. I am respectfully. —

Sir

Your devoted hbl Servant

P. F. DOBRÉE

To Richard Soderstrom, Consul General of Sweden to the United States, from  
Secretary of State

DEPARTMENT OF STATE  
Trenton 18<sup>th</sup> Sept<sup>r</sup> 1799

(Office Copy)

SIR Enclosed I transmit you copies of the protests of Ira Confield, master of the Brigantine *Matilda* of Saybrook, and of Joseph Chandler, master of the Schooner *Reliance* of North Yarmouth, made before M<sup>r</sup> Wall, the American Consul at St. Bartholomews, wherein you will see, that both these vessels, being bound to St. Bartholomews, were captured, the first at the entrance of the Port of Gustavia, by the two French privateers *La Courageuse* and *La Cyrene*, and the other at the distance of about a mile from the South part of the Island by the French privateer *Desfourneaux*. The former of them was carried into St. Martins, and the latter to St. Bartholomews. — For this violation of the Territory and sovereignty of His Majesty the King of Sweden, M<sup>r</sup> Wall claimed the interposition of the Governor of the Island, and restoration of the property thus unlawfully captured, in the address whereof a copy is inclosed. — It does not appear, that any answer was given to his application; but on the contrary the *Reliance* was sold at St. Bartholomews before condemnation, as appears by M<sup>r</sup> Wall's letter communicating these documents to me. — Both vessels were condemned at Guadeloupe together with their cargoes. —

It is impossible for me to conceive on what just ground the Governor could refuse M<sup>r</sup> Wall's request, if, as is probable, the privateers returned to St. Bartholomews after the capture. — But with respect to the *Reliance*, it was certainly a duty he owed no less to his Sovereign than to the American owner to rescue from the captors, what they had dared so unlawfully to possess themselves of. — As to yourself, Sir, you will doubtless view this matter in a light very different from that in which the Governor appears to have contemplated it; and I feel assured that you will cheerfully take all the measures, compatible with your official character to ensure justice to the injured parties and prevent a repetition of similar aggressions by French privateers in that quarter. —

I have the honor, Sir, to be very respectfully  
Your most obed<sup>t</sup> Serv<sup>t</sup>

T PICKERING

RICHARD SODERSTROM Esq  
Consul General of Sweden

[Mass. HS. Pickering Papers, Vol. 12.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Wednesday, 18 September 1799

First part moderate breezes & pleasant at 1 P M Saw Several sail, gave chase at 3 d<sup>o</sup> boarded the Swedish Sch<sup>r</sup> *Pelican* Matthew Winfield Mast<sup>r</sup> S<sup>t</sup> Bartholomews West 6 leagues at 6 Boarded a Sch<sup>r</sup> from Cayenne bound to S<sup>t</sup> Barth<sup>s</sup> & bore away at 7½ Spoke the U. States Ship *Delaware* hall'd on a wind to the South<sup>d</sup>

Middle part D<sup>o</sup> Weather — at 11 A M spoke the *Ganges*

Latter part Pleasant & Moderate *Ganges* & *Delaware* in Comp<sup>r</sup> — S<sup>t</sup> Barth<sup>s</sup> N N E 2 leagues

[HS of Old Newbury, Mass. NDA photostat.]

To President John Adams from Secretary of the Navy

[TRENTON]

*Navy Department 19<sup>th</sup> September 1799*

JOHN ADAMS Esq<sup>r</sup>

*President of the United States*

SIR I have the honor to enclose a Letter from M<sup>r</sup> Read Senator from South Carolina, containing an application for the appointment of Midshipman for the Son of M<sup>r</sup> Izard —

Although there are Midshipmen enough from South Carolina, I presume it will be proper to gratify the wishes of so respectable a man as M<sup>r</sup> Izard —

I have just received information of the arrival of Captain Barry at Newport the 12 Ins<sup>t</sup> which was something sooner than I expected — He will now wait in Port until it be determined whether he is to carry our Ministers to France —

I have the honor to be with the greatest Respect & Esteem

Sir

Y<sup>r</sup> obed S<sup>t</sup>

[NDA. Nom. Appts. 1798-1820.]

To Naval Constructor Joshua Humphreys, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 19<sup>th</sup> Sept. 1799*

JOSHUA HUMPHREYS Esq<sup>r</sup>

SIR I am honored with your Letter of the 16<sup>th</sup> Inst on the subject of the *Augusta* —

You will be pleased to put every thing in motion to have her fitted out in the manner you judge best as quickly as may be — You will determine what Butt and Breast hook bolts should be extracted and call upon Capt Gill soon to send you such bolts &<sup>s</sup> as you may want and also lighter Copper, if you think lighter Copper better — I say call upon Captain Gill soon, because he had an idea of leaving Philad<sup>a</sup> if the Fever increased —

You will please also give the proper directions about the Sails & rigging and tell me what weight the 10 — 6 pounders should be that are wanting — How would 18 Lb Carronades answer, instead of the 6 pounders? I do not know what they weigh but I believe less than 1200.

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

The Carronades 18 p<sup>r</sup> Say 10¼ C<sup>t</sup>

12 . . probably 8 C<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Major Commandant William W. Burrows, U. S. Marine Corps, from First Lieutenant Bartholomew Clinch, U. S. Marine Corps

MARINE CAMP N. YORK *Sep<sup>r</sup> 19. 1799*

SIR The *Constellation* has return'd from her Cruise without meeting any occurrence worth transmitting — The Sick Marines which we left on Shore are not all recover'd. There are some others on board (say at least 3) who will never render the United States any Service I would wish to have them replaced with good Men, as they are meer Incumbrances on board — Lieut<sup>r</sup> Reynolds with whom I now am writes you to this purport by this Post — We are miserably off for a Fifer & Drummer. The fellow who belonged to the Ship & who undertook to play the Fife, was actually or pretendedly Sick, was sent ashore & runaway the first opportunity. I had promised him my ten Dollars of the Music Fund had he continued and Joined the Corps — however he is no great loss — The Sickness in this place I apprehend will probably occasion our Station to be altered as the necessaries for the Ship for another Cruise (which we suppose will be a long one) cannot on that account be immediately procured here by the Navy Agent.

I remain with great respect  
Your obed<sup>t</sup> humble Serv<sup>t</sup>

BAT. CLINCH

W. W. BURROWS Esq<sup>r</sup>  
*Major Commandant of the Marine Corps*  
*Philadelphia.*

[MCA, LR, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 19 September 1799

First part moderate breezes & pleasant at 6 P M S<sup>t</sup> Barth<sup>s</sup> bore North 3 leagues S<sup>t</sup> Eustatia S by W 7 leagues at 8½ bore away for S<sup>t</sup> Kitts in company with the *Delaware*, left the *Ganges* cruising off S<sup>t</sup> Bartholomews —

Middle part light airs & variable inclining to a Calm & very pleasant  
Latter part light Breezes & pleasant Brimstone hill N E by E 3 Miles

[Latitude Observed 17' 18" N.]

[HS of Old Newbury, Mass. NDA photostat.]

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To Secretary of State from Stephen Higginson, Navy Agent, Boston, Mass.

BOSTON *Sep<sup>t</sup> 20, 1799*

Private

D<sup>r</sup> SIR I received your Letter of 12th instant, & have reflected upon the Subject; & I think that, with the Aid of the *Herald*, & the permission of the Secretary of the Navy, I can arrange to furnish Touissant with some Arms lead & flints. — I have a consignment of 4000 stands from Europe, intended for the State of Virginia on Contract, according to a sample in the hands of the Executive. a part of them have been delivered at Richmond, 1320 Arms & 1536 Cartridge

Boxes, which do not prove so well finished as the sample, & are rejected, though confessedly very good, & from one of the best factories in Prussia. the rest are on board the *Acteon* for New York, carried into England for enquiry, & may daily be expected at New York if not already there.

Now I propose to take a small Brig<sup>t</sup>, to go out with the *Herald* as a Store Ship, to put on board some Bread &c which will be wanted by our Ships on the Hispaniola Station — to order round from New York the 2680 Arms by the *Acteon*, to put part on board the *Herald* & part in the Brig<sup>t</sup>, taking some of the *Heralds* Stores in the Brig<sup>t</sup> to leave room, & to have the Brig<sup>t</sup> balasted with Lead, which may be done without clearing it out; & in case the *Acteon* does not arrive in time to send the Arms here in time, the *Herald* & Brig<sup>t</sup> may call off New York, & receive the Arms if they are there, or if not go on to Hampton Roads where the other parcel may be ready to take in — or both parcels may be shipped in this way, if the *Acteon* be arrived As the Arms at Richmond will be ordered here, & probably those by the *Acteon* too, I can easily arrange so as to have one, if not both parcels shipped without any delay, should those by the *Acteon* not arrive at N York in time to come here before the *Herald* will be ready, say 20 days hence. — This kind of use of the *Herald* is necessary to cover the shipment, as well as to convoy the articles safe to port; & by this arrangement we can effect the shipment without militating with the Laws. I must assume the appearance of doing this with the privity of the Government & for their use; but it will not implicate the Executive in any branch or degree, nor require any direction or act from any one to execute. But I can not venture to do this without an understanding with M<sup>r</sup> Stoddert, it is a use to be made of a public Ship, which as an Agent I ought not to attempt without such an understanding, which may be conveyed satisfactorily to me through you, if it be thought eligible.—

As yet no other safe & easy mode has occurred to me of effecting the Object, which is desirable & important in a public view; but for aught I at present see, this mode may be adopted without involving any serious difficulty, it will indeed pass off without notice if well executed. But to attempt to smuggle the articles, & be detected would occasion much noise & discussion — it would render the supply very precarious without Convoy, & hazard much more clamour, than can possibly be excited in the proposed mode — in that indeed I see not how any can arise, nor even a suspicion as to the Object till after it shall be effected. —

I am without any directions yet from M<sup>r</sup> Stoddert on this business, will you see & converse with him, & let me know the result. —

The Subject of your other Letter of the 12th, I shall revolve; but I fear no change of measures can be effected with the P.; his decision seems to be unalterable, though opposed to his uniform language, & of M<sup>r</sup> A: & his family connections, who all observe the same tone. —

I am with much respect yours sincerely —

STEPHEN HIGGINSON

Hon<sup>ble</sup> TIM<sup>o</sup> PICKERING Esq<sup>r</sup>

[Mass. HS. Pickering Papers, Vol. 25.]

To Captain John Barry, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 20<sup>th</sup> September 1799

Captain JOHN BARRY of the Frigate *United States*  
New Port — Rhode Island

SIR I am honored with your Letter of the 12th, and should have been very glad if you had come on at once to the Seat of Government without waiting to hear from me —

It would be a fortnight from your Arrival before you could leave New Port waiting for this Letter, it would take you another fortnight to travel to and from Philadelphia, and I suppose you would wish to be at home at least a week — This would cause the Ship to be delayed nearly or quite six weeks in the Harbour of New Port a circumstance which would reflect on you, on me, and would justly excite great clamour in the Country

You must therefore I believe content yourself without seeing M<sup>r</sup> Barry for the present, but I expect to hear from the President in a day or two on the subject of your destination, and it may turn out that you can be permitted to come on without delaying the Ship, and if it should so turn out you shall have the earliest possible notice thereof — But in the mean time it will be proper that you take in without delay such Provisions, Stores &c &c as you stand in need of that you may be ready at a moment to proceed to Sea, for if your destination be the West Indies you ought to sail early in October —

I have the honor to be with great respect

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 20<sup>th</sup> September 1799

Capt<sup>n</sup> SAMUEL BARRON  
Frigate *Constellation*  
New York —

SIR I am honored with your Letter of the 18th enclosing returns of the articles wanted for a six months cruise, but not of the Expenditures — I must call your pointed attention to the Circular Instructions of the 29<sup>th</sup> July — The Surgeons return of articles wanted appears to be enormous — it is accompanied by no return of the articles on hand, or the articles expended —

The purser is here — his Accts not settled, he is making a return of the provisions wanted to compleat the quantity for a six months cruise — But will the Ship carry six months provisions? She has never had more than four — Yet it is highly proper she should have six, and I must request that you will lessen your quantity of water, a supply of which can always be had without expense, so as to admit of taking six months provisions — As to getting the new rigging overhead — You are the best judge when it is necessary, I should suppose the present a proper time — You must remain some days, perhaps 10 or 12 more in Port —

I am mortified to find, that you have some men whose times are nearly out — They were ordered to be discharged at Norfolk & Captain Truxton should have obeyed the order — They must now be discharged and if you can supply their place with an equal number of able Seamen it will make your Crew better You must adopt the means which appear to you best to recruit these men & to guard against their communicating the Fever to your Crew — But will you not have men enough for the West Indies without them? — I have requested Mess<sup>rs</sup> James & Ebenezar Watson to furnish as speedily as possible all of your wants, which they can supply, They will also furnish money to recruit more men You should be as guarded as possible in your communications with New York — Pray has the change of Guns produced, good effects in the sailing and stiffness of the Ship?

I have the honor to be with great respect Sir

Y<sup>r</sup> Obe<sup>dt</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

Circular to Navy Agents, and to Jeremiah Yellott, Navy Agent, Baltimore, Md.  
from Secretary of the Navy

[TRENTON]

Navy Department 20th September 1799

(Circular to Agents)

JEREMIAH YELLOTT Esq<sup>r</sup>

Baltimore —

SIR You will be pleased to furnish me with such information respecting the *Maryland*, *Chesapeake*, *Experiment* & *Enterprize* as will enable me to have a complete register of them — Their length on the Gun Deck Length of Keel, Breadth of Beam, depth of Hold, height between Gun & Lower Deck, height between upper & quarter Deck, height of Waist amidship, tonnage and exact number of each description of Guns are points most material —

I have the honor to be Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[Enclosure]

Letters similar to the Letter to Jeremiah Yellott Esquire, written to:—

DATE	To whom written	Residence	Vessels to return information upon
1799			
20 Sept <sup>r</sup>	Jacob Sheaffe.....	Portsmouth.....	Portsmouth
"	Joseph Waters.....	Salem.....	Essex
"	Nich <sup>s</sup> Johnson.....	Newbury port.....	Merrimack & Warren
"	S. Higginson & C <sup>o</sup> .....	Boston.....	Boston
"	N Hubbard.....	New london.....	Connecticut
"	Jos. Howland.....	do.....	Trumbull
"	J & E Watson.....	New York.....	Adams
"	Pennock.....	Norfolk.....	Richmond & Norfolk
"	W <sup>m</sup> Crafts.....	Charleston.....	John Adams & Pinckney
"	Gibbs & Channing.....	New port.....	General Greene
"	Josiah Fox.....	Norfolk.....	Philadelphia and Chesapeake

[NDA. GLB, Vol. 2, 1799.]



Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Friday, 20 September 1799

First part moderate breezes & pleasant employ'd beating up to Old Roads at 3 P M left the *Delaware* off old roads & proceeded for Bassterre at 7 came too in 9 fath<sup>s</sup> water the Fort bearing N E by E 1 Mile Dist.

Middle part light winds & pleasant. Employ'd taking in provisions &c &c

Latter part pleasant Weather

[HS of Old Newbury, Mass. NDA photostat.]

To Captain Moses Tryon, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 21st Sept<sup>r</sup> 1799*

Capt<sup>n</sup> MOSES TRYON  
Ship *Connecticut* —

SIR I do myself the honor to enclose your Commission as a Captain in the Navy —

I also enclose Warrants for John Haynes Boatswain and James Ricard Sail Maker.

I have the honor to be

Sir

Your obed Servt

[NDA. OSW, Vol. 2, 1799.]

To Captain Moses Tryon, U. S. Navy, from Secretary of the Navy

[TRENTON]

*Navy Department 21<sup>st</sup> September 1799*

Captain MOSES TRYON  
Ship *Connecticut* —

SIR Enclosed you will receive Circular Instructions which will require your attention before your departure and will serve for the Government of your conduct on a cruise —

I hear to my great satisfaction from M<sup>r</sup> Hubbard that the *Connecticut* is nearly ready for Sea, and I shall in three days send on your sailing orders by which I time hope you will be ready to receive them — M<sup>r</sup> Howland will deliver over to you the powder and Pistols Sent to him for the *Trumbull* —

I have the honor to be Sir

Y<sup>r</sup> obe<sup>at</sup> Ser<sup>vt</sup>

Enclosed — The Circulars of 29 Dec<sup>r</sup> 1798 16 January 12 March & 2 Circulars of 29<sup>th</sup> July 1799 — Also Circular of 5<sup>th</sup> September 1799.

[NDA. OSW, Vol. 2, 1799.]

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

[TRENTON]

*Navy Department 21st September 1799*

Major W. W. BURROWS

SIR The Marines for the *Congress* will be wanted as soon as they can be ordered to and arrive at Portsmouth — I have the honor

therefore to request that you will order fifty Marines including non-commissioned officers under their proper officers to repair thither immediately —

I have the honor to be

Sir

Y<sup>t</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Jacob Sheaffe, Navy Agent, Portsmouth, N. H., from Secretary of the Navy

[TRENTON]

*Navy Department 21 September 1799*

JACOB SHEAFFE Esq<sup>t</sup>

*Portsmouth New Hampshire*

SIR I am honored with your letter of the 10<sup>th</sup> and have no objection to the alteration in the Provisions as suggested by Captain Sever —

Captain Sever has proposed moving the Ship to Boston for the greater facility in manning and because he thinks her situation at Portsmouth will not be safe as the Autumn advances — I have desired him therefore to move the Ship when he deems it necessary tho if every part of the Work goes on with the necessary dispatch I hope she may sail on her Cruise from Portsmouth, unless indeed men cannot be got there

It will be very proper for you to secure the Masts offered to you, — if they will answer for a Frigate so large as the *Congress* —

I have the honor to be

Sir

Y<sup>t</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To Stephen Higginson & Company, Navy Agents, Boston, Mass., from Secretary of the Navy

[TRENTON]

*Navy Department 21st September 1799*

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

*Boston —*

SIR I believe it will be best to avoid all expense for Barracks for the Marines, at least until it be seen where Barracks can be created to serve for more than a temporary purpose — In the mean time very few Marines will be kept at Boston, as it is not contemplated to recruit more than will be necessary for the Ships in Service

On the subject of the Yard for building the Seventy fours, I cannot at present say any thing to the purpose — My opinion has always been that two or three large yards should be fixed on for the whole of our future operations, for although the six 74 Gun Ships will be built at six different places, I do not mean to have collected at more than three of the places a single material beyond the use of the single ship

At three other places I contemplate laying up some timber under the appropriation of 200,000 D<sup>rs</sup> Boston must probably be one of these latter places and in this View the Public ought to have ground enough for the purposes of a very large Yard There can however be no necessity for an immediate determination of this question —

So many papers have been left at Philad<sup>a</sup> that it is difficult to determine what claim the Public has to the present Yard at Boston — I believe the Public erected the Wharf and at a prodigious expense and are to have the use at a certain annual rent, until the repayment of the money — I wish you would take the trouble to investigate this subject thoroughly and give me correct information which the papers in Philadelphia may not furnish —

If a different place should be fixed on for the Seventy four, it is possible the Public may sell their right to the present Wharf. If it should be determined that Boston ought not to be one of the places for future operations the expense of another Wharf must be incurred for a single Ship — The present must answer — It was very bad Oeconomy to build a wharf on any Ground not belonging to the Public — The Brig *Sophia* belongs to the Department of State — The Navy Dep<sup>t</sup> has nothing to do with her expences — I have sent on extract of your letter to Col. Pickering who will I presume give the necessary directions.

I have the honor to be  
Gentlemen

[NDA. GLB, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Saturday, 21 September 1799

[In Basseterre Roads.] Begins with moderate pleasant W<sup>t</sup> all hands on Ships Duty —

took onboard sundry Provisions  
Middle & latter part pleasant Weather

[HS of Old Newbury, Mass. NDA photostat.]

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To Secretary of the Navy from Captain Thomas Tingey, U. S. Navy

[U. S. S.] *Ganges* OFF BARBUDA 22<sup>d</sup> Sept<sup>r</sup> 1799

D<sup>r</sup> SIR Since I had the honor to address You the 4<sup>th</sup> instant off Deseada, none of the Enemy's vessels, that we could bring too have fallen in sight of us.

Being nearly out of provisions, I called in at S<sup>t</sup> Christophers, the 17<sup>th</sup> ins<sup>t</sup> and replenish'd for five weeks or thereabouts

I had the honor to receive there also, Your dispatches by the *Eagle* — I left S<sup>t</sup> Kitts the same evening; and join'd the *Merrimack*, and the *Delaware* off S<sup>t</sup> Bartholemews the 18<sup>th</sup> — when the former was dispatch'd agreeably to Your orders. I was particular in the instructions to Capt<sup>n</sup> Brown, but forbear by this uncertain conveyance to send a copy, lest it fall into improper hands

The provision vessel had safe arriv'd & was discharged.

I have the honor to be

Sir &c &c &c

T: T: [THOMAS TINGEY]

Hon<sup>bl</sup> BENJ<sup>n</sup> STODDERT

per Sloop *Duane* — Store for Virginia

Copy per Schooner *Agnes* — for Boston

[NDA. Tingey LB, 1798-1800.]

To Secretary of State from William Smith, U. S. Consul, Lisbon, Portugal

LISBON, Sep. 22<sup>d</sup> 1799

(Private)

DEAR SIR While Lord Elgin was here I saw him frequently & we contracted an intimacy which will be of good service to me personally & to the U. S. also, sho<sup>d</sup> I go to Const<sup>s</sup>: He goes as Amb<sup>t</sup> Extr<sup>7</sup> & from the recent services of Eng<sup>d</sup> which have saved Syria & perhaps the Ott. Emp. his Influence will be very great; of course his private friendship for me will not fail to be extrem<sup>7</sup> advantag<sup>7</sup> —

Having understood that the *Insurg<sup>7</sup>* frigate was to cruize towards Gibraltar, he expressed a wish she might sail when he did & keep company thus far, as a greater security; I was not a little flatter'd, as you may suppose, by this intimation, but still did not venture to suggest any thing on the subject to Cap<sup>t</sup> Murray, least he might be influenced to alter his arrangem<sup>ts</sup>; but as the two Bulkeleyes were at my house when L<sup>d</sup> E. expressed the wish, I desir'd M<sup>r</sup> B. the father to write to Cap<sup>t</sup> M. & inform him of what had passed; this had the desir'd effect, for Cap. M. immed<sup>7</sup> assented & waited for the *Phaeton* frigate, of which Cap<sup>t</sup> Morris her comm<sup>r</sup> was apprized, & they both sailed together a few days ago. — When L<sup>d</sup> E. heard an Am. frigate had just arriv<sup>d</sup> he suppos'd she was come for me, & expressed his disappoint<sup>t</sup> that I was not to accompany him. —

I was much pleased with our frigate & her Crew; she is in fine order, well regulated, well manned & does us great credit. —

We have nothing new since my last; no acco<sup>ts</sup> from London later than the 2<sup>d</sup>; we have Paris papers to the same date, which mention their hav<sup>g</sup> recover'd Coire in the Grisons, but little credit is due to it. Fauchet & Adet are seid to be sent as Commiss<sup>rs</sup> to S<sup>t</sup> Domingo & Victor Hughes to Cayenne, not as Prisoner, but as Commiss<sup>r</sup> — new Comm<sup>rs</sup> are also ment<sup>d</sup> for Guadaloupe. In a french paper they have *Knighted* the Presid<sup>t</sup> & called him *Sir John Adams*. — Ancona & Tortona are said to have fallen; Genoa capitulated. The Russians are arriv<sup>d</sup> in Swiss<sup>a</sup> —

With Esteem

Y<sup>r</sup> & c<sup>s</sup>

W[ILLIAM] S[MITH]

[Mass. HS. Pickering Papers, Vol. 25.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 22 September 1799

Begins with moderate breezes & pleasant weather at 1 P M hove up & got under way at 3 Came too in Old Roads in 10 Fath<sup>s</sup> water took onboard 22 Casks of water at 7 got under way at Midnight S<sup>t</sup> Eustatia bore W N W 3 leagues —

Middle part D<sup>7</sup> Weather

at 6 A M gave chase to a Sloop at 7 Boarded her & Latter part Moderate, 2 Brigs under Convoy —

[Latitude Observed 18. 15 N.]

[HS of Old Newbury, Mass. NDA photostat.]

To President John Adams from Secretary of the Navy

[TRENTON]

Navy Department 23<sup>d</sup> September 1799

JOHN ADAMS Esq<sup>r</sup>  
President of the United States

SIR I have the honor to enclose a letter just received from Cap<sup>t</sup> Little who writes like a man of Spirit and Enterprize and such I have no doubt he will turn out to be — The object of our arrangement with Touissant was to come in for a share with the British of the trade of Saint Domingo The British seem intirely excluded and indeed our own vessels from British Islands are denied admittance — Ships belonging to the French which were not to be suffered to enter the ports now sail under the protection of our Consul — I wish it may not turn out that we are no match for the French in the kind of Game that seems now playing at Saint Domingo —

I have enclosed copy of the Instructions given to Captain Perry, but it seems necessary that something should be said about the Armed Vessels from France, they may effect to be subservient to the views of Touissant, but I imagine their object is to get Coffee &<sup>r</sup> from Rigaud part of the Island, because it is cheap there and that they will pay little respect, to our Flag when they have an opportunity of taking a prize — Col Pickering is to furnish me with a Copy of the Agreement with Touissant which I have never seen and I contemplate that it will be proper to send additional Instructions on the subject of Vessels from France by the *Herald*, which I will do myself the honor to enclose to you

I have no letters from M<sup>o</sup>Niell since the Surrender of Surinam to the British. A Letter from S. Smith Baltimore mentions that he has behaved nobly —

I have the honor to be with the highest Respect & Esteem

Sir

Y<sup>r</sup> obed Serv<sup>t</sup>

[NDA. Nom. Appts. 1798–1820.]

To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 23<sup>d</sup> Sept<sup>r</sup> 1799

Capt<sup>n</sup> SAMUEL BARRON  
Frigate *Constellation*  
New York —

SIR Mess<sup>rs</sup> James & Ebenezar Watson Represent the state of New York to be such as to render it extreamly difficult to accomodate you with the articles required, for the *Constellation*.

On this account, as well as to give you an opportunity of being some time with your Family before you take a long cruise, I have to request that you will limit your Demands on New York to such articles as will be indispensible for a six weeks cruise and that as soon as you obtain such articles you proceed with the *Constellation* as far South as the River Saint Marys and that you continue cruising on the Southern Coast until the 10<sup>th</sup> November, at which time you will put into Hampton Roads and receive all the supplies needful

for a six months cruise from William Pennock Naval Agent at Norfolk — You will please to let me know before you leave New York the supplies of all kinds you will want at Norfolk, that I may give M<sup>r</sup> Pennock notice to provide them —

If M<sup>r</sup> Porter Midshipman on board the *Constellation* is fit for a Lieutenant in a Twenty Gun Ship, or a 12 Gun Schooner please to put him ashore at New York to come on to this place, or if an opportunity offers by water, he may go at once to Baltimore — But if he is not fit say nothing to him —

I have the honor to be with great respect

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Midshipman Abner Woodruff, U. S. Navy, from Abishai Thomas for Secretary of the Navy

NAVY DEPARTMENT  
Trenton, September 23<sup>d</sup> 1799

M<sup>r</sup> ABNER WOODRUFF  
on board the Prize  
Brig *Young George*  
New Castle —

SIR Your letter of the 19<sup>th</sup> Instant is received — I have written to Mess<sup>rs</sup> Willings & Francis who will take order respecting the prize Brig *Young George* — You will be pleased to conform to their directions —

It will be proper to discharge immediately all the people you have who do not belong to the Navy, those who do, you will retain to take care of the Brig, until further orders — You will also take care to retain every thing on board necessary to her Condemnation —

M<sup>r</sup> Witmore may remain with you until he receives further orders — M<sup>r</sup> Coffin may probably get on board the *Norfolk* by going instantly to Boston where the *Herald* is about to sail for S<sup>t</sup> Domingo.

If he takes this place in his route he may probably receive further information.

I am Sir, By order of the Sec<sup>y</sup> of the Navy —

Y<sup>r</sup> Obed<sup>t</sup> Serv<sup>t</sup>

(Signed) AB THOMAS

[NDA. OSW, Vol. 2, 1799.]

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To Secretary of State from Benjamin Hammell Phillips, U. S. Consul at Curacao

CURACOA 23<sup>d</sup> Sep<sup>r</sup> 1799.

SECRETARY OF STATE FOR THE U. S. OF AMERICA  
at Philadelphia.

SIR, By the Brig *Esparanza*, Cushing from Philadelphia I had the honor & satisfaction of receiving yours of the 3<sup>d</sup> of August. — In my last (of the 14<sup>th</sup> ins<sup>t</sup>) I intimated my design to make further communication to you respecting the Brig *Sukey*, Cap<sup>t</sup> Vridenburg of Philadelphia, who came from La Guayra & went to Baltimore. —

The *Sukey* had been made fast to the Frigate *Ceres* for 36 hours previous to sailing & had her Ensign & pendant flying; but at the moment her fasts were cut off a Vessel got foul of the toppinglift to which the Ensign was set & carried it away — but the pendant was still flying — and as Cap<sup>t</sup> V had been so near to the Frigate so long he of course did not think of setting his Ensign again — especially as the Frigate's Officers & people could not avoid seeing what had passed — and he having his pendant still flying. — As soon as the *Sukey* was got under way she was fired at by the *Ceres* Frigate, how many Guns was fired I do not exactly know, but if Commodore Kikkert's statement be correct, it is extraordinary no damage was done — because from his disposition manifested on many occasions, he certainly designed to have struck the *Sukey* who from her construction could neither go off fast, or come back to port — on account of a rapid Lee Current that at that time run strong —

Commodore K—'s Letter to me & my answer are among the papers I now send N<sup>o</sup> 1 — 8 — I have not received any answer from his Excellency — If I do before this vessel the *Charlotte* for Baltimore sails I will send it also —

I cannot close this without praying that every particular attention may be had to my Letter of the 14<sup>th</sup> & that the assistance requested may be dispatched without the *loss of a moment* —

I have the Honor to be

Most respectfully

Sir

Your obed<sup>t</sup> Serv<sup>t</sup>

- N<sup>o</sup> 1 — a declaration of the surviving part of the crew of the *Nautilus*  
 2 — a protest of H — Aitkin & others respecting the capture of the *V* —  
 3 — a Certificate of John Hantz & others respecting the *Trois Amis* —  
 4 — are 3 publications of the Govern<sup>t</sup> of Curacoa, respecting Privateers —  
 5 — is Commodore Kikkert's demand respecting the *Sukey*  
 6 — My answer to Kikkert's demand —  
 7 — My Letter of 14 Sept. 1799  
 8 — a Copy of my Letter to Gov<sup>t</sup> Lauffer of the 17<sup>th</sup> Sept. 1799 —

[Enclosures listed above are not included here, as much of the essential data concerning this subject have been included in preceding pages of this book.]

O Per *Charlotte*, Hubbert

C Per *George* — Dunkin

[SDA. French Spol. CA Curacao, 1797–1801.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[TRENTON]

Navy Department 23<sup>d</sup> September 1799

JEREMIAH YELLOT Esq<sup>r</sup>

Baltimore —

SIR The Prisoners arrived in the *Montezuma* are to be marched to Frederick Town under a guard to be furnished by the Commandant of Fort M<sup>o</sup>Henry and to be delivered to Mountjoy Bailey Esquire —

Should any difficulties occur which require your interference you will be good enough to obviate them and expedite the Departure of the Prisoners as much as you can

I have the honor to be

Sir

Your obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To William Crafts, Navy Agent, Charleston, S. C., from Secretary of the Navy

NAVY DEPARTMENT

Trenton 23<sup>d</sup> Sept. 1799

WILLIAM CRAFTS Esquire }  
Charleston — }  
South Carolina }

SIR I am honored with your letters of the 3<sup>d</sup> and 6th Inst —

The arrangement you have made with respect to procuring Bread was proper — I have no doubt M<sup>r</sup> Pennock will supply all you want on your own application, if however he should consider it necessary to have the sanction of my orders it shall be granted without hesitation — Your plan of appointing Captain Payne to the Command of the *Pinckney* for a cruise is approved — If Captain Payne declines, you will please appoint the first Lieutenant of the *Pinckney* — I know of no better arrangement we can make for the present occasion.

I have the honor to be

Sir

Y<sup>r</sup> Obed. Serv<sup>t</sup>

P. S. If Captain Cross remains in port until you receive this, be pleased to detain him until he hears again from me — He may consider this as my order to that effect —

B[ENJAMIN] S[TODDERT]

[NDA. GLB, Vol. 2, 1799.]

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To Riddle & Bird, Newcastle, Del., from Secretary of the Navy

[TRENTON]

Navy Department September 23<sup>d</sup> 1799

Mess<sup>rs</sup> RIDDLE & BIRD  
New Castle —

GENTLEMEN — I am honored with your letter of the 18<sup>th</sup> Inst. —

The prize Brig *Young George*, I observe is consigned to Mess<sup>rs</sup> Willing and Francis to whom I have written — You will therefore please to take their directions respecting her mean time be pleased to furnish such supplies of provisions as she may stand in need of which must be paid for out of the proceeds of her sales —

I am Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]



To Willings & Francis, Agents for U. S. Ship *Ganges*, from Secretary of the Navy

NAVY DEPARTMENT  
Trenton 23<sup>d</sup> September 1799

Mess<sup>rs</sup> WILLINGS & FRANCIS  
Philad<sup>a</sup> —

GENTLEMEN I have just received information of the arrival at New Castle of the Brig *Young George* Prize to the ship *Ganges*, and that Captain Tingey has directed her to be delivered to you to be proceeded against as the Law directs —

The situation of Philadelphia prevents her being ordered up for the present —

I have therefore directed Mess<sup>rs</sup> Riddle & Bird in whose care she is to take your orders respecting her, and to supply her with such provisions as she might stand in need of — In the meantime to be paid for out of the proceeds of Her Sales —

Presuming you have already received Captain Tingey's letters relative to the steps to be taken with this prize — I have nothing to add —

I have the honor to be  
Gentlemen  
Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Monday, 23 September 1799

First part moderate breezes & pleasant at 2 P M the Dog & Pear bore E by S 5 leagues at 4 D<sup>o</sup> Sambrero bore E by N 3 leagues

Middle part moderate breezes & pleasant at 6 A M parted with the 2 Brigs & Bore away to the Westward, at 8 hall'd to the South<sup>d</sup> & made Sail

Latter part fresh breezes & hazey  
[Latitude observed 19 . 27 N.]

[HS of Old Newbury, Mass. NDA photostat.]

To Captain Samuel Barron, U. S. Navy, from Secretary of the Navy

[TRENTON]  
Navy Department 24<sup>th</sup> September 1799

Captain SAM<sup>l</sup> BARRON  
Frigate *Constellation*  
New York.

SIR I am honored with your letter of the 22<sup>d</sup> Inst — Referring to my letter of yesterday I will only add on the Subject of your removal to the Ship at Norfolk, that I will endeavor to gratify you on your arrival there about the 10<sup>th</sup> of November But this may not be in my power, and you must make all your arrangements as if you were certain of continuing in the *Constellation*.

I have extended M<sup>r</sup> Robinsons furlough, also M<sup>r</sup> Vandykes —  
I have the honor to be with Great Respect

Sir  
Y<sup>r</sup> most obe<sup>d</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Captain Henry Geddes, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 24th September 1799

Captain HENRY GEDDES  
Wilmington — Delaware

SIR The President having appointed you a Captain in the Navy, I enclose your Commission As soon after the receipt as your convenience will admit, you will be pleased to [proceed to] Baltimore and take charge of the *Chesapeake*, [*Patapsco*] and bestow every necessary Attention to her equipment — You will take the oath of allegiance and return it with your letter of Acceptance to this Office from the date of which your Pay & Emoluments will commence —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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

NAVY DEPARTMENT

Trenton 24th Sept<sup>r</sup> 1799

Captain CHARLES C RUSSEL  
of the *Herald* — Boston

SIR Herewith enclosed you will receive a letter for Captain Talbot or the Commanding officer of the United States Vessels on the Saint Domingo Station, also one for Nathan Levy Esq<sup>r</sup> Navy Agent which be pleased to deliver — Presuming that you will have every thing in perfect readiness for sailing by the time you receive this, you will be pleased to proceed immediately to Sea, pursuant to your former instructions —

I am Sir

Your obe<sup>d</sup>t Serv<sup>t</sup>

[NDA. OSW, Vol, 2, 1799.]

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[Enclosure No. 1.]

To Captain Silas Talbot, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 24<sup>th</sup> September 1799

Capt<sup>n</sup> SILAS TALBOT or the Officer Commanding the United States Armed Vessels on the Saint Domingo Station —

Sir since the date of your letter of Instructions of the 3<sup>d</sup> Inst, I have received information that there are eight or ten Vessels at S<sup>t</sup> Domingo from France mounting from 16 to 26 Guns and that they are to be temporarily employed to cruise against the Vessels of Rigaud and are to be furnished with protections from our Consul Doctor Stevens —

Those vessels are I presume private property sent from France to Saint Domingo for the purposes of trade, and commissioned as Letters of Marque — Their object in all probability is to load with Coffee &<sup>e</sup> and return to France capturing on their voyage any American which



CAPTAIN SILAS TALBOT, U. S. NAVY.



may fall in their power — While they are actually employed by Touissant in the war against Rigaud, you cannot make prizes of them, consistently with our desire to remain on friendly terms with that General and the people under his Command — But whenever they cease to respect his authority or the American Flag, or whenever they take their departure for France, they will become Lawful objects of Capture — Under any of these circumstances you should exert the force under your Command to make prize of them taking care however not to suffer them to enter the ports of Saint Domingo which might give offence to Touissant —

Our Vessels bound to Spanish Ports are frequently captured by French privateers in sight of the Harbour but if they enter safely they are then secure — You must pay at least as much respect to the ports of Touissant — But if you can capture French armed Vessels bound in or on their return to France out of the reach of a Cannon Ball from the shore of the Island you are authorized by our Laws to do it — nor is there any thing in our arrangements with Touissant to forbid it — But in all such cases you should send the Captured vessels & prisoners to the United States

Porto Rico appears to be as mischievous to our Commerce as if it were actually a French Island — Altho the officer commanding on the Guadeloupe Station, will pay some attention to this place, it will be necessary that you should also send a cruiser to visit it as often as you can spare one — Captain Little has a fine Ship, and appears to be an active Officer — He might cruise occasionally off Porto Rico with great advantage —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799]

[Enclosure No. 2.]

To Nathan Levy, Navy Agent, Cape Francois, from Secretary of the Navy

[TRENTON]

Navy Department 24th Sept<sup>r</sup> 1799

NATHAN LEVY Esquire

Navy Agent at Cape Francois —

SIR I am honored with your letter of the 3<sup>d</sup> Inst — I cannot conceive it to be possible that there can be any interference between your duties and those of the Consul

He has nothing to do with the supplies of our Vessels — that is your business and your only business in connection I mean with this Department — As to the conduct of the Vessels, that is a matter which will be with the Commanding Officer on the Station —

I shall direct to be sent you from Boston 5000 Dollars in specie by the *Herald*, Captain Russel — As to provisions I hope our Vessels will want but small supplies in the Island — I shall without trusting to the fluctuations of Markets there send their principal supplies from hence and sending Iron Ballast, is totally out of the question

I presume the money to be sent you by Captain Russel will be sufficient for your purposes with the aid of such Bills as you obtain from the Captains which you will certainly be able to Sell —

You will by all opportunities transmit the accounts of your supplies to our Public Vessels and be very particular in obtaining Triplicate Vouchers from the Captains or Pursers, Two of them you will send in by different opportunities reserving one for yourself —

I will thank you for such information from time to time respecting the Political Situation of the Island as you think will be usefull — What are the Vessels from France doing there? What are the real views of Touissant! How are the people affected to America, France & England —

I have the honor to be sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

To Secretary of the Navy from Gibbs & Channing, Navy Agents, Newport, R. I.

NEWPORT Sep<sup>r</sup> 24 1799

SIR We have the pleasure to advise you, that the *General Green* sailed yesterday. Our accounts for remainder of supplies, we have forwarded by this Post to the Post Accountant of the Navy Department, as it leaves us considerably in advance which is augmenting by our supplies to the Frigate *United States*, we must request you to order a further remittance to us of Ten thousand Dollars in addition to the sum requested in our respects of y<sup>e</sup> 15 Ins<sup>t</sup> —

Nearly the remainder of the salted Provisions we had purchased is delivered to the *General Green & United States*, that if any Ships should be expected to come to this Port this fall or Winter for supplies it would be necessary, that early directions should be given to procure the provisions that may be wanted which would enable us to procure those of the best quality & on the most advantageous Terms. If a supply of bread should be wanted it can be baked here, to come as low as it can be ship'd here from the Westward, it being a bulky article & pays a heavy freight. — The Ships having been supplied with bread baked from fine flour, coarser bread has been refused & where some of this quality has been supplied, we are informed it occasioned dissatisfaction among the Crew. — that we have on hand yet a small quantity of the bread ship'd us from Alexandria & New York. —

The bread we have supplied the *Gen Green* and which is now baking for the *United States* is made of fine flour, & costs 7 doll<sup>s</sup> per C<sup>t</sup> if flour should be lower the price of the bread will proportionally reduce —

Hon BENJ<sup>s</sup> STODDERT Esq

[Newport HS. Gibbs & Channing LB.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[TRENTON]

Navy Department 24th September 1799

JEREMIAH YELLOT Esq<sup>r</sup>

Baltimore —

SIR Having as many Vessels as the Laws authorize in the Navy Service exclusive of the *Montezuma*, she will be sold All her Warlike Equipments may be taken for the *Chesapeake* [*Patapsco*] and the Schooners [*Experiment* and *Enterprize*] if they should be wanted —

I have some expectations that the Secretary of State may buy the Ship for the intercourse with Algiers, otherwise I must get you to sell her in Baltimore where I suppose she will bring a good price — I shall know from the Secretary of State in a day or two —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Tuesday, 24 September 1799

Moderate breezes and Cloudy, Employd as nessasary unbent the Foresail and bent another. Carpenters and Sailmakers employd occasionally, @ 4 Moderat & V<sup>b</sup>le

@ 6 Tackd to the Northward Made and Shortn'd sail as Nessasary

@ 11 Tackd to the Southward

@ 2 AM Sounded with 140 fathoms of line No Ground

@ 4 Moderate breezes and cloudy

@ 8 Tackd to the Northward, Employd washing and Fumigating between decks

Stayd the Foremast and Foretopmast

At 11 Tackd to the Southward

@ 12 Moderate breezes and Clear weather

[Latitude Observed 06.45 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Tuesday, 24 September 1799

Begins with fresh Breezes & hazey Weather at 6 P M in T G Sails & Reef'd the T Sails

Middle Part D<sup>o</sup> Weather at 2 A M hove too, at 5½ A M bore away & made sail at 6½ Saw Porto Rico bearing S by E 7 leagues at 11 Saw a sail gave chase

Latter part D<sup>o</sup> Weather all sail set in chase Several sail in sight [Latitude Observed. 18'.39° N.]

[HS of Old Newbury, Mass. NDA photostat.]

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To Captain Thomas Baker, U. S. Navy, from Captain Thomas Tingey, U. S. Navy, with a copy to Lieutenant Benjamin Hillar, U. S. Navy

[U. S. S.] *Ganges* AT SEA  
25<sup>th</sup> September 1799

SIR Conceiving it best for the annoyance of the French who depradate on us; that the little squadron under my command, should cover as much ground as possible — thereby to enable us the more probably to intercept their cruizers — letters of marque — or vessels captur'd by them. — I have determin'd on taking the *Eagle* with me, and proceed to the windward toward Guadeloupe, Deseada and Mariagalante.

You will therefore \* with the United States Ship *Delaware* under your command, and the Brig *Pickering* Lieutenant Command<sup>t</sup>

Hillar\*, keep the Isle of S<sup>t</sup> Bartholemews, and the passage thence to the windward of Nevis, and up under the Lee of Barbuda, as well guarded as your little force will admit, or can possibly effect.

But keeping near S<sup>t</sup> Bartholemews and stretching occasionally a little to the NE of it — may enable You, to fall in with some of our own heavy vessels — captur'd by the Enemy and sent for S<sup>t</sup> Martins — Or protect many of those of our outward-bound trade, that are destin'd for S<sup>t</sup> Bartle<sup>m</sup>s the shore of which is almost always infested with one or more of the enemy's small privateers

It is my wish that you do not separate so far, as to be out of sight of each other, for any length of time — having experienced the good effect of two cruizing together, more than once.

You will be pleas'd therefore to separate, so far only, in the Day — that *signals*, or at least the *actions* of each other can be observ'd — and to form a junction every evening if possible. (Of these circumstances Lieut Command<sup>r</sup> Hillar will be fully inform'd, by a copy (nearly) of this now furnish'd him)

Should you effect any captures, or recaptures you will of course proceed with them to Basse Terre S<sup>t</sup> Kitts, and put them into the hands of our Agent there D M Clarkson Esq<sup>r</sup> — and should they be properly Letters of Marque, and small they and cargo may be disposed of, but not too hastily — If any thing capital is taken — or large Privateer — the vessel should be moored with as much safety as possible; and the most valuable part of the cargo landed for safe keeping; to be sold or reship'd, as we may hereafter on a conference determine —

Wishing You success

&c I have the honor to be

Sir &c &c

T. T. [THOMAS TINGEY]

To

Capt<sup>n</sup> THO<sup>s</sup> BAKER

Ship *Delaware*

In the letter adres'd to Lieut Comd<sup>r</sup> Hillar in lieu of words between the \* — \* was inserted — viz<sup>t</sup> — “with the Brig *Pickering* under your command join Captain Baker in the *Delaware*, and follow his directions, agreeably to orders given him, of which this is nearly a copy;” and keep &c &c

The short paragraph between the ( ) was not inserted in Capt<sup>n</sup> Hillars letter — But in both the following

P:S: It is known, or generally *believed* by the French, that our homeward bound trade, get a tolerable escort clear of the Islands; and it may add much to the protection of our commerce, that they do not hear of a relaxation of such protection, on our part, which would almost instantly be communicated, by the frequent (almost constant) intercourse between S<sup>t</sup> Kitts & S<sup>t</sup> Bartle<sup>m</sup>s If therefore you should go into Basse Terre Road; on occasion as heretofore intimated, and there being 6 — 8 or more sail ready for departure homeward (but not to delay two hours for any) it would be right to see them safe clear of the passage by the Dog & Pear — or that of Samberero, but not farther to leeward — which effected return immediately to this station.



To Captain Moses Tryon, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 25<sup>th</sup> September 1799

Captain MOSES TRYON  
Ship *Connecticut* —

SIR Having already sent you your Instructions for your Government on a cruise it only remains for me to point out your particular destination — As soon as the *Connecticut* is ready for sea which I hope will be by the time this reaches you — You will be pleased to proceed to Porto Rico, and cruise off that Island for one month from the time of your arrival, at the end of which period you will join our Squadron on the Guadeloupe Station Rendezvousing at Saint Kitts and place yourself under the Command of the Senior Officer where you will remain until further orders

Instructions have been given to the Squadrons at Saint Domingo & Guadeloupe to attend to Porto Rico, but still it appears that our trade is annoyed [more] by the privateers from that Island than any other — I hope you will be able in your short cruise to give a good account of some of them — I will not pretend to dictate your cruising Ground in the Vicinity of Porto Rico — You must judge on the spot and employ your force to give the greatest possible protection to our Commerce which will best be effected by capturing or destroying the Vessels which depredate upon it.

There are on the Guadeloupe Station the

<i>Adams</i> —	Capt <sup>n</sup> Morris
<i>Merrimack</i> —	Brown
<i>Delaware</i> —	Baker
<i>Eagle</i> —	Campbell
<i>Baltimore</i> —	Cowper
<i>Pickering</i> —	Hillar

and there will be on the Saint Domingo Station the

<i>Constitution</i> —	Talbot
<i>Boston</i> —	Little
<i>General Greene</i> —	Perry
<i>Norfolk</i> —	Bainbridge
<i>Herald</i> —	Russel —

I give you this information that in the event of your meeting with force very superior to your own, which however I do not expect, you may know where to find assistance. —

[NDA. OSW, Vol. 2, 1799.]

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

[TRENTON]

Navy Department 25<sup>th</sup> September 1799

Major W. W. BURROWS  
*Marine Corps* —

SIR I am honored with your Letter of the 23<sup>d</sup> Inst. — It will be best I think to send on what Marines you have at New York — I expect the *Congress* will be compleat in every other respect by the time the Marines will arrive, consequently it will be improper to run the risque of collecting them at places where they are not already

engaged — We shall soon have three other ships to provide for to the Eastward — Viz, The *Essex* Frigate at Salem, The *Trumbull* Sloop of War at New London [Norwich], and the *Warren* at Newbury Port for which you will be pleased to take the necessary measures as early as may be —

I am Sir

Y<sup>r</sup> most obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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To William Pennock, Navy Agent, Norfolk, Va., from Secretary of the Navy

[TRENTON]

Navy Department 25th September 1799

WILLIAM PENNOCK Esq<sup>r</sup>

Norfolk — Virginia

SIR I am honored with your Letter of the 17th. — I have directed a remittance to be made you of 15000 Dollars and shall attend to your drafts —

On the subject of your accounts the Accountant has told me that your Vouchers are defective, that sometimes receipts are sent without being signed, which he has been obliged to return and that there was delay in getting them again, which creates difficulties in his Books and prevents his settling your Accounts

It is necessary that accurate accounts of Expenditures should be laid before Congress and that the Expense of each Ship should be known — Hence the necessity of both promptness and accuracy in the agents —

The Bread you sent to M<sup>r</sup> Crafts should be charged by you to the Public that a double commission may be avoided.

The quantity of Bread you have on hand greatly exceeds my expectations, I expect the *Constellation* will be at Norfolk the 10<sup>th</sup> November — The *Richmond* perhaps sooner. Both will want Bread, still you have a great deal too much on hand I pray that you will have it well examined and if necessary baked over again — If you could sell two thirds of it — it would be very proper — I cannot conceive how you accumulated so much — I pray you to buy no more new Bread, until the whole is entirely expended, and keep none on hand beyond 20000 W<sup>t</sup>

I am Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

P. S. You say you shall furnish M<sup>r</sup> Crafts with the Bread — No doubt you mean out of the quantity on hand —

[NDA. GLB, Vol. 2, 1799.]

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To Secretary of State from Secretary of the Navy

[TRENTON]

Navy Department 25 September 1799

Col<sup>l</sup> PICKERING

D<sup>r</sup> SIR — Enclosed is M<sup>r</sup> Yellots acc<sup>t</sup> of the *Montezuma* when she was purchased I was much mistaken in her tonnage which is only 247 Tons — Perhaps too Small for your purpose —

I believe she is a sound strong ship, but being too dull for a Cruiser, I shall order her to be Sold, if you should not take her. —

I have the honor to be, with great Esteem D<sup>r</sup> Sir  
Your most obed<sup>t</sup> Serv<sup>t</sup>

[NDA. Sec. State LB, 1798-1824.]

Extract from journal of the U. S. Ship *Merrimack*. Captain Moses Brown, U. S. Navy, commanding, Wednesday, 25 September 1799

Begins moderate & pleasant all sail set in chase at 1 P M came up with & boarded her she proved to be the *Charming Nancy* an English Schooner from Tortola bound to New York, had been Captur'd by a French Privateer, Took out the Frenchmen & Put a Midshipman 5 Men on board With orders to proceed to New York, Put onboard some water, Beef & Spare rigging &c at 4 made sail & gave chase to 2 sail at ½ past 5 the N W part of Porto Rico bore S by W 6 leag<sup>s</sup> at 7 Boarded the Sloop *Elizabeth* from N York for Curracoa. she had been captur'd by the french & had retaken her again

Mid. & Latter parts pleasant at Mer<sup>dn</sup> the N W part of Porto Rico bore SS W 5 leagues

[HS of Old Newbury, Mass. NDA photostat.]

To Secretary of the Navy from Captain Alexander Murray, U. S. Navy

GIBRALTER 26<sup>th</sup> Sept<sup>r</sup> 1799

The above [\*] is a copy of my respects to you of the 17<sup>th</sup>, as it was a particular request of M<sup>r</sup> Smith (and who received hints, from Lord & Lady Elgin, on their way to Constantinople in the *Phaeton* Frigate) that if it did not interfere with any of my establish'd plans, that I would accompany them as far as the streights; & considering that they might have it in their Power to befriending him, in his mission to that Court, & that it would be sound policy on our part, to shew every friendly disposition, to cultivate a firm & friendly Understanding with Great Britain: I felt a conviction in my mind that it would not be displeasing to our Executive, nor interfere materially with your plans, & readily gave my assent; we sailed together on the 17<sup>th</sup> & had the pleasure of outsailing the *Phaeton*, but kept close together with pleasant Breeses, & on the 21<sup>st</sup> we were off the Streights, after which, I haul'd to the Northward in Chase of a Sail which I soon brought too, & proved to be a Dane bound up the streights; after which I ran in close under the Fortifications of Cadiz to see if any American Vessels were there, soon after which the Wind beginning to blow fresh, from the South West, & being upon a Lee Shore, I was Obliged to carry a press of sail to gain a safe distance from the land.

While off the Harbour I could not perceive any American colours flying, nor could I get any of the boats to come off to me; I saw several French Cruisers at anchor, but they did not chuse to come out to me; after which I made sail for this place to see what services I could render in this quarter, and in running into this Bay, fell in with a small Fleet of Gun Boats, under Spanish Colours, but they carry French Commanders most of them, & take special care to keep near enough to their Fortifications, when they see any thing capable of

standing against them; but it is next to an impossibility for an Un-arm'd Vessel to escape being taken, they both sail & row like the Wind: so that this evil Cannot be remedied, but must be left to chance, for their lookout posts give them information.

I am now waiting for the first chance of a wind to run off Madeira, for a few days & then shall make for our West India destination without delay.

I found Admiral Duckworths Squadron here, consisting of four Seventy four Gun Ships, & one Fifty, with a Frigate, bound to Cruise off Cadiz; so that in future that station will be protected, which hath been much neglected since Lord S<sup>t</sup> Vincent left it; I must now beg leave to remark on the General deportment of all his Britanic Majesties Commanders, I have met with in my Various routs.

They have been truly polite & attentive to me, as much so, as if I had been one of their Frigates.

On my arrival I saluted the Admiral, who immediately return'd it, & after we came too, waited on him, he shew'd me every mark of attention & civility, with a proffer of any services I might require, I then saluted the Garrison which was likewise return'd Gun for Gun; and waited upon his Excellency Govern<sup>r</sup> OHara, from whom I have received very polite attention, as well as the other General Officers, & particularly, all the Naval Commanders: for in dining on board the *Powerful* with the Admiral & all the Captains of the Squadron, it appeared to be a fix'd point to convince us of the sincerity of their Friendship, & to do away all former distinctions; & our intercourse hath become perfectly familiar: which hath enabled me to make many useful observations.

I may have trespass'd upon you, in this detail, but it appears to me to be sound policy to cultivate & draw the cords of Friendship, as close as possible, & have little doubt but your sentiments will accord with mine, in this instance, for certainly no nation in the World hath it so much in their power, to assist & foster us in our Naval infancy.

Among the other Naval Commanders, that I have made acquaintance with is Lord Will<sup>m</sup> Stuart, who begs me to make mention of him to his Brother Lord Henry, now in Philadelphia, he is station'd here waiting for the first Vacancy, being lately made a Port Captain, & should it fall in your way, will thank you to mention this circumstance to his Brother: he has been very Polite to me.

In parting with the Admiral, I requested him to give me some significant signal, that I might know any of his Majesties Ships, in case of my falling in with any of them, which he has promised me, & further, that he intends to send the Copy I have given him on to the Admiralty, by the first conveyance, with a request that they might be generally distributed throughout the Navy, tho' I am in hopes Com<sup>o</sup> Barry has superseded the necessity of it, as the exchange is highly necessary cruise where we may.

28<sup>th</sup> the Wind hath now changed & we are getting underway with all the Men of War & a number of other Vessels — & have the pleasure of informing you that our Crew are all in good health & want for nothing but a Prize to cheer them —

I am yours &c &c

[\*See letter to Secretary of Navy from Captain Alexander Murray, U. S. Navy, dated 16 September 1799.]

[NDA. A. Murray's LB, 1799-1805.]

To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[TRENTON]

*Navy Department 26th September 1799*

JEREMIAH YELLOT Esquire  
*Baltimore —*

SIR From former letters, I presume the Schooner must be nearly ready, and requires the attention of a Commander —

M<sup>r</sup> Shaw applied for leave of absence and I know not whether he will be back to Baltimore (if he has left it) in time to command the first Schooner —

M<sup>r</sup> Bunbury I am sorry to find means to quit the Service — I have directed Cap<sup>t</sup> Price to repair to Baltimore to take the Command of one of the Schooners — Be pleased to let me know how soon each will be ready for Comm<sup>d</sup> and Crew —

I have the honor to be with Great respect Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

[Received 26 September 1799]

To Secretary of State from Joseph Ingraham, Charge d'Affaires, Tripoli

DEAR SIR I take the liberty to inform you of the measures that has been taken by the Bashaw of Tripoli with the different nations, that he has made war & peace with during my residence in that reagency. Likewise, relative to the mode of Conducting the affairs of the united States with the different States of Barbary.

first its necessary that our Peace should be held separately with each reagency, and the consul resident there, and not depend on one reagency to hold our peace with the others. Secondly, that the gov<sup>t</sup> of the united States should keep two good frigats in the mediterranean, and one constantly on a Cruise to Convoy and protect our Shiping, from the many insults they are daly & ourly exposed to, and visit the differant Ports of Barbary every 2 or three months at least, to keep these reagency's under some subjection which cannot be dun otherways, and a small arm'd vessel to be Constant going & returning, with dispatches, too and from the united States to the Commander of these frigats, he likewise ought to have power given him to make up any Breach of friendship that may happen between our Consul resident in either of these reagency's which is not in the power of a Consul to do, and even to Sacrifise 20 or 30000 dollars sooner than risk a war, & our Shiping Captured and our Citizens made Slaves of again, which will suerly be the case, no Consul in barbary ought to be invested with more Power than the other, when that's the case the Different reagency's Plays into Each other's hands, to draw Preasents and money from them, our Consuls in barbary having a sufficient Salary to maintain them, ought to be Strictly forbidden not to Enter into any line of Commerce what ever, that being the first Step taken by the Heads of these reagency's to declare war with the Differant nations.

Relative to our Peace with Tripoli; and under the guarantee of the Dey of alger, I would not have our gov<sup>t</sup> place too much Confidence in,

least they should be deceiv'd, I have every reason to believe it will not stand good long, as the Bashaw and the Head People of that reGENCY are discontented with their Presents, as well as in Tunis.

The Bashaw bid me inform our Minister at Madrid, and Captain O'Brien if the Presents and Brig did not arrive soon, he well knew what Steps to take fitting out of twenty Cruisers, and Capture one American ship, would pay him very Handsomly for his Trouble, which he was determined to put into Execution, and had actually given orders for fitting out five sail, that he would let them know that Joseph Bashaw Commanded in Tripoli; that he was under no restraint or fear of the Dey of Algiers, and only respected him as a neighbouring Prince, that the motive for his making so favourable a Peace with the united States, was owing to the long friendship that had subsisted between him and the former Dey, that he did not know how the present Dey could undertake to guarantee his Peace, without first consulting him, on this important Point.

The Pride of the Bashaw is such, and being urged on by his own Subjects as well as the Consuls of other nations, he will not hesitate one moment, to fit out his Cruisers take the Consul's Passport and Capture our Shipping, the same he has done by other nations during my residence there, at the same time the Consul may suppose him to be his greatest friend, the Deans was the first that felt his deceitful and cunning art, they captured five sail before they found out his intentions, after eight months they made Peace again for 73000 dollars, Peace Presents in naval and Military Stores, 30000, Consular Presents 10000, besides they pay 14000 every three years, the grand Signore sent an ambassador to make there Peace, he was sent away without an audience, the next was the Sweds they having no Ships of war or arm'd vessels to protect their trade, Cruisers were fitted out and captured seven rich prizes, the Consul was detained there till after the Peace took place, they paid the same as the Deans did for their Peace and but sixty days given to pay it in, the Store Ship that brought their Presents was chartered by the Bashaw for Malta with 4 or 500 Dollars worth of live Stock on board, she was captured by the Portugues, as soon as the Bashaw heard it he sent for the Consul and threatened to cut his head off and declare war with his nation, if his Property was not restored to him in five months which he valued at 50000 Dollars, the Sweds Peace was guaranteed by the grand Signore who sent two ambassadors to make there Peace, the first was not permitted to land, the second had an audience and was ordered to embark immediately with orders to tell his master, never to interfere with the affairs of his reGENCY any more that he perfectly well knew how to govern in his own Kingdom and should act as he thought most proper.

When the Deans was trying for a Peace they applied to Algiers for assistance and brought an ambassador in their own frigate for this they paid 10000 dollars with a promise of 40000 more if he succeeded and brought about a Peace this man was on shore but 2 ours and embarked again was carried home in the same frigate with letters to the Dey who did not see fit to interfere any further in the affairs of either Party for what reason.

If our government will reflect a little they will find they have Turks to deal with and unalterable enemies to all Christians whether

at peace or war, not to be bound by Promises on writings, mony or the force of arms must bring them to fear us, to Love us they never will. Longer then mony or Presents is Constantly Distrubed amoungst them we see that by the Spaniards who gives them every thing ask<sup>t</sup> for 70000 Dollar they expended on there Cruisers last winter copring and fiting out there Ships at Cartherge on all the accompts I saw in the office in Tripoli after there return. Such is the effars carrid on by the Heads of the three reagencycs in privite not so much with Ranah[?] Turks as with the Christian Turks, and Jews who are much worse they are informed of every thing that passes in Europe and Communicates all there informtion to the Heads of the differant reagencycs, all for the sake of a little favour they advise them what is best to be dune and they as well adhear to it. —

many nations has alredy been dupte by these artfull people and we cannot expect to receive more favour then them if our gov<sup>t</sup> keep a few Ships in the Mediterranean and show them we are not backward in Protecting our Traid there, it may put a Stop to there fowl proceeding hereafter. this is the time wile all Europ is Engaged in a worse war to Establish our Commerce in that Sea, when a general Peace takes place Every Exertion will be made to rute our Consuls out of Barbary by the Differant nations in Europ and depend on it they will succeed without the greatest precaution is taken in time to prevent it.

The greatest Cruiltys has been used During my time to force the Christians to turn Turks two Deans and nine Sweds fell a Sacrifise to there Barbarity's and obliged to renounce there religion, if in so small a number they force so many what will be the Consequence of our youth's in case we have 20 or 30 sail Capturd.

The Bashaw has told me in Public that he never would make Peace with one nation till he had made up his mind to make war with another at that time his Intentions was against the Americans concerning the Brig promised to him at the making the Peace —

I am dear Sir your Most ob<sup>t</sup> and Most Humb<sup>t</sup> Serv<sup>t</sup>

JOSEPH INGRAHAM

To TIMOTHY PICKERING Esq<sup>t</sup>  
*Secretary of State*

[SDA. Misc. L. Jul-Dec. 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Thursday, 26 September 1799

Begins with moderate breezes & pleasant  
 at 8 P M the Island of Zacha bore North 2 leagues distant —  
 Middle part Ditt<sup>o</sup> Weather at 6 A M the Island of Mona bore  
 WSW dist 2 [or 3] leagues at 10 hove too sent the Boat onshore at  
 Mer<sup>dn</sup> the Boat Return'd bore away & Made sail  
 Ends with Moderate pleas<sup>t</sup> weather

[HS of Old Newbury, Mass. NDA photostat.]

234 NAVAL OPERATIONS; AUGUST 1799—DECEMBER 1799

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To Lieutenant Archibald McElroy, U. S. Navy, from Charles W. Goldsborough for  
Secretary of the Navy

[TRENTON]

Navy Department 27 Sept 1799

Lieut<sup>n</sup> ARCH<sup>d</sup> M<sup>c</sup>ELROY —

Brig *Augusta* —

Marcus Hook

SIR After taking a full view of the *Augusta* and examining particularly what is necessary to be done to prepare her for a cruise, You will be pleased to inform me when she will be ready to receive her Men, that no time may be lost in forwarding Recruiting Instructions — M<sup>r</sup> Evans, the Bearer will act on board the *Augusta* under your Command —

I have the honor to be Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

C. W. G. — for B[ENJAMIN] S[TODDERT]

Sec<sup>y</sup> of Navy.

[NDA. OSW, Vol. 2, 1799.]

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

[TRENTON]

Navy Department 27th Sept<sup>r</sup> 1799

Captain CHARLES C RUSSEL

of the

*Herald* — Boston —

SIR In my letter of the 23<sup>d</sup> Ins<sup>t</sup> I desired you would not leave Boston until you heard from me again —

I have only now to direct that you proceed to Sea immediately in pursuance of former instructions —

I have the honor to be

Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Captain George Cross, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 27th Sept<sup>r</sup> 1799

Captain GEORGE CROSS of  
the *John Adams* —

SIR You will please to proceed as before directed to Cayenne and if you should not after a few days be joined by the *Portsmouth* Captain M<sup>r</sup>Niell, the *Maryland*, Captain Rodgers & the *Scammel*, Fernald, you will endeavor to join them in the vicinity of Surinam — Captain M<sup>r</sup>Neill will continue the command as long as he remains which will be but a short time after your arrival, & then the command will devolve upon you as Senior Officer

You will receive from Captain M<sup>r</sup>Neill his Instructions which will also be yours —

The British being in possession of Surinam, the Force should be employed principally about Cayenne to prevent any privateers issuing



out of that place, or getting in with their prizes, still attention must be paid to the Trade to Surinam

I have the honor to be

P. S. — I inclose you copy of Captain M<sup>r</sup> Niells Instructions least you should not fall in with him.

[NDA. OSW, Vol. 2, 1799.]

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To Stephen Higginson & Company, Navy Agents, Boston, Mass., from  
Secretary of the Navy

[TRENTON]

Navy Department 27<sup>th</sup> Sept<sup>r</sup> 1799

Mess<sup>rs</sup> STEPHEN HIGGINSON & C<sup>o</sup>

Boston —

GENTLEMEN It is impossible for the Government to have directly or indirectly any Agency in the Shipment of Arms for the supply of Toussant Our Arrangements with the British on the subject of the trade of that Island, if there were not more powerful reasons absolutely forbid it — Our Public Ships have positive instructions not to attempt to prevent the searching of Merchant Vessels under their convoy, by Vessels which would have the right to make such search if they were not under convoy —

I need not be more explicit — I hope the *Herald* will be off immediately after the receipt of this —

I have the Honor to be with Great respect

Gentlemen

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot,  
U. S. Navy, commanding, Friday, 27 September 1799

Moderate breezes and clear weather Employd as nessasary

@ 3 bore up West and Set the Starboard studdingsails

PM at 4 Employd Exerciseing Great Guns and small arms Boarders  
Sail Trimmers and Firemen

@ half past 6 Secur'd the Guns Shortn'd sail and In first reef in  
the Topsails, Light airs and Variable

@ 10 Sounded with 120 fathoms of line No Ground

@ 12 Sounded 120 fathoms No Ground

@ 2 AM moderate breezes and cloudy sounded Every two hours  
during the night. No Ground with 120 fathoms line

@ Daylight out first reef of the Topsails and Set the Starboard  
Studding Sails and Royals

[At 8] Employd Cleansing between decks, Unbent the fore and  
fore topsail and bent others

In this days log we made 33 miles Northing we allow for a NW  
Current

@ 12 Moderate breezes and clear weather

[Latitude Observed 04. 37 North]

[NHSC, NYHS.]

Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown,  
U. S. Navy, commanding, Friday, 27 September 1799

Begins with moderate breezes & pleasant weather, employ'd in  
Ships duty, at 4 P M Mona, bore N E 6 leagues

Middle part D<sup>o</sup> Weather

at 10 A M saw a sail to the North<sup>d</sup>

set all drawing sail & gave chase on a wind —

Latter part Moderate & pleasant still in chase of the Brig  
at Mer<sup>th</sup> tack<sup>d</sup> to the South<sup>d</sup>

[Latitude Observed 17. 50 N.]

[HS of Old Newbury, Mass. NDA photostat.]

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To John Harris, Storekeeper, from Samuel Hodgdon, Intendant of Military Stores

WAR DEPARTMENT TRENTON

September 28. 1799

SIR The Purveyor has been directed to purchase and turn into  
the public Store the following articles for the equipment of the  
Brigantine *President Adams* now fitting out at Detroit — Twenty  
Dead Eyes with Iron Straps each measuring nine Inches Twenty  
dead Eyes with Iron Straps each measuring six Inches One Suit of  
Rudder Irons that will answer a Vessel of 150 Tons One Ship Bell.  
One Diamond to cut Glass —

As soon as received you will deliver them to the Quarter Master  
General for transportation.

JAMES MCHENRY  
SAMUEL HODGDON

M<sup>r</sup> JOHN HARRIS

[NDA. Schuylkill Arsenal.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S.  
Navy, commanding, Saturday 28 September 1799

Begins with moderate breezes & pleasant weather all drawing sail  
set in chase at 2 P M fired a gun to leeward at ½ past 2 hove too &  
boarded the Brig *Hope* from S<sup>t</sup> Domingo of & bound to Richmond  
(Vir) W<sup>m</sup> Elwood Master at 4 bore away & Made sail —

Middle part D<sup>o</sup> weather —

at 6 AM the Island of Hispaniola bore from W N W to N N E  
about 6 leagues — at 10 saw a sail to leeward gave chase

Latter part pleasant & Moderate fir'd a shott at our chase

[Latitude Observed 17. 52 N.]

[HS of Old Newbury, Mass. NDA photostat.]

Extract from log of U. S. Frigate *Constitution*, Captain Silas Talbot, U. S. Navy, commanding, Sunday, 29 September 1799

Light airs and variable from 12 Meredian till 4 P M we shoalen'd our water to 34 and sometimes 28 fathoms Punishd Luther Eddy Seaman with 12 lashes for theft

From several observations we made on the current we found it to run N by W and N N W. @ 8 our Lattitude by account allowing for the current was 4.47 North @ half past 8 a 5 knott breeze sprung up from the E<sup>d</sup> steerd S W by W Eleven miles kept the lead Going every hour from 7 till 9 and then every half hour found the soundings from 40 to 31 fathoms regular soundings, from 31 fathoms we steerd the same course two miles and observed the water very much discoloured and of a whitish cast. Sounded in 16 fathoms soft muddy bottom Wore and Tackd as nessesary during the night

A Lucky circumstance for the safety of Navigation on this coast is Your soundings is very regular. AM @ 5 we saw the land bearing from S W to W S W supposd to be the High land of LaGabriel which is about 18 or 20 miles from Cayenne to Windward. Continued standing in towards the land till we shoalend our water to 10 fathoms, then wore and Steerd W N W down the coast. @ 6 saw the constable which is a small Island to the E N E of the River Cayenne very regular soundings from 10 to 11 fathoms steering nearly Parrellel to the shore. 10 or 12 miles distance from the coast @ 9 shortnd sail and came to the wind to the N N E the Constable S W by W  $1\frac{1}{2}$  W 10 Miles @ 10 Assembled the Ships company and performd divine Service. The Variation of the compass by a Medium of several observations taken along the coast we could find it to be nothing

[Latitude Observed 04 . 46 North]

[NHSC, NYHS.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S. Navy, commanding, Sunday, 29 September 1799

Begins with moderate breezes & pleasant at 1 P M came up with our chase which prov'd to be a small french Sch<sup>t</sup> Boat with a number of passengers from Jaquemel bound to S<sup>t</sup> Domingo put onboard 3 prisoners overhall'd her & let her go, at 3 bore away & made sail at 5 saw a sail to the South<sup>d</sup> hall'd on a wind after her. at 6 the Island of Altavela bore W S W 4 leagues at 7 fir'd a gun at our chase but night coming on lost sight of her took in the light sails

Mid. part D<sup>o</sup> weather. at 6 A M set steering Sails

Ends pleasant all sail set before the wind

[Latitude Observed 17. 36 N.]

[HS of Old Newbury, Mass. NDA photostat.]

To Lieutenant John Shaw, U. S. Navy, from Secretary of the Navy

NAVY DEPARTMENT  
Trenton September 30<sup>th</sup> 1799

Lieut<sup>t</sup> JOHN SHAW  
Baltimore —

Duplicate of this letter  
forwarded at same time  
to New Castle — Delaware

SIR On the 18<sup>th</sup> Inst I informed you, that if Lieut. Bunbury and you could agree You might remain on furlough until the last of the two Schooners building at Baltimore should be ready to receive you, Since which M<sup>t</sup> Bunbury has resigned his Comm<sup>d</sup>

You will therefore be pleased to repair immediately to Baltimore and take the Command of the Schooner *Experiment* which is now ready for you — You will also please inform me of your arrival at Baltimore as soon as may be, or of your being on your way there, when I shall immediately forward your recruiting Instructions &c.

I am Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant John Mullowny, U. S. Navy, from Secretary of the Navy

[TRENTON]  
Navy Department 30th September 1799

Capt<sup>n</sup> JOHN MULLOWNY  
of the  
*Montezuma* — Baltimore

SIR It is determined to sell the *Montezuma* — You will be pleased to have an Inventory made of her Guns, and all her warlike Stores, sending one Copy to me and delivering another Copy with the Stores to M<sup>t</sup> Yellot, or if he should decline the trouble of taking charge thereof to M<sup>t</sup> Arch<sup>d</sup> Campbell — You will be pleased also to cause an Inventory of all her other Stores, Sails, &<sup>r</sup> &<sup>r</sup>, which will be required to be shewn, when the Ship is Sold —

If M<sup>t</sup> Hollingsworth should not have received money enough to pay off the whole of the Crew, He can I presume readily draw on me at Sight for the Balance, desire him to do so — Such of the warrant Officers and others as continue in the Service may enter on board of the Schooners & the *Chesapeake* [*Patapsco*] — I expect there will be a Ship for you in Delaware soon — Finish your business completely in Balt<sup>o</sup> before you leave it, and have the *Montezuma* taken care of until she is sold but keep no more people on board than barely necessary for this object —

I Have the honor to be  
&c.

[NDA. OSW, Vol. 2, 1799.]

[30 September 1799]

The launch of the U. S. Frigate *Essex*, at Salem, Mass.

Yesterday, the Frigate *Essex*, of 32 guns, was launched from the stocks, in this town. She went into the water with the most easy and graceful motion, amidst the acclamations of thousands of spectators, and a federal salute from her guns on the hill, returned by an armed ship in the harbour, commanded by Capt. Thomas Williams. The committee acting for the subscribers, Col. Hackett, the superintendent, and Mr. Briggs, the master builder, have thus the satisfaction of producing to their country as fine a ship, of her size, as graces the American Navy. It is not yet known who will command her; but it is on all hands agreed that she is well calculated to do the essential service to her country.

[LC, "N. H. Gazette" (Portsmouth, N. H.) 8 October, 1799.]

To Lieutenant William Maley, U. S. Navy, from Secretary of the Navy

[TRENTON]

Navy Department 30<sup>th</sup> September 1799

Lieutenant WILLIAM MALEY

Care of SAMUEL HODGDON Esq<sup>r</sup>

Philad<sup>a</sup>—

SIR Enclosed you have a Commission as Lieutenant in the Navy of the United States — The form of an oath is also enclosed which you will please to take, and return to this office —

You will proceed immediately to Baltimore, and take the Command of an Armed Schooner [*Experiment*] which will be pointed out to you by Jeremiah Yellot Esq<sup>r</sup> on your shewing him this letter —

While in the command of this Vessel your pay and rations will be Fifty Dollars p<sup>r</sup> month and four rations p<sup>r</sup> day, and will commence from the day of your acceptance — You will be pleased to write me on your leaving Philad<sup>a</sup> which I expect will be immediately after the receipt of this letter —

I am Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

P. S. You will please to observe that your Commission only entitles you to the pay and Emoluments of a Lieutenant which are 40 Dollars p<sup>r</sup> month and 3 rations p<sup>r</sup> day, and should it be necessary to remove you to a Ship where you are not the Commanding Officer, this will be the amount of your pay and emoluments — I make this observation to prevent future uneasiness.

N B — This Letter handed to M<sup>r</sup> Maley in the office —

[NDA. OSW, Vol. 2, 1799.]

To Lieutenant Mark Fernald, U. S. Navy, from Secretary of the Navy

NAVY DEPARTMENT  
Trenton 30 Sept<sup>r</sup> 1799

Lieu<sup>t</sup> MARK FERNALD  
of the *Scammel*,  
New York

SIR I am this moment informed of your arrival at New York —  
You will please apply to Mess<sup>rs</sup> James & Ebenezer Watson Navy  
Agents for such provisions and other stores as the *Scammel* will  
conveniently stow for a cruise & prepare your Vessel for Sea again as  
quickly as possible —

Your orders shall be forwarded forthwith —

I am Sir

Y<sup>r</sup> obed<sup>t</sup> Serv<sup>t</sup>

[NDA. OSW, Vol. 2, 1799.]

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To Jeremiah Yellott, Navy Agent, Baltimore, Md., from Secretary of the Navy

[TRENTON]

Navy Department 30th September 1799

JEREMIAH YELLOTT Esquire  
Baltimore

SIR I am honored with your letter of the 26th —

The Secretary of State requires a few days more to determine  
respecting the *Montezuma* — I wrote to Lieu<sup>t</sup> Shaw the 18<sup>th</sup> Inst  
to take the Command of the *Experiment* if M<sup>r</sup> Bunbury and he could  
not agree, that M<sup>r</sup> B. should take the first and M<sup>r</sup> Shaw the last  
Schooner — M<sup>r</sup> Bunbury has since resigned, and a Lieutenant  
Maley is appointed to one of the Schooners ordered immediately to  
Baltimore to take command of that which Shaw does not —

I have the honor to be

Sir

Y<sup>r</sup> obed. Serv<sup>t</sup>

[NDA. GLB, Vol. 2, 1799.]

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Extract from journal of the U. S. Ship *Merrimack*, Captain Moses Brown, U. S.  
Navy commanding, Monday, 30 September 1799

Begins with moderate breezes & pleasant weather, employ'd run-  
ning down by Hispaniola at 6 PM the western part of the Island  
bore N W by W dist 3 leagues hall'd our wind to the S<sup>d</sup> & East<sup>d</sup>

At Midnight saw a sail

[Remainder of document is too mutilated to decipher intelligibly. It seems to  
contain data similar to that in paragraphs 2, 3, and 4 of entry for 1 October 1799.]

[Latitude Observed 17. 46 N.]

[HS of Old Newbury, Mass. NDA photostat.]